



October 13, 1999
Lodi

Comments on the Draft EIR

NAME Susan Hitchcock
ADDRESS: 2443 MacArthur Pkwy
Lodi, CA 95242
TELEPHONE (OPTIONAL): (209) 334-9362

Comments are due by November 10, 1999, and may be submitted tonight or mailed to:
CA Public Utilities Commission
c/o Public Affairs Management
101 The Embarcadero, Suite 210
San Francisco, CA 94105
Fax: 415-291-8943
Email: cpuc-gas-odi@pamsf.com

COMMENT:

Is there a public need in the local area being impacted? - or is the pipeline providing needs out of the area? Is this addressed as part of a "no build" alternative? Why impact property - exercising eminent domain - if the demand/public need for gas is located elsewhere?
What related industrial development may result from this project that will further impact the project area? What has occurred in other areas?
Will the project result in additional requests for similar development in the project area?

Please use the reverse side or attach any additional pages.

I17-1

I17-2

I17-3

I17-4



QUESTIONS?

CONTACT THE INFORMATION LINE AT 415/989-1446, EXTENSION 85
CHECK OUT THE PROJECT WEBSITE WWW.CPUC.CA.GOV/DMSIONS/ENERGY/ENVIRONMENTAL/INFO/LODI-GAS.HTM



Responses to Comments from Susan Hitchcock

- I17-1. As discussed in Section 1.2.2, “Background”, of the draft EIR, population growth in California and the conversion of electric power plants from oil to natural gas to reduce air emissions has increased the demand for natural gas. On occasion, especially during periods of cold weather, pipeline companies cannot get enough gas into their pipelines to meet the demand and are forced to cut off supplies. The issue of natural gas pipeline capacity and the ability to meet increasing demand is a state-wide issue and not specific to the Lodi area. The analysis of the No-Project Alternative focuses on the what changes to the environmental setting would occur if the proposed project is not approved.
- I17-2. The question of the proposed project resulting in local land owner impacts including hardships resulting from the process of eminent domain in the context of the public benefit of the project, is outside the scope of the EIR. Independent of the CEQA analysis, however, this concern along with other social and economic project issues are considered by the CPUC in its decision-making process. Section 1.6, “CPUC Application Process” of the draft EIR describes this process and opportunities for public participation. The process of eminent domain is described in Chapter 2, “Clarification of Major Issues”, of this final EIR.
- I17-3. As described in Chapter 4, “Cumulative and Growth-Inducing Impacts” of the draft EIR, the proposed project would facilitate the maintenance of a more consistent supply of natural gas for statewide customers, likely increasing the competition among energy providers in a deregulated marketplace. This increased availability of natural gas is not likely to remove obstacles to growth and therefore the project is not expected to induce any related industrial development.

Currently, the only other company other than PG&E and Southern California Gas Company that owns a natural gas storage facility in California is the Wild Goose Storage Company, Inc. This company recently began operations in Butte County and no information is available regarding additional industrial development resulting from the project.

- I17-4. The project itself will not result in additional requests for projects with similar facilities; however, as described in Section 2.1.1, “Project Background”, of the draft EIR, the California State Legislature in Senate Bill 2744 and the CPUC in its Storage Decision (D.93-02-013) have formally provided for competition in natural gas storage services. Based on opportunities provided by encouraging competition in natural gas storage services, new companies may enter the gas storage market by requesting approval of similar types of development projects.

Letter I18



California Public Utilities Commission

October 13, 1999
Lodi

Comments on the Draft EIR

NAME Martha Kamalyan
ADDRESS: 5328 E. Acampo Rd.
Acampo, CA 95228
TELEPHONE (OPTIONAL): _____

Comments are due by November 10, 1999, and may be submitted tonight or mailed to:
CA Public Utilities Commission
c/o Public Affairs Management
101 The Embarcadero, Suite 210
San Francisco, CA 94105
Fax: 415-291-8943
Email: cpuc-gas-odi@pamsf.com

COMMENT: I am writing in opposition to the Lodi Gas Storage project. Firstly, LGS used unsavory tactics in suggesting it might utilize eminent domain proceedings against resistant landowners. Such attempts at intimidation suggest that LGS is prepared to twist the accepted meaning of words by trying to create the appearance of public need for and benefit from this project. One LGS representative later stated that his company had never needed to resort to use of eminent domain proceedings. If so, one may question the intended purpose of LGS's mention of legal pressure on landowners in a district where public reaction to LGS has not been effusively welcoming. Further, at least one landowner testified in public meeting to LGS's trespass on private property. LGS thus creates doubt that it can be trusted to operate ethically and legally when not closely monitored by the government and public.

Please use the reverse side or attach any additional pages.



QUESTIONS?

CONTACT THE INFORMATION LINE AT 415/989-1448, EXTENSION 85
CHECK OUT THE PROJECT WEBSITE WWW.CPUC.CA.GOV/DIVISIONS/ENERGY/ENVIRONMENTAL/INFO/LODI-GAS.HTM



I18-1

X

2

safety of the water is doubtful that LGS can guarantee the safety of water sources in the area where it proposes to operate. Given the essential need for high-quality ground water in this district, and the impossibility of effectively compensating for degradation of ground water quality, it appears most unwise to risk any damage to this area's water from LGS's activities.

I18-2

Responses to Comments from Martha Kamalyan

- I18-1. If approved, the operation of the project would be carefully monitored by a variety of state and federal agencies with responsibility and jurisdiction over these facilities. In addition, the CPUC would have an ongoing monitoring role to ensure that the mitigation measures adopted by the CPUC were fully implemented on an ongoing basis. The CPUC is aware of alleged incidents of trespass by the Applicant.
- I18-2. Impact 3.4-3 on page 3.4-19 of the draft EIR identifies that there is potential for cross contamination of aquifers. The CPUC believes that developing or abandoning wells in compliance with the Department of Conservation's Division of Oil, Gas, and Geothermal Resources rules and regulations reduces this potential impact to a less-than-significant level.

Letter I19

November 4, 1999

Judith Ikle'
CPUC Project Manager
c/o Public Affairs Management
101 The Embarcadero, Suite 210
San Francisco, CA 94105

Dear Judith:

I would like to submit a few more comments in addition to those that I mailed to you last week.

Yesterday, the San Joaquin Valley was downgraded to a "severe non-attainment" area for air quality/pollution. Attached is the related news article. Please include this determination and any resulting consequences in the Final EIR.

I19-1

Also attached is an article telling of a parachuter who fell to his death very near the proposed site of the compressor facility. Please consider this as additional evidence to warrant seeking more legitimate site locations for the facility.

I19-2

Attached also is a copy of Figure 3.10-1 with notations.

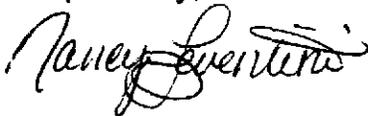
I19-3

Lastly, I request that Table 2-1 be completely redone to exclude the "Southwest Loop", which is not even a possible location. Two other locations, "Las Vinas" and "Des Moines", are not feasible. And the notations (+ -) are not correct or consistent. Additional alternates, including at least one over the reservoir, need to be included with evaluations being made by a non-biased third party.

I19-4

Thank you again for receiving my comments. If you have any questions, please phone or email.

Respectfully,



Nancy Leventini
(209) 334-0455
levtini@inreach.com

Pollution reaching 'severe' level

Valley smog improves, but 'nowhere near the standard'

By Jim Nickles
Record Staff Writer

The San Joaquin Valley has failed to meet the stringent standards of the Clean Air Act and is likely to be reclassified by the federal government as having "severe" ozone pollution, air-quality officials said Tuesday.

And that could mean additional restrictions on cars, trucks and other smog sources, as well as on industries and agriculture.

This comes despite the Valley having its second-best smog season in at least a decade.

"It's going to be a challenge, but we are committed to getting there," said Allan Hirsch, a

spokesman for the California Air Resources Board.

Mobile sources — cars and trucks — remain the biggest source of air pollution in California. The state already has the cleanest cars and fuel in the world, but the number of cars on the road, and the miles they are driven, increases every year, officials said.

The state will be imposing new emission limits on diesel trucks starting in 2002, so that may help, Hirsch said.

The Valley's biggest air-quality challenge is ozone, a toxic gas formed when emissions from cars and other sources are cooked in

the summer heat. Ground-level ozone causes a variety of respiratory and other health problems, from wheezing and chest pain to eye irritation and nausea.

Longterm exposure can cause permanent lung damage.

The Valley violated the federal one-hour ozone standard more than two dozen times this summer, according to preliminary numbers released by the San Joaquin Valley Air Pollution Control District. The 27 violations are the second fewest of any year since 1984, said Evan Shipp, the district's meteorologist.

Only 1997 was better, when the

Please see POLLUTION, Back page

RECORD TO YOUR HOME, CALL 948-1702

HAZE SETTLES IN: Downtown Stockton is obscured by hazy skies as seen in this view from the Crosstown Freeway near Highway 99. The Valley has failed to meet the stringent standards of the Clean Air Act which could lead to the area being listed as having "severe" ozone pollution.

POLLUTION

Continued from A1

standard was exceeded 16 times, he said.

"It looks like the air is getting better, believe it or not," Shipp said. Unfortunately, he added, "We're nowhere near the standard."

The district faced a Nov. 15 deadline to meet the ozone standards of the Clean Air Act. To be in attainment, the district could have no more than three violations at any one monitoring station over a three-year period.

But the district had more than three violations at several monitoring sites in 1997 and 1998, and more violations occurred this year, officials said.

The U.S. Environmental Protection Agency has already notified the district that it will reclassify the eight-county basin — which extends from Stockton to Bakersfield — from having a "serious" to a "severe" ozone problem under the Clean Air Act.

In California, the Sacramento area also is classified as having "severe" ozone pollution. The Los

Angeles basin is classified as "extreme" for ozone.

The new classification gives the San Joaquin Valley until 2005 to meet the Clean Air Act, but the district and the state Air Resources Board need to devise new measures to reduce pollution, Hirsch said.

In the fall, the Valley's major pollution problem becomes particulates, tiny bits of soot and dust that create a brown haze.

Particulates come from a variety of sources, including construction activities, agricultural burning, and vehicle and industrial emissions. In recent weeks, particulate pollution has been worsened by several wildfires and the Westley tire fire, officials said.

In the central and southern portions of the Valley, particulate pollution in recent days has been close to an unhealthy 100 on the Pollutant Standards Index, said Josette Merced Bello, a spokeswoman for the district. In the northern Valley, including Stanislaus and San Joaquin counties, the PSI has been in the "moderate" range of between 50 and 100.

The forecast for today is for a

PSI of 77 in the northern region and for 101 in the central and southern regions, including Fresno and Bakersfield, Merced Bello said.

Stockton resident Ed Ware, out for his afternoon walk around Victory Park, said he can feel it in his lungs when air-quality declines. Despite the persistent haze, the air Tuesday was pretty good, he said.

"There's days when it's bad," said Ware, a food-service worker for Stockton Unified School District. "You can feel it. It's heavier."

But the brown gunk in the air bothered another walker.

"It's lousy," said Liz Swaim, out for a stroll with her mother and grandson. "All you have to do is look at it ... It's ugly today."

Shipp said the haze may dissipate over the next few days, as the prevailing winds shift from the east to the west. The westerly winds do a better job blowing pollution out of the Valley, he said.

"The Valley is just a dusty place, and it will stay that way until it rains," Hirsch said.

Parachutist dies in Acampo jump

By Roxanne Stites and Jeff Hood

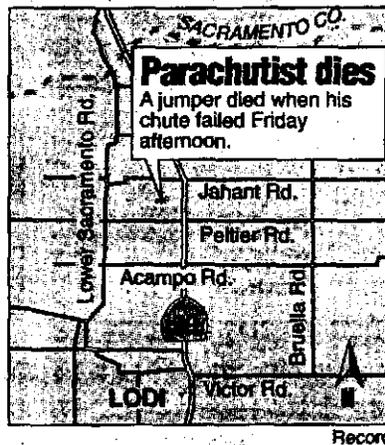
Record Staff Writers

ACAMPO — A 23-year-old man plunged to his death Friday afternoon after his parachute failed to open during maneuvers above the Parachute Center, officials reported.

The parachutist was identified as James Fullerton of Orangevale.

San Joaquin County Sheriff's spokeswoman Debbie Miller said that eight people jumped from a twin-propeller plane at 12:30 p.m. from about 13,000 feet.

Fullerton and 24-year-old Scott Parrett were apparently holding



hands doing stunts and other maneuvers for about 60 seconds when they separated at about

4,000 feet to release their chutes. They were 30 seconds from the ground.

But as Parrett spun away to make sure the two wouldn't collide, he said he looked back as he was floating but couldn't see Fullerton.

"The last words out of his mouth were: 'I salute you, sir,'" said Parrett, who described Fullerton as an acquaintance and added that he was a "high-spirited" man who had recently completed Air Force boot camp.

"When I got down, I looked for him and he was nowhere to be found."

Parachute instructor Rick

Please see JUMP, Back page

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The Stockton Record (Sat., Oct 30, 1999)

JUMP

Contin. J from B1

Draeger said neither of Fullerton's parachutes deployed.

"What this boils down to is he didn't perform a safety check before he left the airplane," said Draeger, who added that this the first parachute-related death in four years at the center, located on Highway 99 and Jahant Road.

Authorities said they weren't notified about the accident for 2½ hours after it occurred. Meanwhile, Miller said, jumpers continued descending from the plane as they looked for the missing parachutist.

Searchers on Ultralights were also sent out to look for Fullerton's body.

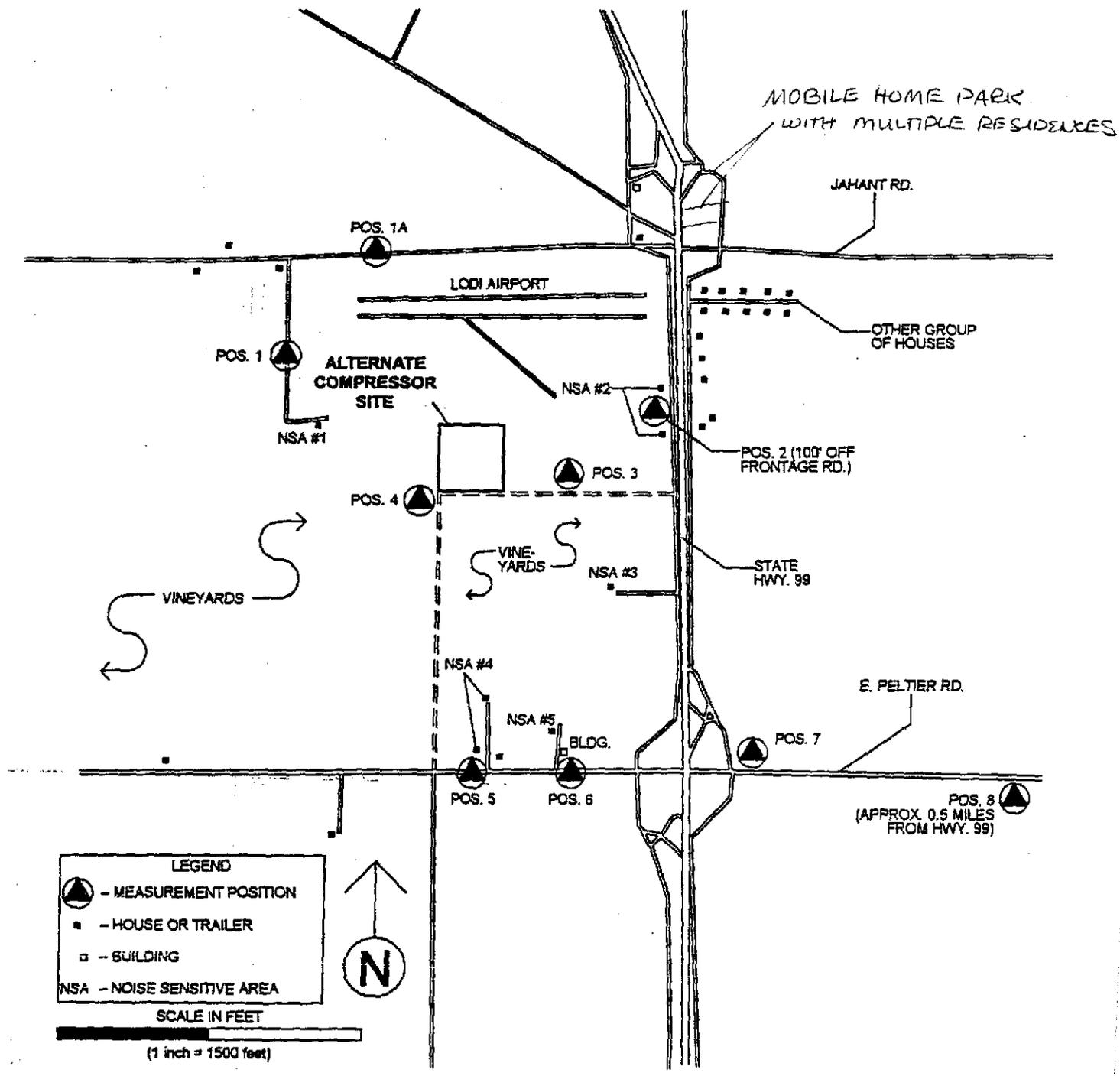
A Sheriff's rescue crew in a 4-wheel drive vehicle found the body about 6:30 p.m. It was face down in a vineyard about one-half mile west of the airport. The other jumpers in the same plane included two tandem teams and two cameramen.

This was Fullerton's 255th parachute jump.

Draeger said the last parachute-related fatality at the center was in 1995, when three people died. Last month, a 28-year-old parachutist reportedly broke his pelvis and sustained other injuries after getting tangled up in the parachute fabric and hitting the asphalt runway at 35 mph.

Fullerton's family and friends were at the scene, but declined comment.

NEW HOME DEVELOPMENT
(RESIDENTIAL)



Source: Hoover & Keith Inc. 1999

ADDITIONAL SOUND MEASUREMENT LOCATIONS

FIGURE 3.10-1

Responses to Comments from Nancy Leventini (November 4, 1999)

- I19-1. The commenter is correct in noting that the San Joaquin Valley Air Basin will be redesignated by the U.S. EPA from a serious to a severe ozone nonattainment area. This redesignation is expected to occur no later than May 2000. As a severe ozone nonattainment area, the San Joaquin Valley Unified Air Pollution Control District will have until 2005 to implement measures that will bring the Air Basin into attainment with the 1-hour federal ozone standards. Under the new designation, the Applicant would still be able to construct its proposed facilities. This new designation will require the Air District to develop and implement more stringent emission controls for stationary and area sources and will increase the offset requirements from a ratio of 1.2:1.0 to a ratio of 1.3:1.0 for offsets obtained within 15 miles of a source; however, it is unclear whether the proposed project will be permitted prior to the redesignation from a serious to a severe area. If emission offsets are unavailable, then the Applicant would be unable to build the proposed facility.
- I19-2. As described on page 3.9-9 of the draft EIR, potential effects of skydivers on the project facilities were considered and determined to be less than significant. The risk of skydiving accidents involving the project facilities was taken into account, however, in the design of safety features to prevent a possible accident from posing a serious danger to nearby areas.
- I19-3. Comment noted. The additional features described by the commenter are 3,000 feet or more from the alternative compressor site, well beyond the range of potential noise impact of project facilities. In addition, both residential areas are located nearer to Highway 99 and Lind Airport than to the compressor site.
- I19-4. As described on page 2-6 of the draft EIR, Table 2-1 presents initial screening results of alternate compressor sites. Key screening criteria included appropriately sized parcels, sensitive noise receptors, and lack of biological resources. All of the identified sites met these minimum criteria. A compressor facility at the well field was not considered because it would potentially affect many sensitive noise receptors (homes). No changes to the draft EIR are required.

Letter I20

From: T & N Leventini [levtini@inreach.com]
Sent: Tuesday, November 09, 1999 3:57 PM
To: cpuc-gas-lodi@pamsf.com
Subject: Draft EIR Comments

Dear Judith Ikle:

I am assuming that you also have received a packet of information from the representatives of Lodi Gas Storage. Included with the information is their latest "Fact Sheet" addressing comments made during the meetings held in Lodi last month. I would like to refer to that information in making my final, and last, comments to the draft EIR.

LGS continues to make comparisons between its own project and the Wild Goose gas storage project in Butte County. There can be no valid comparison drawn between the two locations. Referring to a recent article in the Lodi News-Sentinel, Wild Goose is "in the middle of yellow fields, about 10 miles from the small town of Gridley"... "about five miles off Highway 99...in the middle of nowhere". Considering the placement of the major facilities (compressor and separation), how can one compare "rice fields and duck clubs" with a grape appellation adjacent to a major freeway corridor in a rapidly-growing, populated area connecting the Bay Area and Sacramento?

I20-1

LGS states that "Normally, compression facilities are located close to the storage field" and yet they insist on locating their compression facilities "near Highway 99, an existing noise source". If sound readings would be accurately and scientifically taken to compare the alternate compressor location (1/2 mile west of Highway 99/ Airport location) and one near the storage field (2 1/2 miles east of Highway 99), I believe their reason for placement would be proved invalid. The prevailing westerly winds tend to shift noise eastward, and the noise impacts to residents near the Airport location could be similar to those near the storage field.

I20-2

And, lastly, if this project must be approved, then we sincerely request that it be approved with the condition that the compression facilities be placed over the storage well where they belong.

Respectfully,

Nancy Leventini

Responses to Comments from Nancy Leventini (November 9, 1999)

- I20-1. The comment concerns the comparison of LGS's proposed project with the Wild Goose storage project in Butte County. Although the Applicant may do so, the draft EIR does not compare LGS's proposed project or project alternatives with other competitive gas storage projects. The draft EIR evaluates the potential for environmental impacts to result from the proposed project or project alternatives, independent of other existing projects, and identifies mitigation measures to reduce significant impacts.
- I20-2. Based on the noise data presented in Tables 3.10-1 and 3.10-2 of the draft EIR, the commenter is correct that ambient noise levels near the alternate compressor site are likely to be similar to those near the storage field. The atmospheric conditions that affect the transmission of noise vary from day to day. The storage field is typically not likely to be affected by noise associated with Highway 99. Noise is only one of the considerations used by the Applicant to site the compressor facility near Highway 99.

Letter I21

October 25, 1999

Judith Ikle'
CPUC Project Manager
c/o Public Affairs Management
101 The Embarcadero, Suite 210
San Francisco, CA 94105

Dear Judith:

Before I submit my formal comments and proceed to "dissect" the EIR document, I would like to make a few comments on a more personal note. I want you to know that everyone I have met or contacted through the Commission has been very helpful and personable. And we, who participated in the Public Hearings in Lodi on October 19, sincerely appreciate being given the opportunity to express ourselves directly to Administrative Law Judge Econome and Commissioner Bilas.

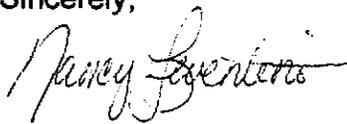
It has taken considerable time for us to understand the "whole picture" involving this project. We realize that the Central Valley of California is growing rapidly and there is an ever-growing demand on resources, including energy, even though present natural gas resources and existing storage projects are considered sufficiently able to meet current and projected demands. We also realize the need for corporations and investors to capitalize and earn profits. But it's hard for us to understand the justification for a project that has the potential to so severely affect a rural community and negatively impact a wine grape industry that leads our county and supports our state's agricultural economy. However, if this project is deemed absolutely necessary for the need and convenience of the people of the State of California, then we must seek to balance the hardships it would impose on those impacted by it. And that balance could be achieved through reasonable placement of the project facilities.

I have suggested some alternatives for project facilities in my comments, and I request that they be seriously considered. I have mentioned these and other alternatives to the proponent (many times) but they are quickly dismissed, without a valid or logical reason. The tactics used by the proponent in securing this project have been appalling, likened to a political election campaign. Also, please consider when you work or consult with the proponent and/or "representatives" of our local farming community, the input is likely to be biased. (Please refer to the Memorandum of Agreement, submitted at the hearings, which was signed by a few prominent members of our community who received concessions and/or are to receive a portion of project profits.)

Please phone us if you have any questions, would like additional information on the project as it relates to the areas east of and adjacent to State Highway 99, or if you just need an honest opinion. Our families have been in the community for 6 generations; we are familiar with the area and we know many of the people who live here. We also have nothing to gain from this project.... no stock, no concessions, no perks.

Although some of my comments on the EIR document may sound harsh, please understand that the criticism is not directed at you or the Commission... only the document.... and perhaps, the Proponent.

Sincerely,

A handwritten signature in cursive script, appearing to read "Nancy Leventini".

Nancy and Ted Leventini

Cc: A.L.J. Janet A. Econome
Commissioner Richard A. Bilas

**FORMAL COMMENTS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT
LODI GAS STORAGE PROJECT**

(ES-3; par. 2) PROJECT DESCRIPTION

We are "potentially affected landowners" and LGS didn't discuss the project with us until January 1999. Please correct.

I21-1

(Table ES-2) Affecting 280 trees is significant and totally unacceptable! Trees improve overall air quality by utilizing CO2 and producing oxygen, and they also help remove pollutants from the air. EIR must include calculations that show the effects on local air quality by the removal of 280 trees.

I21-2

(ES-8) The "no project alternative" is insufficiently analyzed. What would happen if this project *didn't* happen? Would there be widespread blackout, etc., clearly indicating public need? If not, I must assume there is no public need for the project. Therefore, the no project alternative is the only acceptable project for those of us who will be directly and significantly impacted by this project, and will not receive any benefit from it.

I21-3

(p. 1-9; line 4) LGS has not shown that the project would clearly provide public benefit.

I21-4

(ES-7; last paragraph) "The EIR concludes that...the proposed project focuses on statewide natural gas markets and would not provide a substantial increase in the local retail availability of natural gas supplies." For completeness, please include a clear indication of need for the project. (Providing the City of Lodi with an opportunity to make more revenue due to availability of cheaper gas to run the city utility generators is not the same as providing for "Public Need and Convenience". This project would, in fact, be violating the local public's need for quality of living, particularly where the facilities are planned to be located.)

I21-5

(p. 2-3; par. 1) "Alternatives may be eliminated from detailed consideration in an EIR if they fail to meet the most basic of project objectives, are determined to be infeasible, or cannot be demonstrated to avoid or lessen significant environmental impacts." Therefore, the "RESULTS OF ANALYSIS" are incorrect where it is stated: (pg.2-5; last par.) "Although technically feasible as storage reservoirs for natural gas, these (alternate) fields were eliminated from further consideration by the Applicant." Because cost for project alternatives must not be a prohibitive factor in the consideration of those alternatives and because the improved "BACT" design of the compressor facility reduces noise, emissions and visual impacts, the reasons given for eliminating the other storage reservoirs are not valid. Therefore, I request further consideration of the alternate storage facilities.

I21-6

(Table 2-1) The first two Site Locations should have a (-) unacceptable indicator under Land Use because they both conflict with the Airport Land Use Plan. The third site, the Southwest Loop, is not feasible and, in fact, impossible. There is insufficient space at that site considering the lower, more spread out design of the compressor facility. The final two are not feasible due to their distance and resulting need for larger compression power. Therefore, only two of the six sites listed were ever seriously considered. For completeness, more compressor alternate sites must be analyzed and seriously considered for the project.

I21-7

(p. 2-6; par. 3) "The original concept for the project would have located the separation and compressor facilities at the same site, as close as possible to the well field ...". Here are 8 reasons to support that original concept:

I21-8

1. Because the separation facility is already located near the well field/ reservoir, locating the compressor there also would not result in land use conflicts.
2. Noise, emissions, and visual impacts have already been mitigated for the compressor facility, therefore it would not be "incompatible with the surrounding residential land uses".
3. The original concept would be the better-engineered design and thus be a safer design.
4. Placing the compressor facility three miles closer to the reservoir would require less compression needs and, therefore, would produce less noise and less emissions;
5. The landowners over the reservoir are being compensated up to **\$1.5 million**, collectively, per year for their storage rights. They are facilitating the project; should they not be expected to cope with it?
6. The reservoir location would avoid the problems associated with the airport location.
7. The ambient background noise near the separator facility on the reservoir is the same as or is greater than the ambient background noise around the alternate (and preferred) compressor site.
8. "Consolidating similar facilities" is a CPUC "preferred alternate consideration".

I21-8
(cont'd)

I request an alternate location for the compressor station over the gas storage reservoir to be proposed, analyzed and seriously considered. If the proponent continues to avoid considering this alternate, (which they have repeatedly done) then those of us who live near the proposed and alternate compressor sites request to know why. Is it a matter of convenience for the proponent or are there other reasons.....which should be investigated.

I21-9

All four routes for the pipeline follow exactly the same route between the separation and the compressor facilities. There is currently no alternate for that 30" segment of the pipeline alignment and for completeness to this document, there should be. The proponent has never considered (although I have suggested many times) considering a route following either Collier or Liberty Road. Looking at the aerial maps, I think you would agree that following straight down Collier Road would be quite feasible because there are fewer residences and vineyards.. A "reasonable range" of alternatives must be presented (CEQA).

I21-10

I request that an alternate route for the pipeline be considered for Collier Road with the compressor facility being placed over the reservoir. This alignment would allow the pipeline to follow a straight line down Collier from the compressor facility, a seemingly better-engineered design. It would also be safer (and cheaper for the proponent) because there'd be no need to run three miles of 30" pipeline near residences and through vineyards to connect the separator and compressor facilities. It would also avoid the airport.

The above alternates "would not be more costly or...impede the project's objectives" (CEQA) and the project would have the "same basic features" (CPUC).

I'd also like to be proactive in addressing an alternate route that I've heard might be considered by the proponent. It was suggested that the pipeline could be routed along Peltier Road between Kennefick Road and Highway 99. This would avoid our vineyard but would also place the high pressure pipeline within 100 yards of our home and that of our daughter and her family. May I also point out that because there are 11 residences within this 1-mile section, it would be considered as a Class 2 location (Code of Federal Regulations) and would affect the pipeline design and operating pressures. Additionally, along this route and across the road from our house, there is a "Heritage Oak" tree which has served as a nesting site for a Swainson's Hawk for many years.

I21-11

Peltier Road is a heavily traveled, major county road; one of few which connects Highways 88 and 99 to Interstate 5. (cont'd)

(2-9) Hydrostatic Testing: There are no rivers or sloughs near the 30" segment of the pipeline. Where would the water come from? I21-12

(2-35) Pipelines: "...pipes could be identified and replaced before a leak develops." Would this involve digging up a vineyard all over again? I21-13

(3.1-6; par. 5) The project conflicts with the San Joaquin Co. "extractive resources policy" because "extractive" is not the same as "injection and withdrawal", the (project) development does not ensure protection of the public health and safety, and it is not compatible with the current and projected uses of the land. I21-14

(3.1-7; par. 2) "The San Joaquin County zoning ordinance allows ...natural gas *extraction*...", not "injection and withdrawal". This is in conflict.

(3.1-8; par.1) "The goal of the county's Agricultural Element is to ensure that important farmlands are protected from conversion and encroachment..."; another conflict.

(3.1-10) The "significance of farmland conversion impacts" should consider the overall effect to the Lodi-Woodbridge wine grape appellation by being converted to a "major gas corridor".

The project will "convert Prime Farmland, (etc.) to nonagricultural use." And, "the project would involve other changes in the existing environment that, because of their location or nature, could result in conversion of farmland to nonagricultural use." I21-15

I maintain that "a substantial portion of farmland in the local region would... (have) its productivity reduced because of construction and operation of the project."

Consider the fact that vineyards and vines may be replanted, but established "old vine" status vineyards will never regain the years lost. Thirty-year-old vines produce grapes and wines that are unequal to those produced by younger, replanted vines.

Mitigation Measure 3.1-1 should read, "Avoid pipeline construction **near** vineyards during harvesting season" to protect those vines which will be within mere feet of the pipeline trenched along public road right-of-way. Also, construction should be avoided in or near vineyards anytime after "bud break" since any dust on the leaves of vines reduces overall plant vitality significantly, and adversely affects grape production and ripening (sugar), and increases potential damage from spider mites and other pests. Please refer to U.C. Davis Cooperative Extension rep., Paul Verdegaal, for confirmation and advice. I21-16

(3.1-16; last par.) According to the PEA, the proposed facilities are considered as "heavy industrial" in nature; not "more industrial" or "somewhat more industrial than the typical surrounding land uses". And "similar facilities (**do not**) exist in the area". Furthermore, "the (alternate and preferred) compressor facility (**is not**) adjacent to a propane storage and distribution facility." Please correct. I21-17

(Mitigation Measure 3.1-3) The project is not consistent with and violates the Airport Land Use Plan, and amending the plan would be violating the rights of citizens who live near the airport as well. The plan was created to ensure public safety; it should not be amended. I21-18

The above comments on Land Use, Planning and Agriculture would be the same for all routes.

(Correction on page 3.1-31; par.3) "Interstate 5" should read State Highway 99. I21-19

(3.3-2) The following statement is not true and is neither based on fact nor experience. "The San Andreas Fault System has little potential to damage the project because of the *distance* to the primary areas of fault activity." As demonstrated by the most recent earthquake last week, damage was noted as far away as 100 miles. The fault on which it occurred was a previously unmapped fault considered insignificant and thought to be inactive and to pose no threat. Therefore, Table 3.3-2 might not be conclusive. It is possible for there to be other unmapped, inactive, or even undiscovered faults that could cause a significant earthquake in the project area. Furthermore, the San Andreas is a major fault system which, according to experts, is expected to produce a "big one" within the next 30 years. I21-20

(3.3-6) According to the San Joaquin Co. General Plan, "Agricultural areas shall be used principally for crop production, ranching, and grazing", not for gas storage and/or as a gas corridor. I21-21

(3.3-12) Office of Pipeline Safety records of natural gas leaks in California relating to seismic hazards are insufficient to clearly or accurately indicate risk. They only reflect the past 14 years. I21-22

(3.4) Water experts predict California is due now for some dryer years since the past five have been wetter than normal. When the water tables drop again, where will LGS get the water needed to produce the "water drive" required for proper operation of the gas reservoir? I21-23

(3.4-10) Explain further, "the disposal of wastes into injection wells". I21-24

(3.4-14) "Streambed Alteration Agreement" Please be advised that Gill Creek, running parallel to and between Peltier and Jahant Roads, is a streambed needed for rainwater runoff to prevent flooding in local areas. I21-25

(3.5-2) There is no ozone (or any other air quality) monitor near (within a couple miles) of the project area. I21-26

(3.5-2) The detrimental effects of ozone to grape vines and grape production is recognized and accepted. Therefore, the cumulative effects of ozone to the entire Lodi-Woodbridge winegrape appellation seems apparent. Any source, which increases production of more ozone precursors, will indirectly increase ozone over a large area and would be in addition to any levels already present. I21-27

(4.2) The EIR acknowledges that the San Joaquin air basin is "already degraded in air quality". I21-28

(p. 2-20) The EIR states that "two emergency-shutdown relief vents... would be used to vent pressurized gas to the atmosphere from the pressure relief valves in the event of an emergency or during facility or pipeline maintenance". But, there is no acknowledgement of the regular and I21-29

periodic venting procedures that are part of routine operation of the compressor facility. There also is no mention of the impacts resulting from such venting, including "nuisance odors" or noise peaks.

- (3.5-16) Furthermore, "the collection and processing of natural gas at the separation facility, compressor facility, and the...wells have the potential to...release...odorized natural gas". In addition, the "potential for odors from the compressor facility...are significant". The only mitigation offered for these impacts is to check for leaks. The routine venting must be acknowledged, addressed, and satisfactorily mitigated. I21-30
- (3.5-10) What is the name of the chemical soil stabilizer/ dust suppressant referred to? What detrimental effects, if any, could it have on soil, plants, animals, people, etc.? I21-31
- (3.5-11) Traffic speeds on unpaved roads in or near vineyards should be limited to 5 miles per hour or less. I21-32
- (3.5-12) "Although **not likely** to affect vineyards in the immediate vicinity...high ozone levels can reduce grape yield." Buying emission offsets will not help the vineyards in the immediate vicinity. Installing electric compressor facilities would. I21-33
- (Table 3.5-5) This table is based on only a 40% plant operating time factor. If this storage facility is proposed to inject/ withdraw 2-3 times daily, is 40% truly reflective of the operating time? I21-34
- (Table 3.5-6) 3.4 deaths per million from formaldehyde may not be considered significant to anyone other than those who are at risk due to their unfortunate proximity to the facilities. *It's significant to us!* I21-35
- (Table 3.5-6; Notes) Please explain "using the rural option". I21-36
- The increased emissions produced by the project will reduce the number of agricultural "burn days" permitted by the county. We are allowed too few already. I21-37
- The routine, periodic (est. at 40 times per year) venting and "burning off" of pressurized, odorized gas from the compressor facility could potentially cause hazards for aircraft and parachuters near the airport. The flame produced by the "burning off" could also result in numerous calls from startled travelers along Highway 99 and an increase in "false alarms" for the emergency response providers in local fire districts. (Cumulative Effects) I21-38
- (3.7-12) The following statement is grossly incorrect. "Because most of the project area is agricultural habitat, it is unlikely that many raptors nest in the area." I know for a fact, as an active member of the local Audubon Society, there are many raptor species which nest in ag. areas. Within view of our home, there are nesting Shrikes, Barn Owls, Red-Tailed Hawks, Kestrels, and Swainson's Hawks (which are state-listed as threatened). We frequently see Red Shouldered Hawks, Kites, Harriers and even an occasional Golden eagle. I21-39
- (3.9-4) Having "a very low probability" of a major explosion or incident is not reassuring to the residents living near the facilities. Accidents *can* and *do* happen. (Consider the incident at the McDonald Island storage facility, in 1993, when a 5,000 lb. chunk of the separator facility blew off, cut a swath through a corn field, damaged a restaurant, and buried itself in a levee.) Knowing the potential risks creates apprehension causing anxiety, stress, and fear. This document does not I21-40

address the *psychological impacts* (public health) resulting from being forced to live with this project, particularly for those who will not receive any compensation for the associated risks.

(cont'd)

(3.9-9,10) To reinforce the potential psychological impacts related to Public Health and Safety, consider the following statements quoted from the EIR document: "...there is also potential risk of aviation related accidents..." and "...a limited possibility of an accident does exist, however.." and "...Although the possibility of accidents can never be ruled out entirely..."

The noise data are not conclusive to indicate that the background noise immediately surrounding the preferred alternate compressor site is higher than the background noise at the reservoir/separator location. In fact, the readings possibly indicate otherwise. Therefore, more sound level measurements must be made for this report to be complete, accurate and conclusive.

The Initial Sound Level Measurements show readings at Jahant Road compared with readings at two locations near the Proposed compressor site.

The Additional Sound Level Measurements show readings around the preferred alternate compressor site.

The two Sound Level Tables make it impossible to make a scientifically accurate comparison. The variables were not controlled. To make a more accurate comparison between the sound level measurements between the Jahant Road area and the preferred alternate compressor site, more measurements must be taken in the following manner:

I21-41

These seven locations:

Location 1 (Table 3.10-1) Jahant Road (*Please rename this location so as not to conflict/confuse with the other location labeled "location 1" in Table 3.10-2*)

Locations 1-6 (Table 3.10-2)

must all be measured at the same time(s) of day and preferably on the same day. To do otherwise does not control the necessary variables like rush-hour traffic patterns, nighttime/daytime ambient noise levels, increased local aircraft and ag. practices noise during daylight hours, meteorological conditions, etc.

When these measurements have been made, I believe it will be apparent that the ambient background noise existing around the preferred alternate compressor site is less than or equal to the background noise at the Jahant (reservoir) location. This would further substantiate locating the compressor facility over the reservoir.

(3.10-2) "Stations farther from Highway 99 recorded substantially lower noise levels (approx. 38-50 dBA), depending on the location). This confirms that the area around the preferred alternate compressor site, which is one-half mile east of Highway 99, has lower background noise levels and would also be significantly impacted. The important difference to consider is the fact that the noise receptors around the reservoir would be handsomely compensated for the impact.

I21-42

Are both the continuous and intermittent (noise peaks during venting) noise impacts of the facilities included in the analysis?

I21-43

(4.1-1) Contradiction in logic: The applicant feels justified by placing heavy industrial facilities in the project area because (they *incorrectly* assert) there already exist some "scattered, light industrial uses" in the area. However, they claim that the project will not induce more of the same.

I21-44

(4.1-5) The logic used here does not apply when considering the locally affected area.

I21-45

(4.1-9) "...the alternatives considered in this EIR may result in some increase in hazards in the project area resulting from the operation of a high-pressure natural gas pipeline." This very statement acknowledges risk and should confirm the presence of psychological impacts to residents in the project area who will receive no benefit for the increased hazards.

I21-46

(4.1-10) "...increase in noise levels would be ...localized". Therefore, the project would contribute to cumulative noise effects on *local* residents.

I21-47

(4.10-11) In the event of an explosion or major incident, the potential effect on public services would be cumulatively considerable considering the future growth projected for the impacted area.

I21-48

Please correct the following inaccurate statements:

(ES-3; last par.) LGS' preferred alternate compressor site is not located near Highway 99, it is one-half mile away, therefore, noise produced by the facility *would* be noticeable.

(2-6) "The compression equipment... does generate noise and was determined by the applicant to be incompatible with the surrounding residential land uses."

(3.1-1) "*scattered light-industrial uses*"

(3.1-2) "*light industrial*"

(3.1-16) "*of a more industrial nature*" and "*proposed facilities are somewhat more industrial than typical surrounding land uses*"

I21-49

(3.1-17) "*The preferred alternate compressor facility is not located near Highway 99 and adjacent to a propane storage and distribution facility.*"

(3.10-1) "*limited industrial*"

(3.12-8) "*Although other industrial facilities are found along Highway 99 at the Peltier and Jahant Road exits..*"

There are no industrial facilities or industrial uses near the preferred alternate compressor site. It is surrounded by agricultural and residential uses with some commercial uses nearby.

My last comment questions the credibility of the EIR because it is based heavily on information submitted by consultants who were originally hired by the proponent.

I21-50

Responses to Comments from Nancy and Ted Leventini (November 25, 1999)

- I21-1. The comment concerns the timing of LGS's discussions about the project with potentially affected landowners. The commenters state that they are potentially affected landowners that were contacted by LGS in 1999. Page ES-3 of the draft EIR states that LGS has been discussing the project with potentially affected landowners since summer 1998 and describes recent negotiations with landowners. As the proposed project and project alternatives have been refined, additional landowners have become affected by the project and have been involved in conversations with the Applicant. The commenters were part of more recent efforts by LGS to discuss the project with potentially affected landowners. No change to the draft EIR is required.
- I21-2. The commenters contend that the project's effect on 280 trees should be included in the air quality analysis. As identified in Table ES-2, implementation of the Composite Route Alternative (preferred alternative) has the potential to affect 280 trees, although not necessarily remove this number of trees. Some trees may only require pruning in order to allow for construction equipment to access certain areas. The loss of native trees, native oaks, landmark trees, heritage trees, and historical trees is evaluated in the draft EIR in Section 3.7, "Biological Resources". Because these trees would qualify for protection under tree ordinances in the Sacramento and San Joaquin County General Plans, damage or mortality of these trees is identified as a significant impact. Mitigation Measure 3.7-4 requires preconstruction surveys to be conducted to identify the locations of these trees and the development of a plan for the treatment of heritage and landmark trees. Additionally, the mitigation measure requires compensatory actions for trees that cannot be avoided. Compensation will be determined in coordination with the Sacramento and San Joaquin County Planning Departments and the guidelines in the county tree ordinances. These tree ordinances have required replacement planting ratios for the removal of native trees. Additionally, Mitigation Measure 3.12-1 requires the development and implementation of a site design and landscaping plan, which includes the planting of trees to screen the project facilities.

Given the requirements of these mitigation measures, the loss of trees required by project construction will be offset by the requirements to plant trees, likely resulting in a net increase in trees in the project area and having a negligible effect on air quality in the project area.

- I21-3. The basic need for projects such as the Lodi Gas Storage Project is described in Section 1.2.1 on page 1-2 of the draft EIR. As discussed in this section, although pipeline capacity into California has more than tripled over the last 15 years, demand has risen even faster. On occasion, especially during cold spells, insufficient gas is available in the state to meet demands. This situation occurred in the winter of 1998-1999 for more than 10 days, which forced some fossil-fueled plants in the state to switch to fuel oil to fire the boilers resulting in increases in air pollutants. This concern has statewide effects and ramifications and has led to the deregulation of the gas storage industry to generally encourage additional gas storage within California.

The No-Project Alternative is discussed in the draft EIR on Page 2-6. Under this alternative, none of the impacts discussed for the other alternatives would take place. The EIR identifies only environmental impacts of the project, however; the need for the project may involve other factors, such as economic considerations, that are not addressed under CEQA.

- I21-4. The opinion of the commenter regarding lack of public benefit is noted. The EIR is not required to identify public benefit. The CPUC does, however, consider public benefit of the proposed project as part of its proceedings.
- I21-5. See response to comment I21-3 above. The public need and convenience would not be local.
- I21-6. The reasons for excluding the alternative underground storage locations are provided on page 2-5 of the draft EIR under “Results of Analysis”. The alternative storage locations were eliminated because they would not meet the project objectives, were not feasible, or would not substantially lessen or reduce significant impacts identified in the draft EIR.
- I21-7. CEQA does not require analysis of alternatives to each component of a proposed project. As described on page 2-46 of the draft EIR, CEQA requires the EIR to consider a reasonable range of alternatives that would eliminate significant impacts of the project while meeting the objectives of the project. The discussion beginning on page 2-3 of the draft EIR describes the extensive screening process used to arrive at the alternatives analyzed in the draft EIR. The analysis undertaken for the compressor facility meets the requirements of CEQA.
- I21-8. The commenter identifies eight reasons for siting the separation and compressor facilities at the same site. The CPUC has the following response to each point:
1. Locating the compressor facility over the storage field would result in land use conflicts as noise from this facility would affect adjacent residences.
 2. The airport site appears to be more suitable for industrial land use.
 3. The original design would likely be more efficient to operate, but the CPUC has no evidence that it would be an inherently safer design.
 4. The draft EIR indicates that the additional compression would have negligible effects on noise and air emissions.
 5. Landowners who overlie the gas field are being compensated for an easement on their property as are other affected landowners.
 6. The CPUC has not identified any significant environmental problems with the airport site that cannot be mitigated to less-than-significant levels.

7. Based on the noise data presented in Tables 3.10-1 and 3.10-2 of the draft EIR, the CPUC would agree that ambient noise levels near the alternate compressor site is similar to those at the storage field site. The atmospheric conditions that affect the transmission of noise vary from day to day.
8. The compressor and the separation facility are substantially different in size and intrusiveness in a residential area.

In summary, the commenter's points do not provide sufficient reasons to change the site of the separation and compressor facilities.

I21-9. A compressor facility at the well field was not considered because it would potentially affect many sensitive noise receptors (homes). The key screening criteria for compressor sites are described on page 2-6 and Table 2-1 of the draft EIR. The State CEQA Guidelines require that a reasonable range of alternatives be considered. It does not require that every alternative be considered. The environmental impacts of the project facilities on one site are very similar, if not the same, for another site.

I21-10. Section 2.5 of the draft EIR identifies the process used to arrive at the alternative routes analyzed. The State CEQA Guidelines require analysis of a reasonable range of alternatives, not all possible alternatives.

I21-11. The comment concerns a potential alternate pipeline alignment (routing the pipeline along Peltier Road between Kennefick and Highway 99) that is not analyzed in the draft EIR. The commenters are concerned that although this potential alternate pipeline alignment would avoid impacts to the commenters' vineyard, it would place the pipeline closer to their residence and the residence of family members. The potential environmental impacts of a project or project alternative subject to CEQA must be analyzed and disclosed prior to being approved or adopted by a lead agency. In the context of this project, the CPUC cannot approve of a project alternative whose environmental impacts of components (location of compressor facility, separation facility, and pipeline alignment) are not analyzed in the draft or final EIR.

I21-12. Although no surface water sources are adjacent to the field lines, water used in an adjacent segment would likely be pumped and reused to conserve water. Any additional make up water would likely be groundwater.

I21-13. Repairing a leaking or damaged pipeline would require digging up the affected pipeline segment.

I21-14. The CPUC believes that the federal, state, and local regulations that the project would be required to comply with adequately protect public health and safety and that the project is compatible with the surrounding land uses. The zoning ordinance allows utility services such as natural gas transmission lines and substations within the General Agriculture zone as a conditionally permitted use with an approved Site Approval application. See Chapter

3, “Revisions to the Draft EIR”, for revised information about San Joaquin County zoning. The ordinance does not expressly prohibit natural gas storage projects.

I21-15. The draft EIR thoroughly examines the issue of farmland conversion. Although some impacts will occur, these impacts are very minor when viewed in the context of the county and the region, and are not considered significant. Vineyards would be allowed to be replanted over the pipeline and the impacts are not permanent. Some “old vine” vineyards would be affected by the project.

I21-16. Mitigation Measure 3.1-1 has been revised to further reduce potential conflicts with grape harvesting activities. In addition, Mitigation Measure 3.5-1a has been slightly revised to reflect increased dust control during construction activities in and near vineyards. See Chapter 3, “Revisions to the Draft EIR”, in this final EIR.

I21-17. Although the compressor facility will be an industrial facility, the alternate locations described in the draft EIR are considered to be the sites that provide the most consistent surrounding land uses for such a facility in the immediate project vicinity.

I21-18. The comment concerns the location of the compressor facility under the proposed project (at the orchard site) which would conflict with the Airport Land Use Plan and the potential for amending the plan to permit this facility. As discussed in Section 3.1, “Land Use”, of the draft EIR the evaluation of the consistency of the proposed compressor facility with the Airport Land Use Plan recognizes that the siting of this facility at the orchard site conflicts with the Airport Land Use Plan. Mitigation identified to reduce the significance of this impact requires the Applicant to have the project reviewed by the Airport Land Use Commission to determine if the project is consistent with the Airport Land Use Plan. If the Airport Land Use Commission determines that the proposed project is consistent with the plan, the plan may be amended to allow the proposed facility. Alternatively, the County Board of Supervisors could override the commission’s decision or if the Airport Land Use Commission determines that the plan should not be amended, the facility will need to be relocated to another site that is compatible with the Airport Land Use Plan. See Chapter 2, “Clarification of Major Issues”, of this final EIR for a detailed discussion of these issues.

I21-19. The text on page 3.1-31 of the draft EIR has been revised. See Chapter 3, “Revisions to the Draft EIR”, of this final EIR for the revised language.

I21-20. As described on page 3.3-12 of the draft EIR, there is no evidence of transmission pipeline failure related to substantial seismic events in California over the last 15 years. The distance from the epicenter of an earthquake greatly affects the ground motion felt at any particular site. Pipelines buried in the ground are very resistant to damage from ground motion because they are flexible.

I21-21. The EIR states that the project is not inconsistent with the San Joaquin County General Plan. Implementation of the proposed project would not substantially alter the regional or county-wide use of agricultural land. Except for the relatively small areas that comprise the well

pad, separation, and compressor facilities, all facility sites will be allowed to return to agricultural production. The area near the proposed project facilities will remain “principally for crop production, ranching, and grazing.”

I21-22. U.S. Department of Transportation, Office of Pipeline Safety records for the past 14 years provide a sufficient basis for analysis. The data reflect pipelines that have been installed under the most current regulations and many substantially older pipelines. The identified earthquakes, such as Northridge and Loma Preita, have caused some of the most significant damage in California.

I21-23. The water drive is provide by saline water that is trapped in the deep underlying aquifers. The water is not suitable for industrial, municipal, or agricultural uses. Consequently, the water level and hydraulic head in these aquifers would not substantially change during a drought.

I21-24. The text being referred to is taken from the San Joaquin County General Plan’s Public Health and Safety and Resource Elements. Injection of wastes into the underlying ground water is regulated to protect water quality. The project would not inject wastes into the groundwater. Produced water would be re-injected into the formation where it was produced.

I21-25. The comment notes that Gill Creek, which runs parallel to, and between Peltier Road and Jahant Road, transports runoff in the project area during storm events. As discussed in Section 3.4.2, “Regulatory Setting” in the draft EIR, the project would require a streambed alteration agreement for any work proposed within a creek or stream and its floodplain. No change to the draft EIR is required.

I21-26. The comment concerns the proximity of ozone or other air quality monitoring stations to the project site. Ozone is a regional rather than a microscale pollutant. Emissions of ROG and NO_x by the proposed project will result in increases in regional ozone concentrations downwind of the project rather than in the immediate vicinity of the project site. Emissions of ozone precursors (ROG and NO_x) undergo a chemical reaction in the presence of sunlight, forming ozone several miles downwind of the emission points. Consequently, emission offsets are an effective way to reduce regional ozone concentrations. The impacts of ozone on grape yields is discussed in the draft EIR on page 3.5-2. Grapes are not susceptible to NO₂, according to the U.S. EPA manual, “Diagnosing Vegetation Injury Caused by Air Pollution” (EPA-450/3-78-005).

Additionally, in response to this comment “hot spot” modeling of NO₂ was conducted to estimate local concentrations of NO₂ during project operation. Using the results of the health risk assessment, a worse case estimate of NO₂ concentrations was developed assuming that all NO_x is NO₂, which is not the case. These estimates were then compared to the state and federal NO₂ standards. The results of the NO₂ modeling for the project and related standards are presented below.

1-hour worst case concentration: 7.1 micrograms/cubic meter

1-hour California standard:	470 micrograms/cubic meter
Annual worst case concentration:	0.71 micrograms/cubic meter
Annual federal standard	100 micrograms/cubic meter

As indicated by these screening-level modeling results, the project would not approach, much less exceed, either the 1-hour California standard or the annual federal standard.

The same procedures cannot be used to estimate local concentrations of ROG. Because they are “reactive” organic gases, ROG concentrations can’t be accurately estimated with nonreactive models, such as SCREEN3 (the model used to conduct the health risk assessment). Additionally, there are no ambient standards for ROG, so even if accurate modeling methodology was available, the resulting information would be meaningless without comparison to adopted standards. It is also important to note that local concentrations of ROG were indirectly addressed in the screening level health risk analysis in that all of the constituents of ROG were considered a potential health risk and analyzed as part of the health risk analysis. Constituents of ROG were found not to present a health risk to nearby residents.

As described in the last sentence of the sixth paragraph on page 3.5-4, there are no sulfur dioxide monitoring stations in the project area. The only sulfur dioxide monitoring stations within the San Joaquin Valley are located in the southern portion of the Valley and are primarily associated with oil and gas field operations. Currently, the entire state of California is in attainment for the California and federal sulfur dioxide ambient standards.

I21-27. The comment concerns the effects of ozone on grape vines. The impacts of ozone on grape yields is discussed in the draft EIR on page 3.5-2. Ozone is a regional rather than a microscale pollutant. Emissions of ozone precursors (ROG and NO_x) by the proposed project will result in increases in regional ozone concentrations downwind of the project rather than in the immediate vicinity of the project site. Emissions of ROG and NO_x undergo a chemical reaction in the presence of sunlight, forming ozone several miles downwind of the emission points.

As discussed in Section 3.5, “Air Quality”, given the current designation of the San Joaquin Valley as a serious nonattainment area for ozone LGS would need to obtain emission offsets for ROG and NO_x emission increases thereby reducing the project’s net emissions increase for these two pollutants to zero.

Recently, the San Joaquin Valley Unified Air Pollution Control District announced that the San Joaquin Valley Air Basin will be redesignated by the U.S. EPA from a serious to a severe ozone nonattainment area. This redesignation is expected to occur no later than May 2000. As a severe ozone nonattainment area, the San Joaquin Valley Unified Air Pollution Control District will have until 2005 to implement measures that will bring the Air Basin into attainment with the 1-hour federal ozone standards.

Under the new designation, the project Applicant would still be able to construct its proposed facilities. This new designation will require the Air District to develop and implement more stringent emission controls for stationary and area sources and will increase the offset requirements from a ratio of 1.2:1.0 to a ratio of 1.3:1.0 for offsets obtained within 15 miles of a source; however, it is unclear whether the proposed project will be permitted prior to the redesignation from a serious to a severe area. If the project is approved under the new designation and if emission offsets are unavailable, then the project Applicant would be unable to build the proposed facility.

I21-28. The comment or agrees with the EIR's comment regarding the degraded nature of air quality in the San Joaquin air basin. The status of air quality in the San Joaquin air basin is described in detail in Section 3.5, "Air Quality" of the draft EIR.

I21-29. The project would not routinely vent gas to the atmosphere. See Chapter 2, "Clarification of Major Issues", of this final EIR for a discussion of this process and modifications to the facility design to reduce noise and odor impacts of venting.

I21-30. See response to comment I21-29. Leaks must be repaired in accordance with federal and state regulations. In addition, Chapter 2, "Clarification of Major Issues", addresses venting.

I21-31. The comment concerns Mitigation Measure 3.5-1 and a reference to the potential use of water or a chemical stabilizer/suppressant as a means of minimizing fugitive dust emissions during project construction and their possible detrimental effects to soil, plants, animals, and people. Water is the most commonly used dust-control. A variety of soil stabilizers are also available for dust control purposes. These are commonly used and their environmental effects are well known to the Air District, which will regulate the use of dust-control substances. The specific dust control product is not named in the draft EIR in order to let the Applicant select the most cost-effective option available at the time that construction is initiated. As stated in the mitigation measure, the Applicant's selected product will be reviewed and approved before construction begins.

I21-32. This requirement has been added to Mitigation Measures 3.5-1a and 3.5-1b. See Chapter 3, "Revisions to the Draft EIR", of this final EIR.

I21-33. The commenters are correct in noting that high ozone levels can reduce grape yield. Operation of the proposed project would result in increased emissions of ozone precursors (ROG and NO_x). Although not likely to effect vineyards in the immediate vicinity of the project because ozone precursors are not immediately transformed into ozone, these increased emissions would have a significant impact on regional air quality. Mitigation Measure 3.5-3 requires LGS to obtain emissions offsets for ROG and NO_x equal to the net increase in the emission of these two pollutants, thereby reducing this impact to a less-than-significant level. The actual amount of emission offsets will be based on the final agreement between the Applicant and the San Joaquin Air District as to what technologies constitute best available control technologies (BACT), which must first be applied to the project to reduce pollutant emissions. The Applicant must receive a permit to operate from the San

Joaquin Air District. As part of the application process, the Air District may require an evaluation of the use of electric compressors as BACT.

I21-34. The comment concerns the plant operating time factor (“load factor”) of 40% noted in Table 3.5-5 and the reality of this operating time factor given the project objective to be able to inject/withdraw natural gas 2-3 times per day. LGS plans to use 100% of the capacity of the compressor facility when required (e.g., when LGS needs to flow the maximum flowrate of gas within the minimum suction pressure and maximum discharge pressure); however, the load factor is different from engine capacity. While the term “load factor” refers to operating restrictions which could result in the occasional operation of the compressors at a maximum capacity, it is likely that most of the time conditions will be such that the compressors are not operating at maximum capacity. LGS has modeled the proposed system and has determined that the predicted load factor for the compressors is somewhat less than 40%. This implies that the compressors operate at less than capacity some of the time, at capacity some of the time, and are idle some of the time. Consequently, the emission estimates for the proposed project assume a 40% load factor. If, during a one-year period, fuel usage reaches an amount close to 40% load factor, the Air District will require LGS to reduce or stop operation of the engines for the remainder of the year.

I21-35. This comment concerns the potential for the project to result in the emission of toxic air pollutants, specifically formaldehyde. As part of the air quality analysis for this project, a screening level health risk assessment was conducted based on methodology recommended by the California Air Pollution Control Officers Association. This analysis is presented on pages 3.5-14 through 3.5-15 of the draft EIR. The analysis found that the highest estimated cancer risk would result from the exposure to formaldehyde emissions and equals a cancer risk of 3.4 per million people, which is less than the San Joaquin Air District threshold of 10 per million people.

Using extremely conservative air quality dispersion modeling, formaldehyde concentrations from the proposed project were estimated to equal a maximum of 14.28 micrograms per cubic meter (ug/m^3) averaged over 1 hour and $0.57 \text{ ug}/\text{m}^3$ averaged over one year. The annual concentration of $14.28 \text{ ug}/\text{m}^3$ is associated with an increased cancer risk of 3.4 per million people.

Formaldehyde is normally present at low levels in both outdoor and indoor air. Residences or offices that contain products that release formaldehyde to the air can have formaldehyde levels of more than $375 \text{ ug}/\text{m}^3$. Products that add formaldehyde to the air include particle board, fiberboard, and urea-formaldehyde as insulation (EPA web site: <http://www.epa.gov/iedweb00/formalde.html>).

No federal standard has been set for indoor air concentrations of formaldehyde; however, the Occupational Safety and Health Administration (OSHA) now regulates formaldehyde as a carcinogen. Some states have established a standard of $499 \text{ ug}/\text{m}^3$ in their residential building codes while California has established a much lower recommendation of $62 \text{ ug}/\text{m}^3$. Consequently, the incremental increase in outdoor concentrations that would result from the

proposed project are well below the standards set for indoor air concentrations of formaldehyde at the federal and California levels.

Please note that the term “less than significant” as used in the draft EIR is a technical term relating to the ability of the project to meet certain identified criteria. It is in no way intended to discount or downplay the concerns or importance of affected parties or individuals.

I21-36. This comment concerns the notes presented in Table 3.5-6 of the draft EIR; specifically the commenter requests an explanation of the term “using the rural option”. SCREEN3 allows for the selection of urban or rural dispersion coefficients. Sources located in urban areas should be modeled using urban dispersion parameters while sources in rural areas should be modeled using the rural dispersion parameters. Determination of the applicability of urban or rural dispersion is based upon land use or population density. For determination by land use the following steps are used: (1) circumscribe a 3 km radius circle, A_o , about the source using the meteorological land use typing scheme and (2) if land use types I1, I2, C1, R2, and R3 account for 50 percent or more of A_o , select the urban option, otherwise use the rural option. Using the population density criteria, the following steps are used: (1) compute the average population density, "p", per square kilometer with A_o as defined above and (2) if "p" is greater than 750 people/km², use the urban option, otherwise select the rural option. Of the two methods, the land use procedure is considered more definitive. This guidance is extracted from Section 8.2.8 of the U.S. EPA's "Guideline On Air Quality Models (Revised)".

I21-37. Implementation of the proposed project would not have a direct or noticeable effect on burn days. Burn days are established by the local air pollution control district and are based largely on meteorological conditions that are suitable for dispersion of smoke from intentionally set fires.

I21-38. The CPUC does not believe that there will be any substantial increase in false alarms. On occasion, the project facilities will be “blowdown” to allow maintenance activities. The gas could be flared (burned) to control odor. As described in Chapter 2, “Clarifications of Major Issues”, gas would be burned in a 10-foot-deep flare pit surrounded by a berm that would reduce the visibility from the surrounding area. The project Applicant has committed to provide training to local fire departments. It is assumed that this training would include a description of normal operating procedures so that false alarms would be minimized. As noted in their comment letter, the local fire district would establish a working relationship with the Applicant. It would be reasonable to assume that as part of this relationship, notification of activities that may appear to require emergency response would be made to further minimize responses to false alarms.

I21-39. Comment noted. Several species of raptors nest in agricultural areas. The intent of this statement was to indicate that nesting density is likely not high in the areas immediately surrounding the project alternatives because of the lack of trees. In addition, most impacts would be temporary, construction-related impacts. Mitigation Measure 3.7-7 is adequate to

ensure that any potential impacts to nesting raptors are reduced to a less-than-significant level.

- I21-40. The draft EIR adequately identifies potential risks to the community and the environment. The proposed project would be required to comply with numerous federal, state, and local regulations established to minimize the risk of this type of development project. Potential public health impacts of the project are discussed in Section 3.9 of the draft EIR. The CPUC is aware of perceived psychological effects of the project on the local areas; however any analysis of such effects would be outside the scope of the EIR.
- I21-41. No attempt was made in the draft EIR to compare background or ambient noise levels at either of the compressor sites evaluated with noise levels within the Lodi Gas field area. It is likely that noise levels at these locations are generally similar, with average noise levels being highest near roads.
- I21-42. The analysis in the draft EIR indicates that there would be no significant noise-related impacts from the compressor facility at either location considered in the draft EIR. Noise-related impacts are primarily a function of the distance of sensitive receptors from the facility. Compensation issues are not considered in the draft EIR analysis.
- I21-43. Both continuous and intermittent noise impacts are considered. The Applicant will provide adequate sound reduction to ensure that noise levels from all project facilities will be consistent with the San Joaquin County Noise Ordinance. Chapter 2, “Clarification of Major Issues”, of this final EIR addresses noise-reduction measures related to venting.
- I21-44. The CPUC is not aware of any information that would lead to a conclusion that the implementation of the proposed project would lead to the inducement of other, similar facilities. Zoning ordinances and general plans provide the basics for decisions regarding what types of land uses are permitted in a given area.
- I21-45. This comment refers to air quality effects on the local area. Air quality is more appropriately viewed, however, in a regional context. The air emissions of the project are small when viewed in the context of the air basin and easily meet state and federal air quality standards and would make up a tiny fraction of the emissions in the air basin. Ozone is a regional pollutant, which is why the State of California has determined that offsets are a reasonable approach to addressing air emissions for certain pollutants. Additionally, ozone will not be directly emitted by the facilities. Ozone precursors that will be emitted do not result in increased ozone concentrations in the immediate area where they are emitted but contribute to regional air quality problems. Because offsets are available and are permitted under state law and local regulation, the proposed project would not contribute to cumulative air quality impacts.
- I21-46. The purpose of a cumulative impact analysis, as described on page 4-1 of the draft EIR, is to determine whether a proposed project, in conjunction with other past, present, and reasonably foreseeable projects, would result in individual effects that, when considered

together, are considerable or that compound or increase other impacts. The CPUC is not aware of any information that would indicate that the potential public health and safety impacts of the proposed project, which are described in Section 3.9, of the draft EIR, are additive to any other known or foreseeable project. Psychological effects of a project are not considered environmental effects and are not addressed under CEQA.

I21-47. See response to comment I21-46 above. The CPUC is not aware of any past, present, or reasonably foreseeable future projects that would contribute to cumulative noise levels in the areas potentially affected by the proposed project.

I21-48. The potential effects of an explosion or accident on public services is speculative. Accidents are extremely rare and the potential for an accident would not contribute to cumulative demands for public services.

I21-49. This comment concerns perceived minor inaccuracies in the draft EIR.

The commenters contend that the statement on page ES-3 of the draft EIR noting that the compressor site is located “near” Highway 99 is inaccurate because the alternate compressor site is located one-half mile from the Highway 99. Although the statement on page ES-3 refers to the location of the compressor site under the proposed project (depicted in Figure 2-12a), both the proposed and alternate compressor sites are located on parcels adjacent to (albeit on opposite sides of) Highway 99, qualifying for use of the term “near” to describe their proximity to Highway 99. No change to the draft EIR is required.

The commenters contend that there are no “industrial uses or industrial facilities” near the alternate compressor site. As described in Section 3.1, “Land Use, Planning and Agricultural Resources” of the draft EIR, the proposed compressor facility would be located near Highway 99 and adjacent to a propane storage and distribution center. As regards the alternate compressor site, it is located on the southwest corner of the Lind Airport property. Scattered light industrial uses, many of which serve to support the primarily agricultural uses in the area, occur throughout the project area. No changes to the draft EIR are required.

I21-50. This comment questions the credibility of the draft EIR because it is based on information prepared by consultants under contract to the Applicant. LGS hired consultants to develop information contained in its Preliminary Environmental Assessment (PEA), which was a required component of its application to the CPUC for a Certificate of Public Convenience and Necessity. The CPUC, as lead agency for the project, entered into a contract with Jones & Stokes, an environmental consulting firm unaffiliated with the Applicant, to objectively review the Applicant’s submittal, request or develop additional data as necessary, and prepare an independent analysis of the potential environmental impacts of the project.