

PUBLIC UTILITIES COMMISSION505 Van Ness Avenue
SAN FRANCISCO, CA 94102-3298

November 2003

To: All Interested Parties

The California Public Utilities Commission (CPUC) has prepared this Final Environmental Impact Report (EIR) for consideration of Pacific Gas and Electric Company's Application (A.02-09-043) for the Proposed Jefferson-Martin 230 kV Transmission Line Project. The Final EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), and incorporates changes resulting from comments submitted during the Draft EIR comment period (July and August 2003).

Description of the Proposed Project. The Proposed Project consists of installing a new, approximately 27-mile-long, 230 kV transmission line with overhead and underground segments in San Mateo County. The southern 14.7 miles of this line (in/near the Cities of San Mateo, Hillsborough, Burlingame, and Millbrae) would be installed on a rebuilt version of PG&E's existing Jefferson-Martin 60 kV double-circuit transmission line. The northern 12.4 miles (through the Cities of San Bruno, South San Francisco, Colma, Daly City, and Brisbane) would be installed in a new underground duct bank in city streets and the BART right-of-way. In addition, a new transition station would be constructed near the intersection of San Bruno Avenue and Glenview Drive just east of Skyline Boulevard/Highway 35 to transition the overhead transmission line to the underground transmission line. PG&E is also proposing to modify the existing Jefferson and Martin Substations to accommodate the new 230 kV transmission line, the Hillsdale Junction switching station, as well as making minor changes at the existing San Mateo, Ralston, Millbrae and Monta Vista Substations. The project is described in detail in EIR Section B.

Contents of the Final EIR. The Final EIR consists of three volumes and includes over 2,700 pages. Volume 1 (EIR) and Volume 2 (EIR Appendices, including the Alternatives Screening Report as Appendix 1) are completely re-printed from the Draft EIR. Changes made to the Draft EIR are marked in Volumes 1 and 2: inserted text is underlined and deleted text is shown in ~~strikeout~~. Both types of changes are indicated with a vertical line in the margin. Volume 3 consists of all comments on the Draft EIR and responses to comments. Over 800 pages of comments on the Draft EIR were submitted to the CPUC, including transcripts from the August 2003 Public Participation Hearings.

The Final EIR documents the evaluation of approximately 38 alternatives, including the No Project Alternative. Alternatives are described and screened for compliance with CEQA in Appendix 1, then summarized in EIR Section C. Alternatives that meet the CEQA criteria are analyzed along with the Proposed Project in 14 environmental issue areas in Section D of the EIR.

The EIR (in Volume 1) identifies feasible mitigation measures in each issue area analysis in Section D, and the CPUC's mitigation monitoring program is described in Section F. These mitigation measures, if adopted, would avoid or minimize impacts of the proposed project and alternatives.

Changes Made to the Draft EIR. In response to comments on the Draft EIR, numerous changes have been made. The following information has been added to or revised in this Final EIR:

1. **Transition Stations Allowing Hybrid Alternatives.** Two new transition station/tower alternatives (each described below) have been added to allow creation of hybrid route alternatives in the southern (overhead) segment. These alternatives are described in Appendix 1 (Section 4.3.1), and their impacts are analyzed in each issue area in Section D. These two new transition sites allow the development of hybrid routes among the Proposed Project, Route Option 1B, and Partial Underground Alternative, as follows:
 - **The Golf Course Drive Transition Station Alternative** (near Hayne Road west of the I-280 Freeway) would allow either (a) the PG&E Route 1B Alternative to connect with the Partial Underground Alternative or the Proposed Project, or (b) the relocation of the Partial Underground Alternative 230 kV transition tower from the east side of the I-280 Freeway to the west side.
 - **The Trousdale Drive Transition Tower Alternatives** (located west of the west end of Trousdale Drive at the I-280 Freeway) would allow either (a) the overhead portion of the Partial Underground Alternative to connect with the PG&E Underground Route Option 1B segment along Trousdale Drive, or (b) the overhead portion of the Proposed Project to connect with the PG&E Underground Route Option 1B segment along Trousdale Drive.
2. **Glenview Drive Transition Tower Alternative.** A new transition tower (located on Caltrans property west of and immediately adjacent to Glenview Drive about 1,500 feet south of the proposed transition tower) is described in Appendix 1 and is evaluated in Section D.
3. **Partial Underground Alternative Modifications.** Two transition towers/stations locations at the Partial Underground Alternative crossing of San Mateo Creek have been modified to reduce their environmental impacts. In addition, the transition tower near the Carolands Substation could be reduced in size with use of the Golf Course Drive Transition Station Alternative. These modifications (affecting Towers 6/36, 7/39, and 8/50) are described in Appendix 1 (Section 4.2.3) and their impacts are analyzed in Section D.
4. **Consideration of New Alternatives.** Three new alternatives suggested in Draft EIR comments are considered, but were eliminated from full EIR consideration: the 280 Corridor Concerned Citizens Group's Watershed Restoration Alternative, the San Mateo County Supervisors' Hill/Nevin Alternative, and the Caltrain ROW Alternative. Detailed descriptions of each alternative and the rationale for elimination are presented in Appendix 1, Sections 4.2.8, 4.2.9, and 4.3.11, respectively.
5. **Revised Analysis and Mitigation Measures.** Various text sections have been modified or clarified in response to comments. In addition, several mitigation measures have been modified for clarity or to ensure their feasibility (see various issue areas in Section D).
6. **Conclusion Regarding Environmentally Superior Alternative.** Section E of the EIR presents a comparison of alternatives and defines the alternatives that would create the fewest environmental impacts. While the Final EIR includes new and updated analysis and revised mitigation measures, the conclusion regarding the environmentally superior alternative has changed from that presented in the Draft EIR. In the southern portion of the project area, the PG&E Route Option 1B is still considered to be superior, and in the northern portion, both the Modified Underground Existing 230 kV Collocation Alternative and the Proposed Project are considered superior over the other northern routes. In considering comments, it was determined that neither route shows a significant environmental benefit over the other.

CPUC Actions After Final EIR Publication. There is no comment period following issuance of the Final EIR. The CPUC will determine the adequacy of this Final EIR, and, if adequate, will certify the document as compliant with CEQA. After the December 2003 Public Participation Hearings (described below), Evidentiary Hearings will be held at the CPUC offices. The CPUC will issue a Decision on the proposed Jefferson-Martin Project, which will be announced and published concurrent with a scheduled CPUC Meeting. The final decision is expected in May 2004. Within 30 days after the Decision is issued by the CPUC, parties can apply for rehearing. For further information on the CPUC's decision-making process, call the CPUC Public Advisor at (415) 703-2074.

If the CPUC approves the project or an alternative, the CPUC will implement a Mitigation Monitoring, Reporting, and Compliance Program as defined in Section F of this EIR. This program will ensure that the approved route is constructed as defined, and that all adopted mitigation measures and Applicant-Proposed Measures are implemented in order that effects on the environment do not exceed those defined in this EIR.

Public Involvement in CPUC General Proceeding. The CPUC's assigned Administrative Law Judge will hold two Public Participation Hearings on the project:

- December 8, 2003, at 7:00 p.m. at the City Council Chambers, San Mateo City Hall, San Mateo
- December 9, 2003, at 7:00 p.m. at the San Bruno Recreation Center, San Bruno.

Availability of Final EIR. Copies of the FEIR have also been mailed to parties to the General Proceeding and Federal, State, local government agencies that commented on the Draft EIR, as well as some members of the public. The document is available on the CPUC's project website at:

http://www.cpuc.ca.gov/environment/info/aspen/jefferson_martin/jeffmartin.htm.

The FEIR is also available at the repository locations below:

John D. Daly Library
6351 Mission Street
Daly City, CA

Serramonte Library
40 Wembly Drive
Daly City, CA

Brisbane Library
250 Visitacion Avenue
Brisbane, CA

Woodside Library
3140 Woodside Road
Woodside, CA

San Bruno Public Library
701 Angus Avenue West
San Bruno, CA

Redwood City Public Library
1044 Middlefield Road
Redwood City, CA

Cupertino Library
10400 Torre Avenue
Cupertino, CA

Cupertino PG&E Office
10900 N. Blaney Avenue
Cupertino, CA

Millbrae Library
1 Library Avenue
Millbrae, CA

CPUC Central Files
505 Van Ness Avenue
San Francisco, CA 94102

Grand Avenue Library
306 Walnut Avenue
South San Francisco, CA

Burlingame Library
480 Primrose Road
Burlingame, CA

West Orange Library
840 West Orange Avenue
South San Francisco, CA

San Mateo Public Library
55 West 3rd Avenue
San Mateo, CA

Copies of the Final EIR on CD (without maps due to PG&E security restrictions) or a separately bound Executive Summary may be requested by phone or fax at (650) 240-1720 or by e-mail at jeffmartin@aspeng.com. The CPUC also has a limited number of copies of the complete Final EIR document available to the public upon request at the above addresses/numbers.

Further information about this document is available from Ms. Billie Blanchard, CPUC Project Manager, at (415) 703-2068.