PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

PG&E Vierra Reinforcement Project – Application No. 18-06-004
Data Request Set No. 5
July 22, 2019

Project Description:

1. Define the project service area (e.g., is it simply San Joaquin County?). The expanded substation and new line will provide more electrical capacity and reliability for households and businesses in Lathrop, Manteca, and surrounding areas of San Joaquin County.

2. Confirm that the use of the proposed two vacant positions that would be associated with the Vierra Substation expansion would not be required within the latest forecast period for the Project. Provide a general estimate as to when those vacant positions may be built out. We confirm that the proposed two vacant positions that would be associated with the Vierra Substation expansion would not be required within the latest forecast period for the Project. We are not planning to fill the vacant positions for 10 years or more.

3. IS/MND Figure 4-4a (and associated GIS data) shows the Vierra Substation expansion site with an area of 2.8 acres and the pole work area TWS 12 with an area of 1.6 acres. However, PEA Section 2.5.2 states that PG&E would acquire a 3.4-acre parcel for the expansion of Vierra Substation, increasing from 1.6 acres to a total of 5.0 acres to accommodate the new power line and substation modifications. Clarify that the parcel to be acquired would be 3.4 acres and not 4.4 acres (the sum of the two expansion site and TWS 12). PG&E plans to acquire approximately 3.44 acres in fee for the expansion of Vierra Substation. If you need additional information, we suggest having a call.

4. PEA Figure 2.0-1. Please identify the pink line in the figure key (it looks like it may be the Tesla-Salado-Manteca line). Also, the figure appears to attempt to show the existing and proposed system on the same map, but the Project would result in additional changes to the existing configuration. For example, the Tesla-Stockton Cogen Junction line would be split into the Tesla-Vierra and Vierra-Stockton Cogen Junction lines, but those new proposed lines are not shown on the map. It is recommended that this figure include two side by side images that show existing, then proposed systems, including line names, etc. Yes, it is the Tesla-Salado-Manteca 115 kV Power Line, as identified in the legend. Figures 2.0-4a and 2.0-4.b show the existing and proposed system diagrams. We are working on providing new figures showing the existing and proposed lines. They will be submitted when completed.

5. PEA Figure 2.0-8 and Vierra Substation profile drawing provided on page 10 of PG&E Response to CPUC Data Request Set 3, part B. For Project constancy, please add a dish and antenna to the microwave towers shown in these drawings. We are working on updating the figures.

6. PEA Section 2.7.1 indicates the staging area west of Vierra Substation would be up to 6 acres, but the GIS data (and IS/MND Figure 4.4-4a) suggests SA-1 would be 1,100 feet by 415 feet (i.e., 10.5 acres). Please clarify. PG&E plans to utilize up to 6 acres of this 10.5-acre area. Please send Figure 4.4-4a if you need more information.

7. What circumstances would materials such as fiberglass mats or gravel be laid down at the landing zone and pull sites to minimize ground disturbance? Clarify when and why these materials would be used (e.g., to minimize fugitive dust in the dry months, or for vehicle stability during the winter months)? Fiberglass mats or gravel would generally be used in the winter to provide ground stability.

8. Would any preparations (e.g., mowing, placement of mats) be required for use of the proposed overland access of the northeastern boundary of the substation expansion to pole work area TWS-14 (as indicated by GIS data shown in Project Description Figure 4-4a)? What would be the approximate width of the overland access? Yes, to prepare we typically mow the weeds and perform light grading as needed. Typical access width is 14-18 feet.

9. Project Description Section 4.12.5 indicates that access to the Kasson, Manteca, and Tracy remote substations would be via existing entrances off public paved roads, but does not mention how access would be achieved to Howland, Tesla, and Ripon substations. Please indicate how access would be achieved to Howland, Tesla, and Ripon substations, and confirm that no road improvements would be required to accommodate work at those substations. Yes, they will all be accessed from public paved roads and no road improvements are required.

10. Confirm that no construction equipment or haul truck trips would be required for the remote substation work at Tesla and Ripon substations. How many workers would be required for that work and how long would the work last? We estimate a small crew of 2 to 3 workers with light weight pickup trucks will complete this work within a period of 1 to 10 working days.