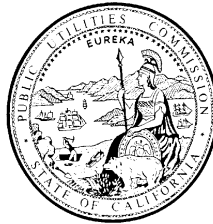


INITIAL STUDY

NORTHEAST SAN JOSE TRANSMISSION REINFORCEMENT PROJECT

PACIFIC GAS AND ELECTRIC COMPANY

Application 99-09-029



**Prepared for:
California Public Utilities Commission
Contract Number PS-5004**

Prepared by:
Aspen Environmental Group

December 9, 1999

Environmental Checklist Form

1. Project Title: Northeast San Jose Transmission Reinforcement Project

2. Lead Agency Name and Address:

California Public Utilities Commission (CPUC)
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102

3. Contact Person and Phone Number:

Judith Iklé, Regulatory Analyst
Energy Division
(415) 703-1486

4. Project Location:

City of Fremont (Alameda County), City of San Jose (Santa Clara County), and unincorporated Santa Clara County, California

5. Project Sponsor's Name and Address:

Robert Bonderud
Pacific Gas and Electric
Mail Code N10A, P.O. Box 77000
San Francisco, CA 94177

6. General Plan Designation:

City of Fremont: General and Restricted Industrial with a Commercial/Industrial Overlay, Institutional and Private Open Space, and Agricultural

City of San Jose: Public/Quasi-Public and Light Industrial

Unincorporated Santa Clara County: Agricultural

7. Zoning:

City of Fremont: General Industrial, Planned District, and Restricted Industrial

City of San Jose: Manufacturing, Agricultural, Industrial

Unincorporated Santa Clara County: Agricultural

8. Description of Project:

The proposed project is intended to expand PG&E's capacity to provide electric service to the northeast San Jose area. The project would require construction of several components, which are described in more detail below:

- C Construction of a new 24-acre combined transmission substation (230/115 kV) and distribution substation (230/21 kV) (Los Esteros Substation)
 - Construction of a 7.3-mile-long 230 kV double-circuit transmission line from Newark Substation to the new Los Esteros Substation by the summer of 2002
- C New 21 kV connections from Los Esteros Substation to local distribution circuits to serve future local growth
- C Modification of the Newark Substation to accommodate the new 230 kV transmission line
- C Replacement of a segment of an existing 115 kV single-circuit wood pole line with a double-circuit steel pole line
- C Connection of the Los Esteros Substation to the 115 kV system with four 115 kV power line circuits.

Los Esteros Substation. The proposed Los Esteros Substation site is located on the north side of State Route 237, between Zanker Road and Coyote Creek. The site would occupy the northern 24 acres of a 54-acre property that is currently occupied by greenhouses, agricultural facilities, and buildings that house residents engaged in agricultural work. The substation would be an unattended, remote-controlled facility that would require periodic maintenance. The substation would initially consist of three 230/115 kV transmission transformers, circuit breakers, bus, capacitors, and controls. Ultimately, a fourth 230/115 kV transformer would be installed.

PG&E also plans to install four 230/21 kV transformer banks at the Los Esteros Substation on the west side of the proposed 24-acre substation site. Each transformer bank would serve three 21 kV distribution circuits that connect into the 21 kV distribution system. These twelve 21 kV circuits are planned for connection to existing or future distribution lines in the area of the Los Esteros Substation. Distribution substation banks would be added to the substation when the load is projected to exceed capacity. PG&E anticipates this will occur within the next ten years.

230 kV Transmission Line. The proposed project includes the construction of a 7.3-mile-long 230 kV double-circuit transmission line from the Newark Substation to the new Los Esteros Substation (see Figure 1). PG&E's Proposed Route parallels existing PG&E 115 kV power lines for approximately 2 miles of its 7.3-mile length and then diverges easterly. The route crosses property owned by Catellus Corporation south of the Auto Mall Parkway, two Cargill Salt Company (Cargill) salt ponds, the westerly edge of the Bayside Business Park, the Fremont Airport property, the Santa Clara Valley Water District's Coyote Creek Flood Control Channel, and the San Jose/Santa Clara Water Pollution Control Plant (WPCP) property north of State Route 237.

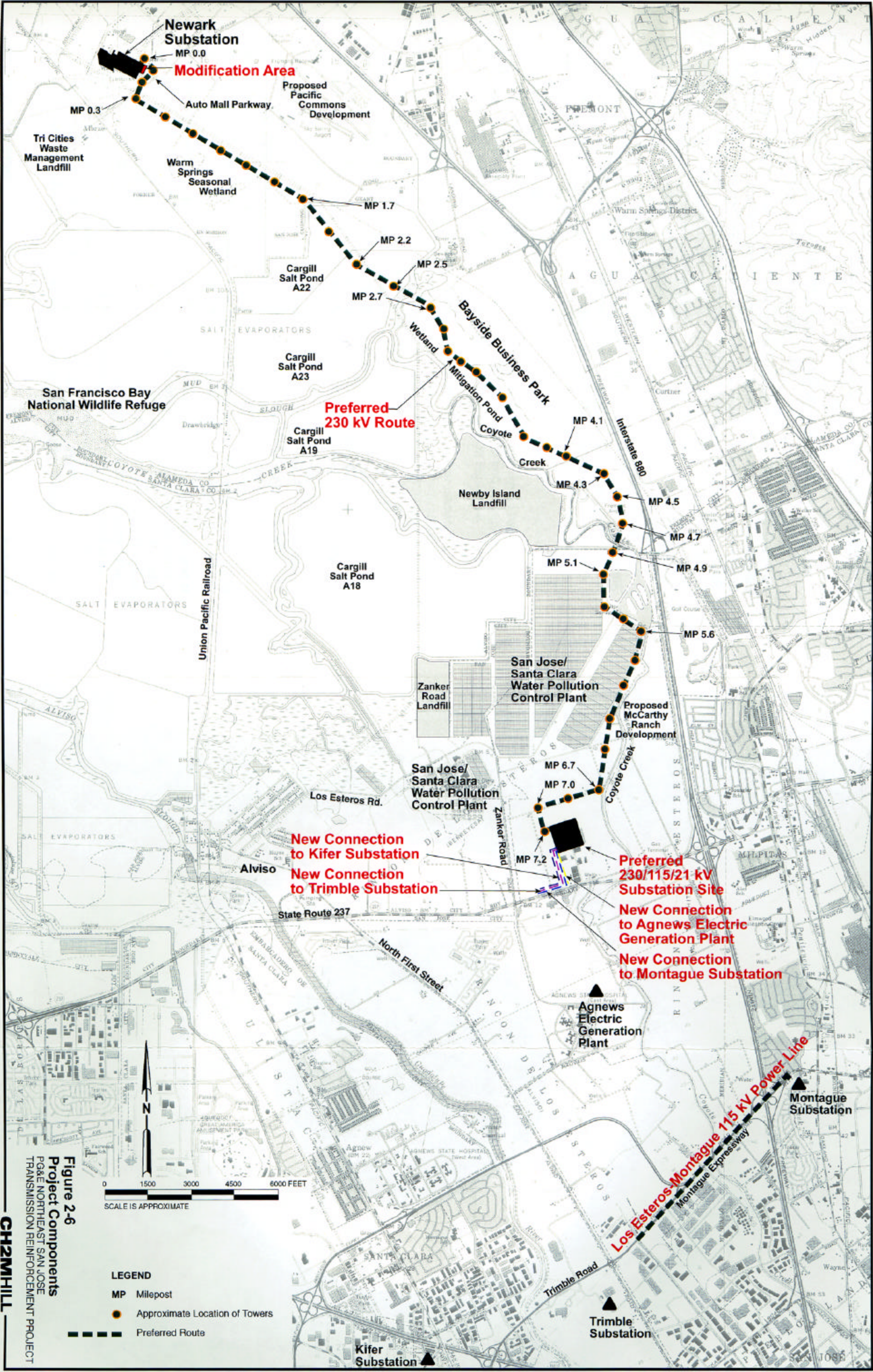
Newark Substation Modification. The 230 kV bus structure within the existing Newark Substation yard would be extended to accommodate the new 230 kV transmission line. The area that would be occupied by the new equipment is within the existing footprint of the substation and is currently used as a storage area for heavy electrical equipment. PG&E would relocate the equipment to another facility to make room for the modification.

115 kV Power Lines. The Los Esteros Substation would be connected to the 115 kV transmission system via four 115 kV power lines: Los Esteros to Kifer Power Line, Los Esteros to Trimble Power Line, Los Esteros to Montague Power Line, and Agnews Tap Line. This would be achieved, in part, by utilizing 115 kV power lines to be built as part of the North San Jose Area Capacity Increase Project (Nortech Project). PG&E plans to follow existing power lines and utilize double-circuit steel poles in order to minimize the creation of new power line corridors to the greatest extent possible.

- ***Los Esteros to Kifer and Los Esteros to Trimble 115 kV Power Lines.*** PG&E would install two 115 kV power lines with bundled 715 kcmil conductors on a double-circuit line from the Los Esteros Substation to the Trimble to Kifer 115 kV Loop at the Zanker Road/State Route 237 interchange. PG&E will connect into the Trimble to Kifer 115 kV Loop north of State Route 237 and east of Zanker Road.

- ***Los Esteros to Montague 115 kV Power Line.*** This power line would utilize a 2.4-mile segment of the Trimble to Kifer 115 kV Loop along Zanker Road, which is planned to be built by as a double circuit line by the summer of 2000 as part of the North San Jose Area Capacity Project. Four-tenths of a mile of 115

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Newark Substation
MP 0.0
Modification Area

MP 0.3
Tri Cities Waste Management Landfill

Auto Mall Parkway
Warm Springs Seasonal Wetland

Proposed Pacific Commons Development

MP 1.7

MP 2.2

MP 2.5

MP 2.7

Cargill Salt Pond A22

Cargill Salt Pond A23

Cargill Salt Pond A19

Preferred 230 kV Route

Wetland

Bayside Business Park

Mitigation Pond

Coyote Creek

MP 4.1

MP 4.3

MP 4.5

MP 4.7

MP 4.9

MP 5.1

MP 5.6

Interstate 880

Cargill Salt Pond A18

San Jose/Santa Clara Water Pollution Control Plant

Proposed McCarthy Ranch Development

San Jose/Santa Clara Water Pollution Control Plant

MP 6.7

MP 7.0

MP 7.2

New Connection to Kifer Substation
New Connection to Trimble Substation

Preferred 230/115/21 kV Substation Site
New Connection to Agnews Electric Generation Plant
New Connection to Montague Substation

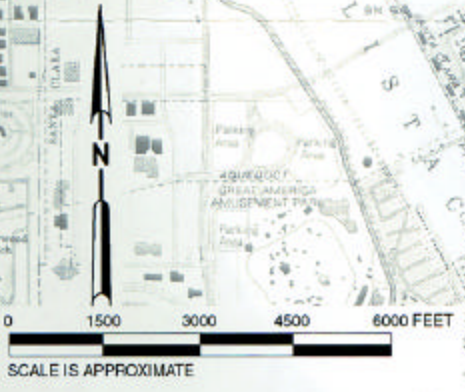
Agnews Electric Generation Plant

Montague Substation

Los Esteros-Montague 115 kV Power Line

Trimble Substation

Kifer Substation



LEGEND

- MP Milepost
- Approximate Location of Towers
- Preferred Routes

Figure 2-6
Project Components
PG&E NORTHEAST SAN JOSE
TRANSMISSION REINFORCEMENT PROJECT
CH2MHILL

kV power line would be constructed between the new Los Esteros Substation and the northeast corner of the Zanker Road/State Route 237 intersection and 1.4 miles of double-circuit replacement line would be constructed along Trimble Road and Montague Expressway.

- **Agnews 115 kV Tap Line.** The existing Agnews 115 kV Tap would connect into the new Los Esteros Substation. This would shorten the tap from 2.9 miles to 1.2 miles.

9. Surrounding Land Uses and Settings:

The following land uses are in the vicinity of the proposed project:

City of Fremont: Industrial (substation and business park), open space, transmission line corridor, salt ponds, wetland mitigation pond, national wildlife refuge
 City of San Jose: National wildlife refuge marshland, landfills, salt ponds, open space, water pollution control plant, row crops
 Santa Clara County: Row crops, greenhouses, and ancillary residences.

10. Other Public Agencies Whose Approval Is Required:

Agency	Permit
Federal Agency	
U.S. Army Corps of Engineers	Nationwide or Individual Permit (Section 10/404 Permit)
U.S. Fish and Wildlife Services	Section 7 Consultation (through U.S. Army Corps of Engineers review process)
U.S. Fish and Wildlife Services	Grant of Public Use Right of Way
Advisory Council on Historic Preservation	Section 106 Review (through U.S. Army Corps of Engineers review process)
State Agencies	
Regional Water Quality Control Board	NPDES-General Construction Storm Water Permit
	Section 401 Water Quality Certification or Waiver of Waste Discharge Requirements
Bay Conservation and Development Commission	Compatibility with the San Francisco Bay Shoreline Preservation Plans
California Department of Fish and Game	Endangered Species Consultation (through CEQA review process)
State Historic Preservation Officer	Consultation (through CEQA review process)
Local Agencies	
County of Santa Clara	Road Encroachment Permit
City of San Jose	Road Encroachment Permit
	Welding Permit
Bay Area Air Quality Management District	Authority to Construct/Permit to Operate
Santa Clara Valley Water District	Grant of Public Use Right-of-Way

Source: PEA, 1998

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---------------------------------|--------------------------------------|----------------------------|
| • Aesthetics | • Agricultural Resources | • Air Quality |
| • Biological Resources | 9 Cultural Resources | • Geology / Soils |
| • Hazards & Hazardous Materials | • Hydrology / Water Quality | • Land Use / Planning |
| 9 Mineral Resources | • Noise | • Population / Housing |
| • Public Services | 9 Recreation | • Transportation / Traffic |
| 9 Utilities / Service Systems | • Mandatory Findings of Significance | |

DETERMINATION:

On the basis of this initial evaluation:

- 9 I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- 9 I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- 9 I find that the proposed project MAY have a “potentially significant impact” or “potentially significant impact unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- 9 I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____

Date: _____

Printed Name: _____

For: _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	:	9	9	9
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	:	9	9	9
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	:	9	9	9
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views of the area?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** Towers and lines will be visible from various vantage points, and some vistas across the San Francisco Bay and the National Wildlife Refuge may be considered scenic. Evaluation of potential effects to visual resources will be considered in the EIR.
- b) **Potentially Significant Impact.** No highways in the project area have been designated as state scenic highways (SPEA, 1999). The proposed project would not affect any rock outcroppings or historic buildings, but may require removal of trees adjacent to the existing Bayside Business Park (PEA, 1998). Additional evaluation of potential effects to visual resources will be presented in the EIR.
- c) **Potentially Significant Impact.** Approximately twenty-seven percent of the Proposed Route is adjacent to two existing PG&E power lines; however the proposed new pole design would result in more massive structures, inconsistent with the appearance of the current structures. Construction would mainly occur adjacent to a developing commercial/industrial area crossed by existing transmission lines (SPEA, 1999). Viewers in and near the Bayside Business Park would likely experience visual obstruction of views to the west. The new Los Esteros Substation could be seen by nearby residents and motorists traveling on State Route 237, and may be considered as a negative aesthetic impact in comparison to the existing agricultural fields and facilities. The EIR will analyze the degradation and/or loss of visual resources and suggest appropriate mitigation to lessen impacts.
- d) **Potentially Significant Impact.** Lights will be installed around the new Los Esteros Substation, but equipment will use low wattage bulbs and the lights will have a downward focus. The EIR will analyze the degradation and/or loss of visual resources and suggest appropriate mitigation to lessen impacts.

II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. *Would the project:*

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? (The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland.)	:	9	9	9
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	:	9	9	9
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** The Proposed Substation (Los Esteros Substation) Site would conflict with the County of Santa Clara's existing land use policies because it would require the removal of productive prime agricultural land (PEA, 1998). This issue will need to be evaluated and addressed further in the EIR.

- b) **Potentially Significant Impact.** The Los Esteros Substation Site is not protected by the Williamson Act (PEA, 1998). San Jose and Unincorporated Santa Clara County have agricultural zoning designations along the Proposed Route. The City of Fremont allows overhead electrical lines in all land use designations (PEA, 1998). However, the Los Esteros Substation Site would conflict with the County of Santa Clara’s zoning designations and existing land use policies because it would require the removal of productive prime agricultural land.
- c) **Potentially Significant Impact.** The project would involve changes in the existing environment which could individually or cumulatively result in loss of Farmland, to non-agricultural use. Development of the Los Esteros Substation Site would require the removal of productive prime agricultural land.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. *Would the project:*

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?	:	9	9	9
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?	:	9	9	9
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	:	9	9	9
d) Create or contribute to a non-stationary source “hot spot” (primarily carbon monoxide)?	9	9	:	9
e) Expose sensitive receptors to substantial pollutant concentrations?	9	9	:	9
f) Create objectionable odors affecting a substantial number of people?	9	9	9	:

Explanation:

- a) **Potential Significant Impact.** This issue will need to be assessed in detail in the EIR. Onsite and offsite emissions from construction and operational phases (including from indirect sources such as increases in power generation emissions) of the project will need to be compared to Bay Area Air Quality Management District (BAAQMD) thresholds and California Ambient Air Quality Standards (CAAQS) to determine the significance of potential impacts. If project emission levels are deemed significant, then mitigation measures will be developed in the EIR to reduce emissions to a level below significance.
- b) **Potential Significant Impact.** See explanation IIIa.
- c) **Potential Significant Impact.** See explanation IIIa.
- d) **Less than Significant Impact.** This issue will need to be addressed in more detail in the EIR. A carbon monoxide hotspot is an area where carbon monoxide concentrations are consistently elevated due to a chronic non-stationary emission source such as a highly traveled interstate. It is anticipated that onsite and offsite emissions from construction and operational phases of the project would not significantly contribute to a non-stationary carbon monoxide source (e.g., Interstate 880).
- e) **Less than Significant Impact.** It is anticipated that emissions released during the construction and operational phases of the project would not expose sensitive receptors to substantial pollutant concentrations.
- f) **No Impact.** Construction and operation of the project would not require the use of equipment or materials that would cause objectionable odors.

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (section 17.11 or 17.12)?	:	9	9	9
b) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	:	9	9	9
c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	:	9	9	9
d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?	:	9	9	9
e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	:	9	9	9
f) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	9	9	9	:
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** Several endangered, rare, or threatened species have been identified in the area, and could be present within the proposed transmission line ROW or substation site including:

Vernal Pool Tadpole Shrimp (<i>Lepidurus packardii</i>)	Harbor Seal (<i>Phoca vitulina</i>)	Delta Tule Pea (<i>Lathyrus jepsonii</i> var. <i>jepsonii</i>)
California Tiger Salamander (<i>Ambystoma californiense</i>)	Point Reyes Bird's-beak (<i>Cordylanthus maritimus</i> ssp. <i>palustris</i>)	California Seablite (<i>Suaeda californica</i>)
Central California Steelhead Trout (<i>Oncorhynchus mykiss</i>)	Congdon's Tarplant (<i>Hemizonia parryi</i> ssp. <i>congdonii</i>)	Caper-fruited Tropicocarpum (<i>Tropicocarpum capparideum</i>)
Salt Marsh Harvest Mouse (<i>Reithrodontomys raviventris</i>)	Contra Costa Goldfields (<i>Lasthenia conjugens</i>)	
California Clapper Rail (<i>Rallus longirostris obsoletus</i>)		
California Least Tern (<i>Sterna antillarum browni</i>)		
Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>)		

Construction and operation could cause disturbance and habitat modifications. Surveys will need to be conducted for endangered, rare, or threatened species, and the EIR will present the results of an impact analysis on these species.

- b) **Potentially Significant Impact.** Several candidate, sensitive, and special status species have been identified in the area, and could be present within the proposed transmission line ROW or substation site including:

Salt Marsh Wandering Shrew (<i>Sorex vagrans halicoetes</i>)	White-tailed Kite (<i>Elanus caeruleus</i>)	California Yellow Warbler (<i>Dendroica petechia</i>)
Burrowing Owl (<i>Athene cucularia</i>)	Golden Eagle (<i>Aquila chrysaetos</i>)	Alkali Milk-vetch (<i>Astragalus tener</i> var. <i>tener</i>)
Tri-colored Blackbird (<i>Agelaius tricolor</i>)	Saltmarsh Yellowthroat (<i>Geothlypis trichas sinuosa</i>)	Marsh Gumplant (<i>Grindelia stricta</i> var. <i>angustifolia</i>)
Northern Harrier (<i>Circus cyaneus</i>)	Alameda Song Sparrow (<i>Melospiza melodia pusillula</i>)	Hairless Popcorn-flower (<i>Plagiobothrys glaber</i>)

Construction and operation could cause disturbance and habitat modifications. The EIR will survey for candidate, sensitive, and special status sensitive species, and present the results of an impact analysis on these species.

- c) **Potentially Significant Impact.** Several sensitive habitats (coastal brackish marsh, coastal salt marsh, seasonal wetlands, and intertidal mudflats) exist at the site that could be impacted by construction of the proposed transmission ROW. The EIR will analyze the degradation and/or loss of this habitat and suggest appropriate mitigation to lessen impacts.
- d) **Potentially Significant Impact.** The project area includes coastal brackish marsh, coastal salt marsh, seasonal wetlands, and intertidal mudflats. One or more of these areas will be impacted by the installation of towers along the proposed transmission line route. Of special concern will be the area between Mileposts 0 to 1.7 of the Proposed Route which crosses the Warm Springs Seasonal Wetland (an area proposed for future inclusion in the National Wildlife Refuge as mitigation for construction of the Pacific Commons Project). The EIR will analyze the short-term and long-term impacts of tower installation and suggest appropriate mitigation to lessen impacts.
- e) **Potentially Significant Impact.** Although the project does not create a permanent barrier to migration, and does not cross a known bird migration corridor, there is a moderate potential for bird strikes to occur as a result of the proposed transmission line. Analysis of such impacts and suggested mitigation will be included in the EIR.
- f) **No Impact.** Construction and operation of the proposed project or action alternatives will not harm any designated heritage trees or other locally protected biological resources (PEA, 1998).
- g) **Potentially Significant Impact.** A small portion (approximately 700 feet) of the proposed transmission line would cross into state-owned land managed by (by not actually part of) the Don Edwards San Francisco Bay National Wildlife Refuge. This issue will need to be more completely addressed in the EIR.

V. CULTURAL RESOURCES. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?	9	9	:	9
b) Cause a substantial adverse change in the significance of a unique archeological resource (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special or particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?	9	9	:	9

c) Disturb or destroy a unique paleontological resource or site?	9	9	9	:
d) Disturb any human remains, including those interred outside of formal cemeteries?	9	9	9	:

Explanation:

- a) **Less than Significant.** A records search performed by the Applicant found no resources listed on the California Register of Historic Resources or the National Register of Historic Places. However, a previously identified prehistoric archaeological site (CA-ALA-528) lies in the vicinity of the Los Esteros Substation Site. The site will be avoided by the project as it is currently proposed (PEA, 1998).
- b) **Less than Significant.** An archeological site was found during a records search by the Applicant (PEA, 1998). The site lies in the vicinity of the Los Esteros Substation Site. The site will be avoided by the project as it is currently proposed (PEA, 1998).
- c) **No Impact.** The area of the Proposed Route is comprised of alluvial deposits that do not contain paleontological resources (SPEA, 1999).
- d) **No Impact.** It is anticipated that the project will not affect any known site containing human remains.

VI. GEOLOGY AND SOILS. *Would the project:*

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	:	9	9	9
ii) Strong seismic ground shaking?	:	9	9	9
iii) Seismic-related ground failure, including liquefaction?	:	9	9	9
iv) Inundation by seiche, tsunami, or mudflow?	9	9	:	9
v) Landslides?	9	9	:	9
vi) Flooding, including flooding as a result of the failure of a levee or dam?	:	9	9	9
vii) Wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?	9	9	:	9
b) Would the project result in substantial soil erosion or loss of topsoil?	:	9	9	9
c) Would the project result in the loss of a unique geologic feature?	9	9	9	:
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	:	9	9	9
e) Is the project located on expansive soil creating substantial risks to life or property?	:	9	9	9

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS. <i>Would the project:</i>				
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?	9	9	9	:

Explanation:

- a) i) **Potentially Significant.** The project site is located in an area of seismic activity and structures associated with the proposed project could be rendered inoperable by a major earthquake. Two faults, the Silver Creek fault and an unnamed fault, are mapped near the Los Esteros Substation Site (SPEA, 1999). Although these faults are not considered active and are likely to be inactive, future fault rupture can not be discredited.
- ii) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR. There are 18 active faults within 60 miles of project area (PEA, 1998). It is likely that the project would be exposed to several earthquakes which would produce strong ground shaking.
- iii) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR because there are deposits within the project area that are susceptible to liquefaction. There are considerable liquefaction hazards along the Proposed (Easterly) Route because of its close proximity to Coyote Creek where deposits below the groundwater surface are moderately to highly susceptible to liquefaction (PEA, 1998).
- iv) **Less than Significant Impact.** Although highly unlikely, given the areas history of seismicity and the study areas proximity to San Francisco Bay, there is a possibility that fault displacement under the Bay could cause a seiche that could potentially effect the project area.
- v) **Less than Significant Impact.** There is very little potential for landslides near the proposed substation or route; the area is essentially flat.
- vi) **Potentially Significant Impact.** The project area north of State Route 237 could be subject to flooding. A majority (3.9 miles) of the Proposed 230 kV Route is located on land that has been designated by the Federal Emergency Management Agency (FEMA) as an area that would be subject to a 100-year flood, and the Los Esteros Substation Site is designated as an area that between the 100-year flood and the 500-year flood (PEA, 1998). This issue should be further assessed in the EIR.
- vii) **Less than Significant Impact.** See VII h (Hazards& Hazardous Materials).
- b) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR. Most of project area soils are fine grained floodplain deposits which are susceptible to erosion. Surface disturbance and vegetation removal during construction at the proposed substation site could increase the potential for erosion (SPEA, 1999).
- c) **No Impact.** There are no known unique geologic features within the study area.
- d) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR. The project is located on soils that are susceptible to ground subsidence, erosion, liquefaction, and strong ground shaking (SPEA, 1999).
- e) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR. Portions of the Proposed Project would be located on expansive clay-rich soils which have a moderate to high shrink-swell potential (SPEA, 1999).
- f) **No Impact.** Soils within the study area are not capable of supporting the use of septic tank disposal systems because of their high clay content and because of high ground water levels. The project does not include the installation of such a waste water disposal system.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
VII. HAZARDS & HAZARDOUS MATERIALS. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	9	9	:	9

VII. HAZARDS & HAZARDOUS MATERIALS. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	9	9	:	9
c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	9	9	9	:
d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment ?	:	9	9	9
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	9	9	9	:
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	9	9	9	:
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	:	9	9	9
h) Expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	9	9	:	9

Explanation:

- a) **Less than Significant Impact.** During construction, hazardous materials and wastes would be handled in accordance with Best Management Practices prescribed in the project’s Stormwater Pollution Prevention Plan (SWPPP), which is required by the Regional Water Quality Control Board (RWQCB) in compliance with NPDES under the Federal Clean Water Act of 1987 (PEA, 1998). During operations, an oil spill caused by transformer failure would drain into a pond that meets federal spill prevention containment and countermeasure (SPCC) guidelines, as outlined in 40 Code of Federal Regulations, Part 112. Pursuant to U.S. EPA requirements, PG&E would inspect the equipment and the spill containment area monthly, and after heavy storm periods. In addition, the project would comply with all applicable federal, state, and local regulations. Compliance with these laws and regulations would reduce impacts related to hazardous materials and to a less than significant level.
- b) **Less than Significant Impact.** See explanation VIIa.
- c) **No Impact.** No school exists within one quarter mile of the proposed route.
- d) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR. There are two properties along or adjacent to the Proposed Route that are identified in regulatory agency databases as having known or potential contamination that could create a significant hazard if encountered during construction. The subject properties include the San Jose/Santa Clara Water Pollution Control Plant and the Old Fremont Airport. The Proposed Route would involve placement of approximately six towers at the edge of the San Jose/Santa Clara Water Pollution Control Plant’s sludge drying beds and placement of an undetermined number of towers within the Old Fremont Airport between Milepost 4.2 to 4.9.
- e) **No Impact.** San Jose Airport is located approximately two miles southwest of the study area and is the closest airport to the study area. All transmission line towers associated with the project would be out of the airport’s “clear zone” and would not present a hazard to aircraft operations.
- f) **No Impact.** See explanation VIIe.

- g) **Potentially Significant Impact.** Temporary lane closures would be necessary along the south side of Trimble Road/Montague Expressway during construction to replace the existing single-circuit wood pole transmission line (PEA, 1998). A lane closure could significantly degrade emergency response time on a temporary basis. This issue will need to be more completely addressed in the EIR; mitigation will be developed if significant impacts are identified.
- h) **Less than Significant Impact.** Although there are no “wildlands” within the study area, with the possible exception of the combined Overhead/Underground 230 kV Alternative, transmission lines pose a fire hazard when a conducting object, such as a tree branch, comes in close proximity to a line, or when a live-phase conductor falls to the ground. However PG&E clears objects in close proximity to the line during construction and after construction for the life of the project. PG&E also installs high-speed relay equipment that senses a broken line and de-energizes the line in about one-tenth of a second to reduce the fire hazard potential (PEA, 1998).

VIII. HYDROLOGY & WATER QUALITY. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?	:	9	9	9
b) Substantially deplete groundwater supplies or interfere substantially with groundwater discharge such that there would be a net deficit in the aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	9	9	9	:
c) Substantially alter the existing drainage pattern of the site area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site?	:	9	9	9
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	:	9	9	9
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?	:	9	9	9
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other hazard delineation map?	9	9	9	:
g) Place within a 100-year floodplain structures which would impede or redirect flood flows?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** It is anticipated that no waste discharge standards will be violated during project operations. However, during construction certain types of discharges such as sediment, and equipment oil, grease, and fuels could potentially be released onto soil and or surface water, degrading water quality. This issue will need to be more completely addressed in the EIR.
- b) **No Impact.** Groundwater supplies would not be depleted in the study area because the project does not involve any groundwater withdrawals or interceptions.
- c) **Potentially Significant Impact.** Stormwater within the proposed Los Esteros Substation would be directed to the SPCC pond. The ponded water would be inspected and discharged to the area northwest of the substation where it would infiltrate or migrate toward the Bay. Transmission line towers could also affect surface water drainage patterns. This issue will need to be more completely addressed in the EIR.
- d) **Potentially Significant Impact.** A substantial storm event could cause onsite flooding at the proposed Los Esteros Substation if the SPCC pond overflows. This issue will need to be more completely addressed in the EIR.

- e) **Potentially Significant Impact.** This issue will need to be more completely addressed in the EIR. See explanation VIIIc and VIIIId.
- f) **No Impact.** The proposed project involves no construction of housing.
- g) **Potentially Significant Impact.** Tower construction could temporarily block small channel flows. This issue will need to be more completely addressed in the EIR.

IX. LAND USE AND PLANNING. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	9	9	9	:
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	:	9	9	9
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	:	9	9	9

Explanation:

- a) **No Impact.** The proposed transmission line route would not physically divide an established community. (However, the proposed substation site would eliminate several existing residences; see item XII.b, below).
- b) **Potentially Significant Impact.** The preferred substation site would conflict with the County of Santa Clara’s existing land use policies because it would require the removal of productive prime agricultural land (PEA, 1998). In addition, a small portion (700 feet) of the proposed 230kV transmission line would span state-owned land managed by the Don Edwards San Francisco Bay National Wildlife Refuge (SPEA, 1999). This issue will need to be addressed further in the EIR.
- c) **Potentially Significant Impact.** See explanation IVg.

X. MINERAL RESOURCES. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	9	9	:	9
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	9	9	:	9

Explanation:

- a) **Less than Significant Impact.** Construction of some of the transmission tower footings would temporarily affect small areas of the salt ponds and levees managed by Cargill. However, the project would not reduce the amount of salt in the ponds or reduce the availability of this resource for the future (SPEA, 1999).
- b) **Less than Significant Impact.** See explanation Xa.

XI. NOISE. *Would the project result in:*

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	:	9	9	9
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	:	9	9	9
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	9	9	9	:
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	:	9	9	9
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	9	9	9	:
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	9	9	9	:

Explanation:

- a) **Potentially Significant Impact.** Temporary adverse noise levels would be generated by activities related to construction of the substation and installation of the new power lines. The Proposed Route is located 500 feet (or closer at some points) from the Bayside Business Park. In addition, there are residential receptors located approximately 250 feet south of the Los Esteros Substation Site and adjacent to the Montague Substation. This issue will need to be more completely addressed in the EIR.
- b) **Potentially Significant Impact.** Several vibration-sensitive businesses (i.e., lithographers and semiconductor manufacturers) may be located as close as 60 feet to the Proposed Route in the Bayside Business Park. Vibration caused by construction equipment could potentially impact the performance of vibration-sensitive equipment at the Bayside Business Park. This issue will need to be more completely addressed in the EIR.
- c) **No Impact.** The project would not result in a substantial permanent increase in ambient noise levels because there would be little noise associated with the operations of the project.
- d) **Potentially Significant Impact.** See explanation XIa.
- e) **No Impact.** San Jose Airport is located approximately two miles southwest of the study area and is the closest public or private airport, to the study area. All transmission line towers associated with the project would be located out of the airports “clear zone” and would not cause a hazard to aircraft operations.
- f) **No Impact.** See explanation XIe.

XII. POPULATION AND HOUSING. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Induce a substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	:	9	9	9
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	:	9	9	9
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** The purpose of the project is to meet customer electric demand without overloading the existing electric facilities. The issue of whether the project would induce an indirect population growth in the area will be addressed in the EIR.
- b) **Potentially Significant Impact.** It is unknown at this time how many owners and/or residents reside on the proposed substation site, but construction of the substation would require the agricultural businesses and residents living on the substation site to relocate. This issue will need to be more completely addressed in the EIR.
- c) **Potentially Significant Impact.** See explanation XIIIb.

XIII. PUBLIC SERVICES.	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	:	9	9	9
b) Police protection?	:	9	9	9
c) Schools?	9	9	9	:
d) Parks?	9	9	9	:
e) Other public facilities?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** Temporary lane closures would be necessary along the south side of Trimble Road/Montague Expressway during construction to replace the existing single-circuit wood pole transmission line (PEA, 1998). A lane closure could significantly degrade the response time for fire protection services. This issue will need to be more completely addressed in the EIR.
- b) **Potentially Significant Impact.** Similar to explanation XIIIa, a lane closure could significantly degrade the response time for police protection services. This issue will need to be more completely addressed in the EIR.
- c) **No Impact.** The demand for schools would not increase as a result of the project.

- d) **No Impact.** It is anticipated that the demand for parks would not increase as a result of the project. Further, with regard to construction impacts, no existing parks have been identified adjacent to the proposed project or alternatives. However, hiking/walking trails in the area could be affected by construction or by the visual impact of the transmission line, and other parks may be added in the area in the future. These issues will be addressed in the EIR.
- e) **Potentially Significant Impact.** The demand for other public facilities may not increase as a result of the project, although there could be some temporary construction impacts associated with the proposed project or alternatives. This issue will need to be more completely addressed in the EIR.

XIV. RECREATION

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	9	9	9	:
b) Does the project include recreation facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	9	9	9	:

Explanation:

- a) **No Impact.** The project would not result in increased the use of existing neighborhood and regional parks or other recreational facilities.
- b) **No Impact.** The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

XV. TRANSPORTATION/TRAFFIC. *Would the project:*

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	:	9	9	9
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	9	9	:	9
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	9	9	9	:
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	9	9	9	:
e) Result in inadequate emergency access?	:	9	9	9
f) Result in inadequate parking capacity?	:	9	9	9
g) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	9	9	9	:

Explanation:

- a) **Potentially Significant Impact.** Temporary lane closures would be necessary along the south side of Trimble Road/Montague Expressway during construction to replace the existing single-circuit wood pole transmission line (PEA, 1998). A lane closure could significantly increase traffic congestion which could overload the capacity of the remaining open lanes. This issue will need to be more completely addressed in the EIR.
- b) **Less than Significant Impact.** The 45 construction workers commuting to and from the construction sites could cause a short-term slight increase in traffic in the project area. The workers will be dispersed throughout the project area and rarely work together at one time and place. This temporary increase in local traffic volumes is considered less than significant.
- c) **No Impact.** The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location.
- d) **No Impact.** The project would not substantially increase hazards to a design feature or incompatible uses.
- e) **Potentially Significant Impact.** Temporary lane closures would be necessary along the south side of Trimble Road/Montague Expressway during construction to replace the existing single-circuit wood pole transmission line (PEA, 1998). A lane closure could significantly degrade emergency response time. This issue will need to be more completely addressed in the EIR.
- f) **Potentially Significant Impact.** Construction worker vehicles could fill available public parking spots impacting the parking capacity of the project area. This issue will need to be more completely addressed in the EIR.
- g) **Potentially Significant Impact.** The potential for the project to conflicts with adopted policies supporting alternative transportation is not anticipated to be significant, but the issue will need to be more completely researched in the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	9	9	9	:
b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	9	9	9	:
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, construction of which would cause significant environmental effects?	9	9	9	:
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	9	9	:	9
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	9	9	9	:
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	:	9	9	9

Explanation:

- a) **No Impact.** The project operation would not generate any substantial amount of wastewater and therefore would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.
- b) **No Impact.** The project would not require or result in the construction of a new water or wastewater treatment facility or expansion of existing facilities.
- c) **No Impact.** Project operation would not result in the consumption of a significant amount of water and would not generate a significant amount of wastewater. The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

- d) **Less Than Significant.** Water for dust suppression would be used during all non-water body construction phases. The only post-construction demand for water would be for domestic use by PG&E personnel (PEA, 1998). It is anticipated that sufficient water supplies are available to serve the project from existing entitlements and resources.
- e) **No Impact.** Wastewater discharge for the proposed substation site would be achieved via a sewer line connection to existing lines along Zanker Road (SPEA, 1999) and would not significantly increase volume to the wastewater treatment provider (WPCP).
- f) **Potentially Significant Impact.** During construction of the Proposed Project (especially demolition of existing buildings on the proposed substation site), solid waste disposal providers could experience a potentially significant increase in demand for solid waste disposal. This issue will need to be more completely researched in the EIR.

XVI. MANDATORY FINDING OF SIGNIFICANCE.

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	:	9	9	9
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	9	9	9	:
c) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	:	9	9	9
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	:	9	9	9

Explanation:

- a) **Potentially Significant Impact.** See Section IV (Biological Resources)
- b) **No Impact.** The project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
- c) **Potentially Significant Impact.** The loss of prime agricultural land would contribute to a cumulatively considerable impact (see Section II, Agricultural Resources). In addition, the construction of the proposed project could cause cumulative construction and/or operational impacts in conjunction with other probable future projects in the vicinity of the proposed transmission line and substation facility. The area is experiencing extremely rapid growth and development and the cumulative impacts of this development with the proposed project will require evaluation.
- d) **Potentially Significant Impact.** The project may have environmental effects which could potentially cause substantial adverse effects on human beings, either directly or indirectly. see Sections I (Aesthetics), II (Agricultural Resources), III (Air Quality), VI (Geology and Soils), VII (Hazards & Hazardous Materials), VIII (Hydrology & Water Quality), IX (Land Use and Planning), XI (Noise), XII (Population and Housing), XIII (Public Services), and XV (Transportation/Traffic).

XVII. EARLIER ANALYSES.

The Applicant, PG&E, has prepared a document on the project - Proponent's Environmental Assessment, Northeast San Jose Transmission Reinforcement Project, June, 1998.

XVIII. REFERENCES.

PEA, 1998. PG&E's Proponent's Environmental Assessment, Northeast San Jose Transmission Reinforcement Project, June.

Supplemental PEA, 1999. PG&E's Supplemental Proponent's Environmental Assessment, Northeast San Jose Transmission Reinforcement Project. September.