

CHAPTER 5

Comments and Responses

5.1 Introduction

A total of five comment letters were received from agencies and organizations in response to the Draft Mitigated Negative Declaration (MND) for Pacific Gas and Electric Company's (PG&E) Lakeville-Sonoma 115 kV Transmission Line Project (Application Number 04-11-011).

5.2 List of Comment Letters Received

The comment letters received on the Draft MND are listed below in **Table 5-1** in order of their arrival. Each comment letter has been assigned a corresponding alphabet letter designation.

**TABLE 5-1
LIST OF COMMENTERS**

Letter #	Commenter	Date
A	Sonoma Mountain Institute	January 9, 2006
B	Sonoma County Agricultural Preservation and Open Space District	January 9, 2006
C	Pacific Gas & Electric Company	January 9, 2006
D	Department of Transportation, Division of Aeronautics	January 10, 2006
E	Department of Transportation, Division of Aeronautics	February 22, 2006

5.3 Responses to Comments

This section contains responses to all of the substantive comments received on the Draft MND up to the date of publication of this Final MND (the official public review period extended from December 9, 2005 through January 9, 2006). Each comment letter was assigned a letter according to the system identified previously (i.e., A, B, etc.). Each comment addressed within each letter was assigned a comment number (i.e., A-1, A-2, etc.). Responses are provided to each comment within the letter. Where a response to a similar comment has been provided in another response, the reader is referred to the other response.

All changes to the MND are described in the response and referred by the page number on which the original text appears in the MND. Added text is underlined; deleted text is ~~stricken~~. Added and deleted text is also shown in Section 2, *Environmental Checklist and Discussion*.

**SMI Written Input for PGE/PUC Mitigated Negative Declaration / Sonoma-Petaluma Project
January 9, 2006**

**Response to CPUC Mitigated Negative Declaration, December 2005/ prepared by ESA.
Prepared by John D. Olmsted, M.A. Consulting Landscape Ecologist**

SONOMA MOUNTAIN INSTITUTE RESPONSE, Monday January 9th, 2006

- Topics with Mitigable Inadequacies are listed first; Mitigations and/or Discussion are Follow**
- A. Sudden Oak Death and Exotic Biota Protocols are largely adequate (Except as below)**
 - B. Construction Start after winter S.O.D. danger & before fire season is good goal (But see below)**
 - C. Steel Towers lessen fire danger (except if fire starts during construction or metal maintenance)**
 - D. No new roads will be built across SMI/Sonoma Open Space District land/easements (But below)**
 - E. CPUC/ESA Monitors are a big help (But Bond or SMI and SCOSD Attorneys Costs are needed)**
 - F. Sudden Oak Death and Exotic Biota Protocols for construction are valuable (but need to be included in all future maintenance)**

Mitigable Inadequacies and Discussion

- A. A procedure requiring all workers and vehicles entering SMI/SCOSD project lands needs to be instituted involving the leaving of a Daily Protocol Compliance Slip at the Road Entrance(s) and/or Property Boundary. This guarantees cleaning of tires, vehicle underpinnings, worker clothing, etc. This may involve a washing station for worker shoes. | A-1
- B/C. Construction time in months must be estimated and March 15-June 15th construction window to be committed to (or other timing negotiated). Exceptions need to be negotiated with extra fire prevention including pumper utilizing SMI pond, radio/tele plan to County & CDF Fire departments. Major Delays should result in moving entire construction to following year or to short fall window. | A-2
- C. The addition of metal towers increases the chance that metal maintenance/welding may be needed in fire season. Commitments are needed to develop a metal maintenance protocol for fire season. maintenance in future years. | A-3
- D. Worker passage across SMI areas outside the PGE easement needs to be discussed more fully. | A-4
- E. Failures to live up to final agreed-upon fire and biota protocol implementations need their own protocol. If a bond is not posted, Attorney Costs for Damage Suits needs to be assumed by PGE. | A-5
- F. Past PGE Maintenance has not utilized adequate S.O.D. and Exotic Biota Protocols. Commitments for future PGE maintenance activities along the Easement are needed | A-6

Page Two DISCUSSION Regarding Specified Items

I. Construction Timing Failure in another California project

The author is familiar with a construction project at a nationally significant (4 Plaque) Historic Transportation Monument for which no construction timing guarantees were part of the Negative Declaration.

The inherent feature of the resource was 1860s protection technology for historic wooden beams.

The California State Agency restoring the structure

- A. Made no plans to limit construction to the 7 month dry season
- B. Construction delays brought work into 5 month rainy season; but no contingency plans existed
- C. Rain exposure on 1860s giant timbers was the most likely cause for sudden cracks that developed
- D. Additional costs over \$100,000 and loss of several historic timbers ensued

(Photographs of lack of tarps, etc., taken in the 5 month rainy season, are in possession of Consultant)

A-7

Conclusion: In projects for which timing is crucial, Enforceable Construction Windows are Necessary.

II. Relative Importance of Sonoma Mountain Institute/Sonoma County Open Space District Land

The combined open space easements of Sonoma Mountain Institute and Sonoma County Open Space District comprise a Rare In California conjunction of Restorable Open Space Oak Woodlands with Well-funded Restoration already begun and committed to continue.

A-8

Conclusion. Location of major Sudden Oak Death research on adjoining lands (supervised from adjacent Cal. State University Sonoma) makes it thus highly necessary that an example of **Enforceable Construction Timing commitments** be worked out in the current project. (creating examples for similar sites such as the Santa Rosa relationship with the Mayacamas Audubon Reserve).

III. Fire

As previously submitted, Fire is an overwhelmingly important element for SMI (and SCOSD). The mitigation provided by the steel towers, minimizing fires starting from power pole failure, is very valuable. The potential damage to the ancient oak communities on the SMI/SCOSD lands is not something that financial responsibility alone can cover.

A-9

Conclusion. The genetic and ecological resource is irreplaceable. Thus all mitigations regarding construction timing and fire prevention during construction are of the highest importance. Although they are not yet satisfactory in the current document, SMI believes that adequate mitigations and preparations can be developed and agreed to.

Letter A – Sonoma Mountain Institute

- Response A-1 As described in Mitigation Measures 2.4-10a through 2.4-10e, measures to reduce or eliminate the potential for the spread of sudden oak death (SOD) would be implemented throughout the project area, including Sonoma Mountain Institute (SMI) and Sonoma County Agricultural Preservation and Open Space District (SCAPOS) project lands. PG&E must comply with all mitigation measures contained in this document. Compliance with these measures would be monitored by CPUC designated Mitigation Monitors. Routine monitoring reports would include a discussion of compliance with these measures and would be provided to SMI/SCAPOS on a weekly basis.
- Response A-2 The construction schedule as presented on Table 1-7 of the Draft MND indicates that the transmission line construction period would span the interval between April 1, 2006 and May 1, 2007. The commenter references a construction interval between March 15th and June 15th with the inference that this period relates to their property (Sonoma Mountain Institute) and does not mention a specific year. The document preparers were aware that PG&E was and is likely to continue to conduct individual property access agreements for this and similar type projects, however the Draft MND makes no mention of any such property-specific construction period for proposed project work to be performed on Sonoma Mountain Institute property as stated by the commenter. As long as PG&E follows its established construction schedule and the specific time-sensitive mitigation measures¹ as presented in the MND and as verified by the CPUC Mitigation Monitors, the potentially significant project-related impacts would be reduced to a less-than-significant level.
- Response A-3 The installation and maintenance of tubular steel poles (TSP) generally does not require any welding activities in the field, as the TSP is erected, bolted into place and conductors are fastened on by non-welding methods. In the unlikely event that maintenance crews have to contend with potential fire incidents at the field maintenance location, PG&E's maintenance crews are trained in fire suppression and carry the following items – 46 inch handle shovel, Indian-back pumps, and a chainsaw as required by public resources code (PG&E, 2006a). In addition, **Mitigation Measure 2.13-1b** requires that all PG&E vehicles carry water for fire suppression during construction (*See Mitigation Measure 2.13-1b*).
- Response A-4 The subject of overland travel mentioned by the commenter is discussed on page 1-24 of the Draft MND. The intent of the overland travel is to minimize potential impacts from the passage of construction crews between existing

¹ The Draft MND contains numerous mitigation measures that establish a specific time period when project construction can occur (or must avoid) in order to avoid impacts to specific resources. Many of these are found in Section 2.4; however, there are others contained within the document and are too numerous to list here.

roads and a remote pole site. As defined in the Draft MND, these routes would be approximately 12 feet wide, occur on gently sloping grassy areas and rangeland without the preparation of a road. PG&E has indicated that for the project-related overland travel on SMI property, the following vehicles would potentially be used - wheel auger, flatbed boom truck, dump truck, concrete transport (PG&E, 2006a). PG&E would work with the local landowner to establish the best route for this overland travel to comply with all mitigation measures and any circumstances of local terrain conditions at the time overland travel would occur.

Response A-5 PG&E must comply with all mitigation measures contained in this document. Compliance with these measures would be monitored by CPUC-designated Mitigation Monitors. As is discussed in Response A-2, PG&E must meet construction schedule requirements of mitigation measures that are time-period specific contained in the Draft MND². Should PG&E be found to not be in compliance with these mitigation measures, then the CPUC has the authority to halt any construction, operation, or maintenance activity as stated on page 5-5 of the Draft MND:

“Enforcement and Responsibility

The CPUC is responsible for enforcing the procedures for monitoring through the environmental monitor. The environmental monitor shall note problems with monitoring, notify appropriate agencies or individuals about any problems, and report the problems to the CPUC. The CPUC has the authority to halt any construction, operation, or maintenance activity associated with the project if the activity is determined to be a deviation from the approved project or adopted mitigation measures. The CPUC may assign its authority to their environmental monitor.”

The commenter also mentions a bond not being posted and the comment infers that this would be to cover damages. As the easement owner, PG&E has the duty under common law to repair any property damage that may be caused by construction of the transmission line project. PG&E is insured under a major risk management program with large self-insured retentions. This program includes coverage for general liability and automobile liability insurance with limits of \$1,000,000 each occurrence and \$2,000,000 in aggregate as to person or persons for bodily injury, personal injury and property damage. Further, PG&E has qualified as a self-insurer under the laws of the State of California with respect to Workers’ Compensation. Thus, there is no need for the posting of any bond for the proposed project.

² Ibid.

Finally, the commenter mentions that attorney costs for damage suits need to be assumed by PG&E. It is unclear as to what potential environmental impacts with respect to this CEQA document the commenter is addressing as such determinations are within the purview of the legal system, not an environmental information document. In this regard, it would be highly speculative to assume that this would be an impact mitigatable under CEQA. Thus, no response can be provided to this comment.

- Response A-6 The scope of the Draft MND pertains to activities associated with the current proposed project. PG&E must comply with all mitigation measures contained in Draft MND. Compliance with the measures would be monitored by CPUC designated Mitigation Monitors. Should PG&E be found to not be in compliance with these mitigation measures, then the CPUC has the authority to halt any construction, operation, or maintenance activity as stated in response A-5.
- Response A-7 The commenter cites an example of construction timing failure from another unrelated project. Please see response A-6.
- Response A-8 Please see responses A-2 and A-7.
- Response A-9 The commenter's concern about fire on the SMI property is noted. Please see Response A-3 and **Mitigation Measure 2.13-1b**.



**SONOMA COUNTY
AGRICULTURAL
PRESERVATION
& OPEN SPACE
DISTRICT**

747 Mendocino Avenue
Suite 100
Santa Rosa, CA
95401-4850
(707) 565-7360
Fax: (707) 565-7359
www.sonomaopenspace.org

January 9, 2006

Via facsimile: 415/703-2200

Dorris N. Lam
Regulatory Analyst
Public Utilities Commission
Energy Division
Analysis Branch
505 Van Ness Avenue, 4th Floor
San Francisco, CA 94102

RE: Pacific Gas and Electric Company's Application to Construct the Lakeville-Sonoma 115kV Transmission Line Project - CPUC Application No. A-04-11-011 - Draft Mitigated Negative Declaration: Poles 33-39, Moon Ranch conservation easement

Dear Ms. Lam:

The Sonoma County Agricultural Preservation and Open Space District (District) has received and reviewed the above referenced document as it pertains to the District's perpetual Moon Ranch conservation easement. The District is not in agreement with the description of the conservation easement transaction on page 2.1-19. The District is a public agency created pursuant to the California Public Resources Code Section 5500 *et seq.* For clarification, I have summarized the creation of the District below.

Policies set forth in the 1989 Sonoma County General Plan's Agricultural Resources and Open Space Elements expressed the County's commitment to agriculture, the importance of maintaining distinct and identifiable communities, and a desire to protect its precious scenic and natural resources. The 1989 Plan also included an implementation program that envisioned establishing an Open Space District to preserve farmland and open space areas by acquiring interests in lands from willing sellers.

In November 1990, the Sonoma County voters approved Measure A creating the Agricultural Preservation and Open Space District, and Measure C funding the program with a ¼ percent sales tax. An independent 5-member Open Space Authority levies the tax and administers the revenue pursuant to the voter approved Expenditure Plan.

Categories of lands for preservation such as community separators, critical habitat areas, agricultural lands, scenic landscapes, riparian corridors, biotic areas and other open space projects are described in the Expenditure Plan. The District's acquisition program furthers state policy on the preservation of open space and implements the Agricultural Resources and Open Space Elements of the 1989 Sonoma County General Plan.

The Moon Ranch property is designated as a scenic landscape unit in the Open Space Element of the 1989 Sonoma County General Plan. The defined purpose of the Moon Ranch conservation easement is to "preserve the open space, natural, scenic and agricultural values of the Property and to prevent any uses of

B-1

B-2

the Property that will significantly impair or interfere with those values." The District's Moon Ranch conservation easement permanently protects the property for this purpose for all future landowners.

B-2

The Draft Mitigated Negative Declaration, (page 2.1-3 under Table 2.1-2) identifies the District's Moon Ranch conservation easement as Map ID 8, Assessor's Parcel Number 017-100-007. The current Sonoma County Assessor's Roll lists the parcel numbers as 017-100-023, totaling 7.8 acres, under the Susannah Schroll Life Estate, et al, and 017-100-024, totaling 373.20 acres, under Sonoma Mountain Institute. I am enclosing a current Sonoma County Assessor's Parcel Map, which has the District's conservation easement noted as CE 96-27796. The Moon Ranch conservation easement encumbers the *entire 381 acres*, and both Assessor Parcel Numbers. The District requests that both matters noted above be corrected as appropriate throughout the final CEQA document.

B-3

We would like to reiterate that the primary purpose of the District's forever wild conservation easement on this property is to protect the natural resources of the land, including the oak woodland. To this end, the District requests that the sudden oak death (SOD) protocol described in the Draft Mitigated Negative Declaration be strictly adhered to during all phases of construction. Additionally, the District requests notification as each stage of the construction process begins and concludes, so that District staff can monitor potential impacts of the project on the natural resources of the property.

B-4

The District also requests that comprehensive mitigation be included in the final CEQA document to address potential spread of the SOD pathogen, *Phytophthora ramblayana*, in the oak woodland on the Moon Ranch forever wild conservation easement.

B-5

Please feel free to call us to discuss any of this information.

Sincerely,



Marta L. Puente
Open Space Planner

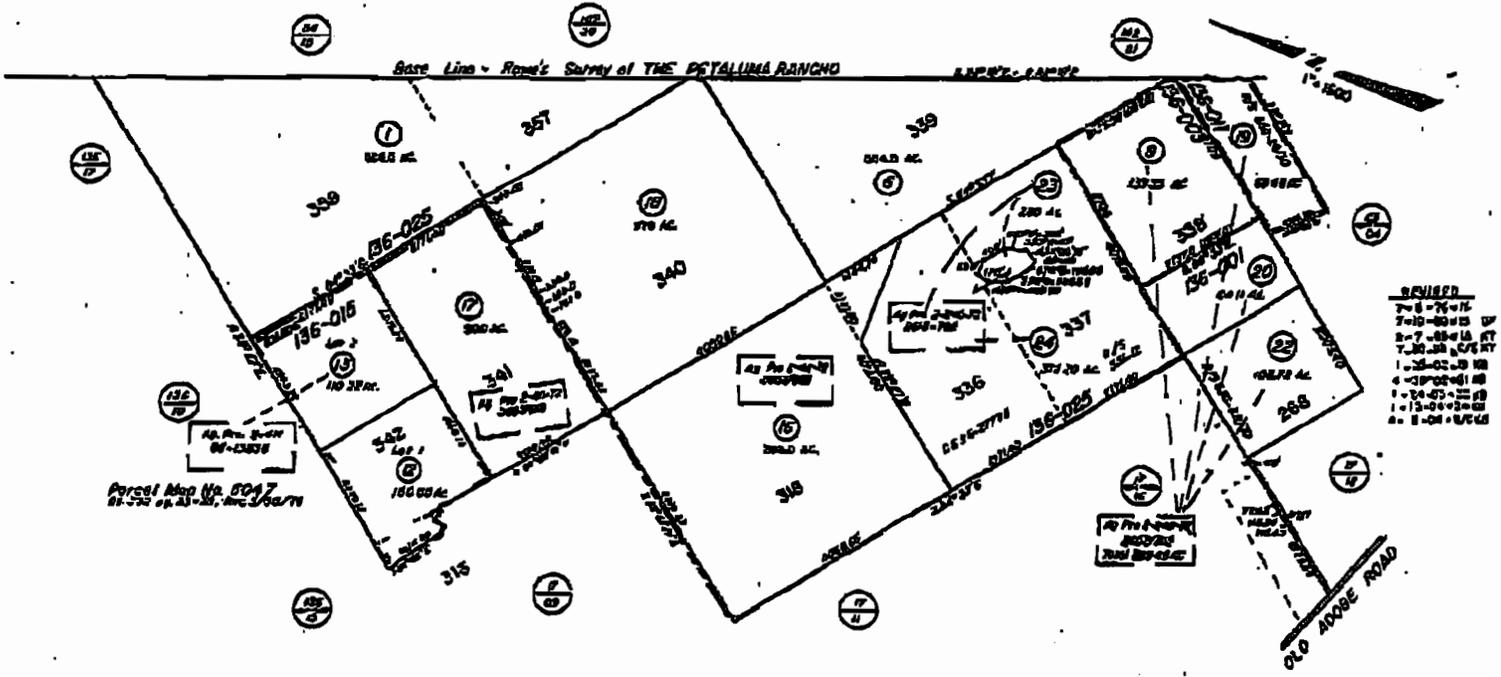
Enclosure: Sonoma County Assessor Parcel Map

c: Maria J. Cipriani, Assistant General Manager
Kathleen Brennan Hunter, Conservation Program Manager
Dino Bonos, Stewardship Coordinator
James P. Botz, District Counsel
Mark Sindr, Sonoma Mountain Institute

COUNTY ASSESSOR'S PARCEL MAP

TAX RATE AREA
136-001
136-011
136-023
136-018
136-025

17-10



REVIEWED

7-8-76-77
7-10-80-82
8-7-88-89
7-30-88
1-25-92
4-23-92
8-24-93
1-15-94
8-8-94

Parcel Map No. 8047
17-10-95 06-01-96, 06-02-96

NOTE: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA DELINEATED HEREON.

Assessor's Map Blk 17 Pg. 10
Sonoma County, Calif

Letter B – Sonoma County Agricultural Preservation and Open Space District

Response B1 The commenter provides a summary of the creation of the Sonoma County Agricultural Preservation and Open Space District (SCAPOSD). This information will be added to MND on page 2.2-5 as follows:

Sonoma County Agricultural Preservation and Open Space District (Non-regulatory)

The Sonoma County Agricultural Preservation and Open Space District (~~Sonoma County SCAPOSD~~) ~~permanently preserves the diverse agricultural, natural resource and scenic open space lands of Sonoma County for future generations. To this end, the District conserves greenbelts between cities, farmland, biological resources, wildlife habitat, and land for public recreation. The intent of the District is to further State policy on the preservation of open space and to implement the Open Space and Agricultural Resources Elements of the 1989 Sonoma County General Plan. The principal focus of the program is to acquire conservation easements, but the District may acquire fee rights in property where the project is in conformity with the Expenditure Plan (APOSD, 2005).~~ is a public agency created pursuant to the California Public Resources Code Section 5500 *et seq.* Policies set forth in the 1989 Sonoma County General Plan’s Agricultural Resources and Open Space Elements expressed the County’s commitment to agriculture, the importance of maintaining distinct and identifiable communities, and a desire to protect its scenic and natural resources. The 1989 General Plan also included an implementation program that envisioned establishing an Open Space District to preserve farmland and open space areas by acquiring interests in lands from willing sellers.

In November 1980, the Sonoma County voters approved Measure A, which created the Agricultural Preservation and Open Space District, and Measure C, which funded the program with a 1/4 percent sales tax. An independent 5-member Open Space Authority levies the tax and administers the revenue pursuant to the voter approved Expenditure Plan.

Categories of land for preservation such as community separators, critical habitat areas, agricultural lands, scenic landscapes, riparian corridors, biotic areas, and other open space projects are described in the Expenditure Plan. The District’s acquisition program furthers State policy on the preservation of open space and implements the Agricultural Resources and Open Space Elements of the 1989 Sonoma County General Plan (Puente, 2006).

In addition, the text of MND page 2.1-11 is changed as follows:

The Sonoma County Agricultural Preservation and Open Space District (Sonoma County SCAPOSD) is a farmland and open space preservation program. The intent of the APOSD is to further State policy on the preservation of open space and to implement the Open Space and Agricultural Resources Elements of the 1989 Sonoma County General Plan (Sonoma County APOSD, 2005). is a public agency created pursuant to the California Public Resources Code Section 5500 et seq. Policies set forth in the 1989 Sonoma County General Plan's Agricultural Resources and Open Space Elements expressed the County's commitment to agriculture, the importance of maintaining distinct and identifiable communities, and a desire to protect its scenic and natural resources. The 1989 General Plan also included an implementation program that envisioned establishing an Open Space District to preserve farmland and open space areas by acquiring interests in lands from willing sellers.

Regarding the commenter's disagreement with the MND's description of the conservation easement transaction, please see response B-2.

- Response B-2 The commenter generally summarizes the purpose of the conservation easement on the Moon Ranch property. MND page 2.1-11 acknowledges the existence of the easement and its stated purpose.
- Response B-3 The commenter correctly states that the Draft MND identifies its Moon Ranch conservation easement by the incorrect Assessor's Parcel Number (APN). The Sonoma County Assessor's Parcel Map submitted along with the comment letter is a more recent version of the Assessor's Parcel Map that was referenced in the Draft MND analysis.³ As indicated on this updated map, the proposed project crosses what is now indicated as APN# 017-100-024 which is one of the two parcels that made up what was formerly designated 017-100-007. The proposed project does not cross the other parcel (017-100-023) mentioned by the commenter. Therefore, the following changes are made to the text of the MND:

The eighth full row in Table 2.1-2 on MND page 2.1-3 is changed as follows:

8	017-100-007 <u>024</u>	Open space with residence	LEA 60	LEA	SR; Z; B6
---	--------------------------------------	---------------------------	--------	-----	-----------

The fourth paragraph on MND page 2.1-11 is revised as follows:

³ In the summer of 2005, the document preparers obtained the most recent copy of the parcel map available at the Sonoma County Tax Assessors Office. This copy was dated October 15, 1993. The commenter provided a copy of the parcel map that was current as of December 2005 and is more recent than the copy that was available to the document preparers.

The ~~Sonoma County~~ SCAPOSD currently holds a *Deed and Agreement Conveying a Conservation Easement and Assigning Development Rights* that applies to two parcels of land. The larger of the two parcels that this deed applies to is currently owned by the Sonoma Mountain Institute, through which a portion of the transmission line would cross (pole numbers 33 through 39) (see **Figure 2.1-3**).² The Sonoma Mountain Institute property (Assessor's Parcel Number 017-100-024) is located at 4080 Manor Road in Petaluma, California and comprises approximately ~~380~~ 373 acres of land. The property is currently used for research demonstrations in connection with the purposes of the Sonoma Mountain Institute, which are to sustain, manage, restore, and rehabilitate open space and other property dedicated to conservation goals and objectives. The Sonoma Mountain Institute property currently has a conservation easement with the ~~Sonoma County~~ SCAPOSD that places approximately 211 of the ~~380~~ 373 acres into a designation called *Forever Wild*, through which the Proposed Project would cross (Haley & Bilheimer, 2005). The stated purpose of the easement is "to preserve open space, natural, scenic and agricultural values of the Property and to prevent any uses of the Property that will significantly impair or interfere with those values" (~~Sonoma County~~ SCAPOSD, 1995).

² The other parcel that is covered by the same deed is under the Susannah Schroll Life Estate, et al (APN 017-100-023), totaling 7.8 acres. In total the Deed covers Assessor Parcel Numbers 017-100-023 and 017-100-024, which together comprise 381 acres.

Response B-4 Please see response A-5. The commenter requests that notification be given at each stage of the construction process on the SMI property to allow the commenter to monitor activities. Daily monitoring reports will be prepared and supplied to Sonoma County either by fax, email, or available online. The text of Table 5-1 found in the fourth column from the left beginning on page 5-25 at the discussion of Impact 2.4-10 and ending on page 5-27 in the Draft MND is modified for the four instances of the text as follows:

CPUC mitigation monitor to inspect compliance at least once a week. During construction of poles on SMI property, PG&E and CPUC mitigation monitors shall provide copies of all routine mitigation monitoring reports submitted to the SCAPOSD and the CPUC on a weekly basis.

Response B-5 Mitigation Measures 2.4-10a-f provided in the Draft MND were derived from organizations⁴ with current scientific knowledge on the SOD pathogen

⁴ California Oak Mortality Task Force and Sonoma County Agricultural Commissioner.

and its known distributions. These measures adequately address the potential spread of SOD that could result from construction activities associated with the proposed project based on current scientific knowledge.



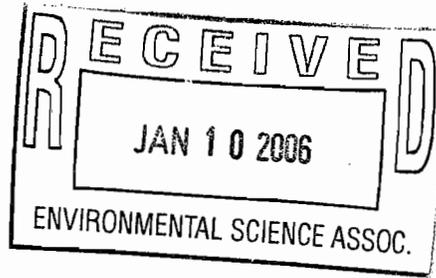
**Pacific Gas and
Electric Company**

Comment Letter C

David T. Kraska
Attorney at Law

77 Beale Street, B30A
San Francisco, CA 94105
Mailing Address
P.O. Box 7442
San Francisco, CA 94120

415.973.7503
Telecopier: 415.973.0516



January 9, 2006

Via Hand-Delivery

Ms. Dorris Lam
Energy Division
California Public Utilities Commission
505 Van Ness Avenue, Fourth Floor
San Francisco, CA 94102

Re: Lakeville-Sonoma 115 kV Transmission Line Project (A.04-11-011)
Comment to draft Mitigated Negative Declaration

Dear Ms. Lam:

PG&E has reviewed the draft Mitigated Negative Declaration (MND) proposed for this project, and wishes to add a clarification to section 1.8.1, page 1-20. As we notified you by letter dated August 26, 2005, PG&E will use *non-specular* 477 ACSS conductor to limit reflection of light and visibility. We would appreciate your adding this information.

C-1

PG&E will separately provide additional comments to the MND. Thank you for your assistance.

Very truly yours,

DAVID T. KRASKA

cc: Lakeville-Sonoma Transmission Project
c/o Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104

Osa Wolff, Shute, Mihaly & Weinberger
396 Hayes Street
San Francisco, California 94102-4421



David T. Kraska
Attorney at Law

77 Beale Street, B30A
San Francisco, CA 94105

Mailing Address
P.O. Box 7442
San Francisco, CA 94120

415.973.7503
Telecopier: 415.973.0516

January 9, 2006

Via Hand-Delivery

Ms. Dorris Lam
Energy Division
California Public Utilities Commission
505 Van Ness Avenue, Fourth Floor
San Francisco, CA 94102

Re: Lakeville-Sonoma 115 kV Transmission Line Project (A.04-11-011)
Comment to draft Mitigated Negative Declaration

Dear Ms. Lam:

PG&E has reviewed the draft Mitigated Negative Declaration (MND) proposed for this project, agrees that an MND is appropriate for this project, and appreciates the effort expended by Commission staff and consultants on this application. PG&E's comments to the MND are included below.

As we have previously indicated, PG&E needs to begin this project in late spring in order to meet the Summer 2007 operational date, so time is of the essence in completing this permitting process.

Mitigation Measure 2.1-1 (Undergrounding)

PG&E agreed to install one segment of the new transmission underground along Leveroni Road between Fifth Street and Sonoma Substation to ensure there would be no "potentially significant visual impact due to the increased height of the poles leading into the City of Sonoma." (Kraska letter to Dorris Lam dated April 5, 2005.) PG&E did not agree to underground the line segment to mitigate an inconsistency with the City of Sonoma's General Plan, since PG&E is not subject to local planning or zoning regulations. (See, e.g., *Town of Woodside* (1978) 83 Cal.P.U.C. 418 (Dec. No. 88462).) In its Land Use and Planning chapter, the MND correctly notes that the CPUC has sole and exclusive jurisdiction over the siting and design of the project, and that "such projects are exempt from local land use and zoning regulations and permitting" (MND at 2.1-4), yet incorrectly indicates that the overhead double-circuit transmission line proposed by PG&E to replace the existing single-circuit line would conflict with an "applicable land use plan, policy, or regulation of an agency with jurisdiction over the project" (MND at 2.1-13, emphasis

C-2



added). Since the General Plan designations are not applicable to PG&E, and the City of Sonoma has no jurisdiction over the project, this chapter of the MND needs to be corrected, along with the Executive Summary at ES-3 and the tables at pages ES-5 and 5-8. (The references to the Sonoma County cultural resource consultation and plan at pages 1-38 and 2-3 should also be deleted, consistent with the MND’s Cultural Resources chapter, as there is no discretionary local review.) The underground mitigation measure can remain, but should be moved to the Aesthetics chapter, where the analysis assumed it was in place in any event.

C-2

Preliminary engineering on the underground section of the project indicates that a second TSP at pole location 108, also approximately 75 feet tall, will be needed to transition the new circuit from overhead to underground. Pole 108 will be needed to allow the existing circuit to continue to the next existing pole. The mitigation measure should be revised to reflect the two necessary structures. Preliminary engineering also indicates that the underground line will require the fence at Sonoma Substation to be moved out to accommodate the necessary equipment. The modifications will remain well within PG&E’s substation property and behind the landscaping buffer. “Existing fenceline” should be revised to “existing property line” in discussions of the Sonoma Substation modifications at pages 1-20, 2.2-6 and 2.2-9.

C-3

Table 1-3 (Existing and Proposed Poles)

As PG&E has stated in all information provided to the Commission, project pole heights and other engineering details are approximate and subject to change “as a result of the CPUC permit process, final engineering, and any necessary adjustments during construction.” (See, e.g., PEA, Figure 2-4 (a)-(d), Figure 2-5, Figure 2-6, Table 2-2, and Appendix I.) Thus, Table 1-3 at pages 1-15 through 1-18 should make clear that all heights given are approximate and subject to change. The column “Proposed Height (ft)” should be changed to “Approximate Proposed Height (ft),” and the column “Change in Height (ft)” should be changed to “Approximate Change in Height (ft).” Similarly, the reference to Table 1-3 on page 1-8 should state that the table reflects the “approximate” proposed heights, which are subject to change with final engineering.

C-4

Although further adjustments are possible with final engineering, PG&E has already determined that poles 80 through 88 will need to be somewhat taller than indicated in this chart. Poles 80-87 will all be approximately 75 feet tall, rather than 65-70 feet tall, which includes a 10-foot height increase for EMF mitigation. These poles were already shown at 75 feet in the visual simulations that were used for the visual analysis. Pole 88 will be approximately 65 feet tall, rather than 60.

C-5

Table 1-3 should also be revised to add footnote “a” to poles 5, 6 and 108 (and pole 108 should be shown as TSP rather than wood). Footnote “b” can be eliminated as redundant. Footnote “c” applies to poles 80 through 87, as stated above. Poles 109 through 120 remain

C-6



untouched with incorporation of the underground mitigation measure, so Table 1-3 should reflect the change. The existing land use for poles 7 through 10 should be orchard, and for poles 25 through 27 irrigated vineyard without residence.

C-6

Sections 1.8.1.4, 1.8.1.6 and 1.8.1.7 (Helicopter Work)

Section 1.8.1.4: The current plan is to use helicopters to perform some of the construction activities on approximately 26 poles where overland access is difficult or to otherwise facilitate project construction. (Of the poles listed in the first sentence of this section, poles 52, 54, 55 and 63 will be eliminated.) Only the work at pole 14 will be performed entirely by helicopter, due to the special circumstances at that site. For work at the other poles listed, helicopters will be used for one or more of the activities listed.

C-7

Section 1.8.1.6: Approximately 35 poles will be removed by helicopter.

Section 1.8.1.7: Again, approximately 30 should be changed to approximately 26. The third sentence should be revised to read: "Some locations will require transporting excavated soils, foundation forms, concrete, TSPs, or miscellaneous tools and materials by helicopter."

Miscellaneous Minor Revisions

PG&E also suggests the following minor revisions, corrections and additions:

Page 1-8, section 1.6.1, last sentence: revise to approximately 27 fewer "transmission" poles or to approximately "17" fewer poles (because approximately 10 poles will be topped but will remain in place to support distribution lines).

C-8

Page 1-9, section 1.6.2, last paragraph: revise pole numbers to reflect underground mitigation.

C-9

Page 1-23, end of first new paragraph, "Priskert" should be "Pritzker."

C-10

Page 1-31, second paragraph, times refer to totals over the life of the project; perhaps more accurate to state that installation would require approximately 80 hours; transporting approximately 120 hours.

C-11

Page 1-31, last paragraph, first sentence, change "1½-2 weeks" to "4-5 hours per structure" for clarity.

C-12

Page 2.1-2, second paragraph, add to last sentence: "except for poles 7-12, which must avoid an existing transmission gas pipeline."

C-13

Page 2.1-2, last paragraph, add to last sentence: "except for certain poles along Felder Creek."

C-14

Page 2.1-17, first new paragraph, sentence five: delete "any and all" before necessary easements and add "or other legal authorization" since PG&E generally obtains an Order of Possession for construction during any eminent domain proceedings.

C-15



- Page 2.4-19, first new paragraph, add “substantial” before “impacts” to reflect current law. (Guidelines for California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15065(a)(1) (as amended December 1, 2004).)
- Page 2.4-31, Mitigation Measure (MM) 2.4-2, second bullet (and both MM charts), delete “to act as construction monitor” since Specialist will only do pre-construction survey and training; Environmental Monitor will be construction monitor.
- Page 2.4-31, third bullet (and both MM charts), add “For wet season work,” before the second sentence beginning with “the survey area should consist of” to indicate that wet season work areas only need to be surveyed before wet season work.
- Page 2.4-33, MM 2.4-3c (and both MM charts), delete “in coordination with CDFG” and last sentence, and add “as set forth in MM 2.4-3b by the Environmental Monitor.”
- Page 2.4-39, MM 2.4-7d (and both MM charts), third bullet, last sentence, after “shall have authority to stop activities that are likely to adversely affect sensitive aquatic habitats” add “consistent with project safety.”
- Page 2.4-43, MM 2.4-10b (and both MM charts): add “loose” before “mud” in final sentence.
- Page 2.6-8, second new paragraph, last sentence, delete “lengthening the insulator strings” and add “installing load-limiters.”
- Page 2.7-7, last sentence at top of page, delete “and because the poles are placed in concrete footing” since wood poles are not placed in concrete foundations.
- Page 2.8-2, last sentence, revise to “Poles 26, 36 and 37 would remain approximately in their current locations. All would be constructed more than 100 feet from the stock ponds.” Pole 26 is not new, and will be installed near the existing pole which is several hundred feet from the stock ponds.
- Page 2.8-7, first new paragraph, last sentence, delete “or stockpiled for reuse in the staging areas.”
- Page 2.11-10, second to last paragraph, third sentence, delete “such as operation of generators as emergency power back-up contingencies for essential safety purposes” and add “such as when work must be performed during line outages that are only available outside of normal work hours.”
- Page 2.15-12, section c, first sentence: change first phrase to “Petaluma Airport is within two miles of Lakeville Substation and helicopters . . .”
- Page 2.16-5, section c, and page 2.16-6, section f: pole numbers should be changed to reflect underground mitigation.
- Page 2.7-6 (and both MM charts), Impact 2.17-1, delete this impact and mitigation measure because the SVRWP project has been completed.
- Page 5-12, MM 2.4-1a, and page 5-14, MM 2.4-2, Monitoring/Reporting Requirements, delete requirement to submit contracts; this has not been required on other projects, serves no valid CPUC purpose, and may conflict with confidentiality requirements.



Dorris Lam
Page 5
December 9, 2006

Conclusion

PG&E appreciates the opportunity to provide these comments. Please feel free to contact us if you need further information or clarification of these comments.

Very truly yours,

A handwritten signature in black ink, appearing to read 'D. Kraska', with a long horizontal line extending to the right.

DAVID T. KRASKA

cc: Lakeville-Sonoma Transmission Project
c/o Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104

Osa Wolff, Shute, Mihaly & Weinberger
396 Hayes Street
San Francisco, California 94102-4421

Letter C – Pacific Gas and Electric Company

Response C-1 In response to this comment, the following change is made to the last paragraph on MND page 1-20:

Construction of the transmission line would include installation of new tubular steel poles, installation of wood poles, removal of existing wood poles and conductor (transmission line wires), topping of some existing wood poles, installation / removal of safety structures at road crossings and stringing of new conductor for the 11 kV circuits. The existing 115 kV conductor would be removed and replaced with ~~the same non-~~specular 477 ACSS conductor type (aluminum with a steel core) to limit reflection of light and visibility...

Response C-2 The commenter's question of applicability and jurisdiction regarding land use plan, policy, and regulation are rendered moot by a subsequent letter from PG&E to the CPUC (PG&E 1996c) which revises the project description to include as part of the project what was described in the Draft MND as **Mitigation Measure 2.1-1** (undergrounding of the transmission line as it enters the City of Sonoma along Leveroni Road from approximately Fifth Street West to the Sonoma Substation). The environmental impacts of undergrounding that section of the transmission line were fully evaluated in the Draft MND, so incorporating the undergrounding as part of the project does not substantively affect either the evaluation methods or the conclusions of the MND. Mitigation Measure 2.1-1 is now removed from the MND and various changes to the text are made to delete references to Mitigation Measure 2.1-1 and to clarify, where appropriate, that undergrounding the transmission line from approximately Fifth Street West to the Sonoma Substation is part of the project. All text changes are identified in strikeout/underline in the affected sections of this document.

This comment also states that references to the Sonoma County cultural resource consultation and plan at pages 1-38 and 2-3 should be deleted to be consistent with the Cultural Resources chapter, as there is no discretionary local review. Pages 1-38 and 2-3 are revised to remove those references as noted.

Response C-3 The commenter states that a second TSP, that would also be approximately 75 feet tall, will be required at the location of Pole 108 to transition the new circuit from overhead to underground. The commenter also states that in order to complete the undergrounding, it will be necessary to move the existing fenceline at the Sonoma Substation out further. This comment is affected by PG&E's request to have undergrounding incorporated as part of the project (PG&E, 2006c) rather than as a mitigation measure. In response to that request, Section 1 of the Draft MND (Project Description) is revised

to reflect the addition of Pole 108a and the change to the existing fence line (See Section 1). Following are other changes made to the MND to address these comments.

The first full paragraph on MND page 1-20 is changed as follows:

At the Sonoma Substation, additional equipment would be installed within the existing ~~fence line~~ property line, as shown in **Figure 1-7**...

The last paragraph on MND page 2.2-6 is changed as follows:

The Lakeville and Sonoma Substations are located on parcels that are not designated by the Farmland Mapping and Monitoring Program (FMMP) as *Prime Farmland*, *Farmland of Statewide Importance*, or *Unique Farmland*; rather both parcels are designated by the FMMP as *Urban and Built Land*. Modifications to the substations, which would occur within the existing ~~boundary and fence~~ property lines of the substations...

The second full paragraph on MND page 2.2-9 is changed as follows:

... Therefore, modifications to the substations, which would occur within the existing ~~boundary and fence~~ property lines of the substations, would not result in any conflicts with existing zoning for agricultural use or a Williamson Act contract.

Response C-4 In response to the comment, the second sentence under Section 1.6.2 on Draft MND page 1-8 is changed as follows:

Table 1-3 provides a more detailed description of existing, and approximate proposed, and difference of pole heights plus their land use designations for the entire transmission line project.

Regarding column headings for Table 1-3, please see Response C-5.

Response C-5 In response to this comment and Comment C-6, Table 1-3 on MND pages 1-15 through 1-18 will be revised to incorporate the indicated changes. In response to Comment C-2, the incorporation of undergrounding requires changes to Table 1-3 as well. All necessary corrections to Table 1-3 are provided in redline/strikeout text in Section 1.6.3 of this document (See Table 1-3).

Response C-6 Please see Response C-5.

Response C-7 In response to the comment, the following changes are made to the MND:

The first sentence of the fifth paragraph (Section 1.8.1.4) on MND page 1-24 is changed as follows:

It is estimated that helicopter access would be used to install ~~30~~ 23 poles (Poles 14, 26, 33-~~39~~, ~~41-49~~, 51, ~~53~~, 56, 58, ~~59~~ and ~~63~~ ~~64-66~~) in locations where overland access is not possible or difficult due to topography, vegetation, or to otherwise facilitate the project construction.

The last sentence of the first full paragraph (Section 2.15) on page 2.15-2 is changed as follows:

A helicopter would be used for poles at the substations and to install Poles 14, 26, 33-~~39~~, ~~41-49~~, 51, ~~53~~, 56, 58, ~~59~~ and ~~63~~ ~~64-66~~.

The last sentence on MND page 1-25 is changed as follows:

Approximately ~~30~~ 35 poles would require removal by helicopter.

The first paragraph on MND page 1-28 (Section 1.8.1.7) is changed as follows:

Installation of approximately ~~30~~ 23 TSPs would require the use of a helicopter and special construction techniques. Typically, an auger would be walked into the site by the pole crew, accompanied by the environmental monitor. Some locations would require transporting excavated soils, foundation forms, concrete, TSPs, and or miscellaneous tools and materials would all be transported in or out by helicopter. The crew would drive on existing roads to a nearby location, park, and walk the remainder of the way to some sites. There may also be helicopter transportation of some construction workers to remote pole sites.

Response C-8 In response to the comment, the last sentence of first paragraph under Section 1.6.1 is changed as follows:

Overall, the new transmission line would require approximately ~~17~~ 27 fewer poles than the existing line because the taller tubular steel poles allow for greater spans (distance) between poles, which reduces the total number of poles needed to support the existing and new circuits.

Response C-9 The section referenced in this comment has been revised to reflect undergrounding as part of the project rather than as mitigation (*See* Section 1). Please also see Response C-2.

Response C-10 In response to the comment, the last sentence of the first full paragraph on MND page 1-23 is changed as follows:

Note: no new permanent or new temporary (discussed below) access roads would be constructed on the Moon Ranch or ~~Pristker~~ Pritzker.

- Response C-11 In response to the comment, the second paragraph on MND page 1-31 is revised as follows:
- A line crew of approximately 16 people would install conductor over an approximate six month period. A three member helicopter crew would be used to install the new circuit wire and would require approximately 10 days (80 hours). There would also be approximately 15 days (120 hours) where the helicopter would be used to transport people and materials for the conductor installation.
- Response C-12 In response to the comment, the first sentence of the last paragraph on MND page 1-31 is revised as follows:
- Some structures can be installed without a clearance and will be set with a crane (typically a 6-member tower crew and 3-member crane crew working about ~~1-1/2-2 weeks~~ 4 to 5 hours per structure).
- Response C-13 In response to the comment, the last sentence of the second paragraph on MND page 2.1-2 is changed as follows:
- Segment 1 would be located within the existing PG&E right-of-way except for Poles 7 through 12, which in order to avoid an existing transmission gas pipeline, would be located outside of the existing PG&E right-of-way.
- Response C-14 In response to the comment, the last sentence of the last paragraph on MND page 2.1-2 is changed as follows:
- Segment 2 would be located within the existing PG&E right-of-way except for some poles along Felder Creek.
- Response C-15 In response to the comment, the fifth sentence of the second full paragraph on MND page 2.1-17 is revised as follows:
- PG&E would not be able to begin project construction until after ~~any and all~~ necessary easements or other legal authorizations have been acquired.
- Response C-16 In response to the comment, the second sentence of the first full paragraph on MND page 2.4-19 is changed as follows:
- CEQA Guidelines Section 15065(a) declares that substantial impacts to rare, threatened, or endangered plants or animals are significant.

- Response C-17 In response to the comment, on page 2.4-31 of the Draft MND, the second bullet under Mitigation Measure 2.4-2 has been revised as follows:
- PG&E shall contract with a ~~Specialist~~ an environmental monitor and submit the name and credentials of this individual to act as construction monitor(s) to USFWS for approval at least 15 days prior to commencement of any construction activities.
- However, it should be noted that although not required under CEQA, the USFWS *may* require a USFWS-approved monitor to be present during construction activities as a condition of USFWS approval of the project.
- Response C-18 In response to the comment, on page 2.4-31 of the Draft MND, the third bullet under Mitigation Measure 2.4-2 has been revised as follows:
- Immediately prior to activities in the vicinity of Felder Creek, the USFWS-approved Specialist shall perform a preconstruction survey for California red-legged frog. For wet season work sites, ~~the~~ survey area should consist of all proposed wet season work sites within one mile of Felder Creek and should include all suitable aquatic and upland habitats within 90 m (300 ft) of these proposed work sites.
- Response C-19 In response to the comment, on page 2.4-33 of the Draft MND the last sentence in Mitigation Measure 2.4-3c has been revised as follows:
- Use of helicopters shall be restricted to necessary trips to install and remove poles, install the transmission line, and to deliver and remove equipment to areas lacking vehicular access or in areas where access would cause severe erosion. Helicopters may be used in an area if active raptor nests occur if an appropriate buffer has been established in coordination with CDFG. In active nesting areas, helicopters may be used after young have fledged, as ~~determined by a qualified biologist in coordination with CDFG~~ set forth in Mitigation Measure 2.4-3b.
- Response C-20 In response to the comment, on page 2.4-39 of the Draft MND, the last two sentences of the third bullet has been revised as follows:
- If problems are found, the Environmental Monitor shall recommend remedial measures. Consistent with project safety, ~~the~~ monitor shall have the authority to stop activities that are likely to adversely affect sensitive aquatic habitats and recommend alternative work practices in consultation with construction personnel.
- Response C-21 The intent of the measure is to remove *all* mud and other debris from equipment and construction personnel to reduce and eliminate the spread of SOD. The requested change does not clarify and could potentially confuse monitors and construction personnel during the implementation of the mitigation measure.

Response C-22 In response to the comment, the last sentence of the second full paragraph on MND page 2.6-8 is revised as follows:

The transmission line at this location is designed with a flexible capacity by ~~lengthening the insulator strings~~ installing load-limiters to allow for any increased tension on the line caused by fault rupture.

Response C-23 In response to the comment, the last sentence of the first partial paragraph on MND page 2.7-7 is revised as follows:

Because the chemicals have dried ~~and because the poles are placed in concrete footing~~, there is negligible leaching out of the wood and into the environment.

The comment states that wood poles are not placed in concrete foundations and this text change reflects that revision. Because the wood treatment chemicals have dried prior to placement of the wood poles in the ground, there would continue to be negligible leaching out of the wood and into the environment.

Response C-24 In response to the comment, the last two sentences of the last paragraph on MND page 2.8-2 (which runs over to MND page 2.8-3) are revised as follows:

~~Pole 26 is a proposed new pole whereas Poles 36 and 37 would remain in their current location. The new Pole 26 would be constructed at a 100-foot setback from the stock ponds. Poles 26, 36, and 37 would remain approximately in their current locations. These three poles would be constructed at least 100 feet away from the stock ponds.~~

Response C-25 In response to the comment, the last sentence of the first full paragraph on MND page 2.8-7 is changed as follows:

Soil generated from the pole locations would not be left at each pole site, rather, it would be off-hauled and disposed ~~or stockpiled for reuse in the staging areas.~~

Response C-26 In response to the comment, the third sentence of the second to last paragraph on MND page 2.11-10 is revised as follows:

Equipment would not be operated at night except as necessary, such as ~~operation of generators as emergency power back-up contingencies for essential safety purposes~~ when work must be performed during line outages that are only available outside of normal work hours.

Response C-27 In response to the comment, the first sentence of the first paragraph under section c) on MND page 2.15-12 is revised as follows:

~~Although there are no airports within two miles of the project, The Petaluma Municipal Airport, located near the intersection of East Washington Street and Adobe Road, is within two miles of the Lakeville Substation, and~~ helicopters would be used during the construction of the transmission line.

This text change will not affect the conclusion of the resulting impact analysis for Impact 2.15-2 since implementation of Mitigation Measure 2.15-2, requiring preparation and compliance with a Lift Plan to be approved by the FAA, would reduce any air traffic impacts to a less than significant level.

Response C-28 Please see Response C-9.

Response C-29 The commenter asserts that Mitigation Measure 2.17-1 should be deleted because the Sonoma Valley Recycled Water Project (SVRWP) is complete. The commenter is incorrect about this project being complete as the SVRWP is currently under environmental review by the Sonoma County Water Agency and had filed a Notice of Preparation on September 16, 2005 with the state clearinghouse (SCH No. 2005092083). Given the still potential overlapping of the two project's construction schedule, Mitigation Measure 2.17-1 is still required to reduce cumulative impacts along the eastern end of Leveroni Road.

This comment does identify an error in the Executive Summary of the Draft MND. To correct this error the indication that Mandatory Findings of Significance would have no or less than significant impact is changed by deleting reference to in the upper of the two table blocks on the bottom of page ES-3 of the MND and is this now added to the bottom of the two table blocks bottom of page ES-3 of the MND to correctly indicate that it is potentially significant as is stated in Section 2 and 3 of the Draft MND.

Response C-30 In response to the comment, on page 5-12, the first sentence of the first paragraph under the fourth column from the left on Table 5-1 is revised as follows:

PG&E to submit contact information, and qualifications of Specialist; ~~and copy of contract with that Specialist~~ to CPUC for approval.

Similarly, on page 5-14, the fourth sentence under the fourth column from the left on Table 5-1 is revised as follows:

Submit contact information and qualifications of contract with Specialist
to CPUC

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

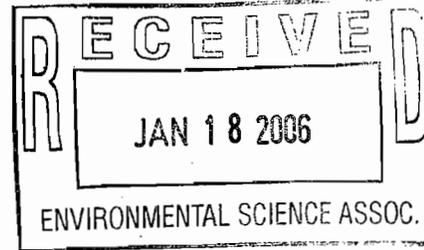
SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

Comment Letter D

*Flex your power!
Be energy efficient!*

January 10, 2006

Ms. Jennifer Johnson

ESA

225 Bush Street, Suite 1700

San Francisco, CA 94101

Dear Ms. Johnson:

Re: PG&E Negative Declaration for Lakeville Sonoma Transmission Line Project

The California Department of Transportation, Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for the construction of a 7.23-mile transmission line between the Lakeville Substation and the Sonoma Substation. Transmission poles will be between 50-100 feet in height. The proposal also includes two helicopter "landing zone/staging areas", one at the Lakeville Substation, approximately 5,000 feet southeast of the Petaluma Municipal Airport and the other approximately 3,000 feet west of the Sonoma Substation.

Both heliports will require the issuance of State Heliport Permits by the Division in accordance with Public Utility Code, Section 21663. Heliports that are required by building code as an Emergency Use Facility (i.e. to be used only for emergency medical or evacuation purposes), however, are exempt from the State's heliport permit requirements. The California Code of Regulations, Section 3527 defines an Emergency Use Facility to be, "An area for accommodating helicopters in support of emergency public safety operations, but is not used as a heliport for any other purpose." That does not appear to apply here.

Information regarding the State Heliport Permit process is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/heliportpermit.php>. More specifically, the Division will require the following prior to issuing a State Heliport Permit:

- An application form that is completely filled out and signed by the owner or the owner's agent.
- Two sets of scaled layout plans for the facility showing that it will meet our design standards as described in the enclosed CCR.

D-1

- Topographic map that shows the location and altitude of the aircraft traffic patterns relative to the airport or the location of the approach surfaces relative to the heliport's FATO.
- Local area map or drawing showing the facility and the location of schools, places of public gathering and residential areas within two miles of the centerline of a proposed runway or within 1,000 feet from the center of a proposed FATO of a heliport.
- Documentation of approval of the plan for construction by either the County Board of Supervisors of the county or the City Council of the city (as appropriate) in which the facility is to be located.
- Documentation of action by the Airport Land Use Commission of the county in which the facility is to be located.
- Documentation of compliance with CEQA.
- Documentation showing ownership of the facility. The owner, for the purpose of this permit, is the person with the authority to possess the facility, which may be in fee simple or leasehold for a period of at least one year.
- Federal Aviation Administration (FAA) Airspace Determination for the proposed facility.

When we receive a complete application, then we can proceed with the permitting process. The applicant should also be advised to contact the Division's Aviation Safety Officer for Sonoma County, Patrick Miles, at (916) 654-5376, for assistance with the State permit requirements.

As a Responsible Agency, we must ensure that the proposal is in full compliance with CEQA. The issues of primary concern to us include heliport-related noise and safety impacts on the surrounding community. To ensure that the community will not be adversely impacted by helicopter operations, flight paths should avoid noise-sensitive and people intensive uses. Environmental documentation should include the anticipated number of operations, daytime and/or nighttime use, *a noise study with heliport noise contours*, diagrams showing the proposed landing site and the approach/departure flight paths. The diagrams should also depict the proximity of the proposed flight paths to any existing or proposed noise sensitive or people intensive uses. Consideration given to the issue of compatible land uses in the vicinity of a heliport should help to relieve future conflicts between the heliport and its neighbors.

Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited" prohibits structural hazards near airports and heliports. Structures should not be at a height that will result in penetration of the approach imaginary surfaces. If the heliport is planned for operation prior to completion of the later phases of construction activities, impacts to the heliport imaginary surfaces from temporary

construction-related impacts (e.g. construction cranes, etc.) should be identified. Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction" can be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes, etc.) to the airport/heliport imaginary surfaces. This advisory circular is available at <http://www.faa.gov/ARP/publications/-acs/5370-2e.pdf>. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace". Form 7460-1 is available at <http://forms.faa.gov/forms/faa7460-1.pdf>.

The FAA will require the filing of a Notice of Landing Area Proposal (Form 7480-1). A copy of the form is available on the FAA website at <http://www.faa.gov/ARP/ane/forms/7480-1.pdf>.

The proposal must be submitted to the Sonoma County Airport Land Use Commission (ALUC) for consideration. The proposal should also be coordinated with staff at Petaluma Municipal Airport.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,


SANDY HESNARD
Aviation Environmental Specialist

c: Sonoma County ALUC, Petaluma Municipal Airport

Letter D – Department of Transportation, Division of Aeronautics

Response D-1 The commenter had asserted that based on the description of the proposed project found in the Draft MND, State Heliport Permits and the accompanying analysis and documentation would be required for the temporary landing zones proposed by the project for construction purposes. After discussions with the commenter, PG&E has indicated (PG&E, 2006b) that the commenter’s concerns over apparent pole height issues and the need for State Heliport Permits has been resolved. The commenter has indicated that temporary permits are all that are necessary for the proposed project and are in the process of being issued (*See* Comment E-1). To reflect this change, on page 1-38, Table 1-8 of the Draft MND is modified as follows:

	Section 1600 Streambed Alteration Agreement	Alteration of any streambed or drainage channel (if required)
<u>California Department of Transportation</u>	<u>Temporary Heliport Permits</u>	<u>To permit temporary helicopter operations during construction.</u>
State Historic Preservation Officer (SHPO)	Section 106 of the NHPA Review (through U.S. Army Corps of Engineers’ review process)	Cultural Resource Management Plan (if required)

Similarly on page 2-2 of the Draft MND the following is inserted before the seventh bulleted item:

- California Department of Transportation, Temporary Heliport Permits

Letter E – Department of Transportation, Division of Aeronautics

From: Patrick Miles [mailto:patrick_miles@dot.ca.gov]
Sent: Wednesday, February 22, 2006 4:08 PM
To: Lam, Dorris
Subject: Lakeville Sonoma Transmission Line Project

Ms. Dorris Lam,

[E-1] A letter sent from this office, dated January 10, 2006, signed by Ms. Sandy Hesnard, mentioned possible actions that might be required relating to heliport sites identified in the above referenced project document. This afternoon Mr. Tim Morgan asked me to provide you with an update to the letter. I traveled to the proposed landing sites and inspected them on February 8, 2006. I noted that the tubular steel poles mentioned in Sandy's letter are well below the height of the trees in that area, and will not interfere with aviation activity at the Petaluma Airport. I will be forwarding Temporary Heliport Permits for the landing zones within the next few days. The Temporary Permits will be effective for one year. We will require no further helicopter permit action relating to the project. If I can be of further assistance please feel free to contact me via telephone or e-mail.

Patrick Miles
CA Division of Aeronautics
(916) 654-5376

From: Patrick Miles [mailto:patrick_miles@dot.ca.gov]
Sent: Wednesday, February 22, 2006 4:08 PM
To: Lam, Dorris
Subject: Lakeville Sonoma Transmission Line Project

Ms. Dorris Lam,

[E-1] A letter sent from this office, dated January 10, 2006, signed by Ms. Sandy Hesnard, mentioned possible actions that might be required relating to heliport sites identified in the above referenced project document. This afternoon Mr. Tim Morgan asked me to provide you with an update to the letter. I traveled to the proposed landing sites and inspected them on February 8, 2006. I noted that the tubular steel poles mentioned in Sandy's letter are well below the height of the trees in that area, and will not interfere with aviation activity at the Petaluma Airport. I will be forwarding Temporary Heliport Permits for the landing zones within the next few days. The Temporary Permits will be effective for one year. We will require no further helicopter permit action relating to the project. If I can be of further assistance please feel free to contact me via telephone or e-mail.

Patrick Miles
CA Division of Aeronautics
(916) 654-5376

Letter E – Department of Transportation, Division of Aeronautics

Response E-1 Comment Noted. This comment addresses the commenter’s prior concerns expressed in Comment D-1.

5.4 Public Meeting Comments and Responses

A public meeting was held on January 04, 2006 at 6:30 pm at the Sonoma Valley Library in Sonoma, California on the Lakeville-Sonoma 155 kV Transmission Line Project. Attendees were: Dorris Lam (CPUC); Doug Cover, John Forsythe, Tim Morgan, Jennifer Johnson (ESA); Jo Lynn Lambert, Dave Thomas, Mike Near, Michael Herz (PG&E); John Olmstead (SMI), Amy Wingfield (Sonoma County Comprehensive Planning), and Marta Puente (SCAPSOD).

Verbal Comments and Responses at the Meeting:

Marta Puente (Sonoma County Agricultural Preservation and Open Space District (SCAPOSDD)):

Comment: How did you come to find that Sudden Oak Death Syndrome (SOD) would not be spread during the course of this process?

Response: ESA, as documented in the MND, consulted with a number of agencies with specific knowledge of SOD as well as conducted an extensive literature review and did not find information to support a finding that this project would spread SOD. *(Note to the reader: The specific discussion is found in Impact 2.4-10 in Section 2.4 Biological Resources. Agencies consulted are listed in Section 4.2 Outreach Meetings and Consultations; see also Response B-5.)*

Comment: Is PG&E prepared to do future mitigation if future data shows an increase in the spread of SOD after completion of this project? Would there be any guarantees?

Response: A full response is to be provided in the Final Mitigated Negative Declaration (FMND). *(Note to the reader: See Section 5.3 Response to Comments, Letter B, Response B-5.)*

John Olmstead (Sonoma Mountain Institute):

Comment: Concerns regarding infestation of star thistle on SMI property and protocol used to mitigate potential impacts associated with invasive/noxious weeds and SOD.

Response: A brief explanation was provided of how, during project construction, the monitoring program would function (including the PG&E Primary Monitors and ESA as the Third-Party Monitors for the CPUC). The presentation team explained how the monitoring program purpose is compliance with the mitigation measures set forth in the Mitigation Monitoring, Reporting and Compliance Program (MMRCP) Section of the environmental document. *(Note to the reader: the MMRCP is found in Appendix G of this document.)*

Comment: Concerns regarding construction, specifically, SMI wants to be notified when and what types of construction will be occurring on their lands, wants to be present during

construction, wants to make sure that construction is occurring at times appropriate to avoid possible SOD issues and fire hazards.

Response: Mike Near (PG&E) stated that PG&E has a protocol that it follows during construction and this protocol does include coordination with local land owners as well as other interested parties. Thus, PG&E would routinely notify and coordinate access with local property owners such as SMI.

Comment: Concerns regarding safeguards surrounding the issues of if there are greater environmental impacts than discussed/covered in the environmental document, specifically on SMI property. How legally would SMI deal with that sort of issue?

Response: The commenter was requested (and agreed) to submit a written comment that clarified their specific issues of concern. *(Note to the reader: See Section 5.3 Response to Comments, Letter A, specifically Comment A-5 and Response A-5.)*

References

Puente, Marta L., 2006. Open Space Planner, Sonoma County Agricultural Preservation and Open Space District, written communication, January 9, 2006.

Pacific Gas and Electric Company (PG&E), 2006a. Personal Communication with Dave Thomas, Project Manager, January 25, 2006.

Pacific Gas and Electric Company (PG&E), 2006b. Personal Communication with Mike Neer, Project Manager, February 16, 2006.

Pacific Gas and Electric Company (PG&E), 2006c. Letter from David Kraska to Dorris Lam, Energy Division, California Public Utilities Commission, January 23, 2006.

