Alturas Transmission Line Project

CEQA FINDING NO.	C.6-4
GEOLOGY, SOILS, PALEONTOLOGY:	Damage to transmission structures from slope failures or landslides.
Impact:	Proposed construction and blasting could impact slope stability where the slopes are underlain by existing landslide deposits or weak rock or soils. Blasting could trigger rock falls from nearby steep cliffs or damage structures or wells.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Slope failures or downslope creep of unstable natural or man-made slopes could lead to transmission line failure. Proposed construction could impact slope stability. High or deep cuts may remove support on slopes.

Blasting for foundations in layered volcanic rock could trigger rock falls on nearby steep cliffs. Blasting could also adversely affect nearby structures or wells. A large amount of blasting is not anticipated, in particular blasting is not anticipated on segments including State Lands holdings, nonetheless impacts of blasting appear to be significant but local and short term.

Mitigation for slope stability requires that the Applicant perform engineering and/or geotechnical investigations for structures on slopes within known landslide areas. The Applicant must also develop a Blastting Plan to avoid causing landslides or rock falls.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.6-5
GEOLOGY, SOILS, PALEONTOLOGY:	Ash fall from major volcanic eruption in region.
Impact:	Siting of transmission structures in a volcanically active area may result in system failure or damage.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

The Proposed Project is near a volcanically active area. The most destructive process associated with volcanic eruptions (such as explosive eruptions, lava flows and floods) are not considered significant threats because they would occur too far away to impact the project area. However, much of the project, especially the northern two-thirds is downside from potentially large eruption sources and may be subject to wind-blown ash fall.

If wet, the heavy ash can destabilize telephone and power lines. Although such events are exceedingly rate, such an event could cause significant impacts that would be beyond the control of the Applicant. The resulting impact could interrupt power service, however, the result would not endanger the public or environment except if the power lines were to collapse, sparks could generate fires and pose an electrocution hazard.

Mitigation requires that the Applicant prepare an Emergency Preparedness Memorandum for review and approval by Lead Agencies and appropriate permitting agencies. The plan would describe conditions under which action (or no action) would be taken and shall itemize the steps taken to minimize any environmental impacts above and beyond that of the ash fall itself. Other details required in the plan are fully described under Mitigation Measure G-10 on page C.6-39 and C.6-39 of the Final EIR/S.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.6-6
GEOLOGY, SOILS, PALEONTOLOGY:	Increased ground disturbance and potential for erosion.
Impact:	Construction will result in grading and ground disturbance/erosion.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Construction could cause increased soil erosion as a result of surface disturbance and removal of vegetation. Sedimentation into stream and water bodies would likely increase if disturbed soil were left exposed during winter and early spring (periods of high precipitation, runoff and winds). Erosion potential is generally more severe on steep, sparsely vegetated slopes, fine sandy or silty soils, and in loose sandy soils. Some increased erosion is expected to occur despite revegetation and rehabilitation efforts.

Mitigation requires that the Applicant prepare a Soil Conservation and Erosion Control Plan to help reduce short-term erosion and sedimentation and to aid in topography and vegetation restoration; minimize new grading and road upgrading; use of special equipment or techniques in highly erodible soils; and revegetation of all disturbed areas.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.6-7
GEOLOGY, SOILS, PALEONTOLOGY:	Steel or concrete corrosion.
Impact:	Steel corrosion from highly corrosive soils is moderate to high for much of the project alignment.
Finding:	a) Class II impact; this impact was found initially to be significant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

The potential for steel corrosion (uncoated steel) is moderate to high for much of the project alignment. Certain soil types within Lassen and Sierra Counties have a high corrosive potential for concrete. It is not known if the corrosive soils occur on State Lands parcels; however, the potential exists within identified segments of the project where State Lands parcels occur.

Mitigation requires that foundation and tower structures be protected from corrosion in accordance with industry standards, the geotechnical geologic report, and the standard practice for transmission line structures.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.6-8
GEOLOGY, SOILS, PALEONTOLOGY:	Damage to project structures from expansive soils.
Impact:	Siting of facilities on expansive soils may result in structure damage where foundations rest on expansive soils.
Finding:	a) Class II impact; this impact was found initially to be significant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Expansive soils are scattered throughout the project alignment and can result in damage to structures whose foundations rest in the upper 4 feet of the soil profile. Because structure foundations generally would be below this zone, their integrity should not be significantly impacted by expansive soils.

For any shallow foundations or areas of other structures, the Applicant is required to identify areas of expansive soils and incorporate design facilities to withstand expansivity.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.6-9
GEOLOGY, SOILS, PALEONTOLOGY:	Impacts to paleontological resources.
Impact:	Construction of the project may result in the loss, destruction, or alteration of paleontologic resources at construction sites.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

No specific paleontologic sties are known to exist within the Proposed Project areas; however, 17 geologic units crossed by the project route have been identified as having the potential for containing paleontologic remains. Detailed, specific surveys of the project corridor have not been conducted; however, three of the geologic units occur within State Lands parcels (Segments A and O). Construction of the Proposed Project, particularly the excavation of holes for structures, may result in the loss, destruction, or alteration of paleontologic resources at construction locations.

Mitigation requires that the Applicant develop and implement a paleontologic Data Inventory and Sampling Plan (Plan) that outlines procedures for evaluating fossil resource potential, construction monitoring, and fossil collection techniques. The Plan shall identify potential fossil-bearing localities. Excavation activities during construction in potential fossil-bearing localities shall be monitored by a trained inspector with authority to halt construction activity.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.6-10
GEOLOGY, SOILS, PALEONTOLOGY:	Cumulative impacts of blasting and erosion.
Impact:	Construction of concurrent projects may result in cumulative impacts from blasting and erosion.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

The only project identified in the Final EIR/S that could result in cumulative geological impacts is the Tuscarora Pipeline project. Even though the Tuscarora project has been constructed, the time during which disturbed soils could be subjected to erosion would increase since the projects would presumably be construction one after the other.

Mitigation designed to reduce this impact is discussed under CEQA Findings C.6-1, C.6-4, and C.6-6 (Mitigation Measures G-1, G-8, and G-11).

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.7-1
HYDROLOGY:	Scour and erosion of stream beds.
Impact:	During construction, the project may result in increased scour and erosion of streams or rivers.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Scour and erosion impacts can occur in two ways. Project construction may have an effect on the scour and erosive characteristics of a stream or river or the normal scour and erosion in a stream or river can affect project structures or roads. Impacts could also occur from vehicular traffic across streambeds and riverbeds or as a result of increased erosion in disturbed areas upslope. One major river crossing is required on a State Land parcel: the Pit River crossing.

Mitigation to minimize the potential for scour and erosion requires the Applicant to prepare a Stream Crossings and Wetland Protection plan for each perennial stream and rive that would be crossed during project construction. In addition, mitigation discussed in CEQA Finding C.6-6 (Mitigation Measure G-11) would also be required. For the Pit River crossing, the Applicant shall maximize the distance of the centerline of the Proposed Project route from the waterway.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.7-2
HYDROLOGY:	Flooding of construction activities; flood damage to structures.
Impact:	Flooding from obstruction or diversion of normal flows could occurring during construction and operation.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

The proposed alignment would cross several locations designated as a 100-year floodplain; however, only one of these areas (Pit River crossing) is located on State lands. During construction flooding could occur if the normal flow path is obstructed or diverted. Flooding or inundation of the construction area by active low flows could interfere with construction activities and affect the quality of surface flow and ground water. During project operation, flooding impacts could occur where structures are located within designated 100-year floodplains. Siting structures within a floodplain could result in erosion of structure supports. At the Pit River, two supports would be placed within the 100-year floodplain.

Mitigation requires that construction only occur during low flow periods to reduce the chance of inundation of construction areas. The mitigation measures discussed under CEQA Finding C.7-1 is also required (Mitigation Measure H-1). To mitigate the potential for structure support erosion, all permanent structures, facilities, and access roads shall be located outside of streams and riverbeds and all means should be taken to locate all structures outside of the 100-year floodplain where possible. Where floodplain avoidance is not possible, structures shall be designed based on site-specific analysis.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.7-3
HYDROLOGY:	Reduction in surface water quality.
Impact:	Sediment loading and surface water contamination could result from construction.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Sediment loading in waterways could result during construction as a result of clearing and grading, excavation, backfilling and excess spoil disposal, and topsoil handling and replacement. In addition, erosion of upslope areas could result in deposition of sediment within streams and riverbeds. The use of a variety of motorized heavy equipment may result in accidental spills or releases of hazardous materials from these vehicles. These contaminants could flow into waterways at the time of the spill, or be carried by surface flow during rainy conditions or snow melt. This impact as it relates to State lands would primarily be applicable to the Pit River crossing.

To minimize sediment loading, mitigation is the same as discussed under CEQA Finding C.6-6 (erosion control - Mitigation Measure G-11) and CEQA Finding C.3-8 (revegetation - Mitigation Measure B-7).

Mitigation for surface water contamination requires that all refueling be performed at least 100 feet from any stream and the Applicant must develop Best Management Practices (BMPs) and obtain and comply with required discharge permits.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.7-4
HYDROLOGY:	Impacts on ground water resources.
Impact:	Construction and siting of project structures may adversely affect ground water flow and quantity.
Finding:	a) Class III impact; this impact was found to be insignficant.
	b) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

a) Where ground water is shallow, project components could intrude into subsurface waters that provide drinking and irrigation water for the region. Ground water quality could be affected if contaminants invade excavation that breech shallow ground water bodies. However, only a few areas could this potentially occur, therefore, this impact is considered a Class III impact.

Flowing water may be encountered in excavation potentially affecting the integrity of structure foundations. Structural codes establish acceptable loads and safety factors for construction of transmission line towers, therefore, this impact is also considered a Class III impact.

b) Major excavations in areas of shallow ground water could interrupt, redirect, or reduce subsurface flow to wetlands and springs. Areas of potential wetlands disturbance includes Segment A (A State Lands holding is located in Segment A). Mitigation of this potential impact requires that the Applicant avoid installation of structures in and overland travel through wetlands. Where avoidance is not possible, as determined by the Lead Agencies and other responsible agencies, construction must occur in late summer, if practicable, when the water table is likely to be lowest. Special equipment must be used to minimize ground disturbance. The Applicant will also be required to develop

procedures for construction in wetland or areas of shallow ground water using accepted mitigation procedures.

Blasting in hard bedrock may affect local aquifers by decreasing or increasing flow to nearby springs or wells. Mitigation requires that blasting not be used in proximity to springs or shallow aquifers unless other excavation techniques are impossible, as determined by the Lead Agencies. If blasting is required, the Applicant shall prepare a Blasting Plan for each site, as previously discussed under CEQA Finding C.6-4.

SUMMARY: a) Class III impact. This impact is found to be adverse but not significant.

b) Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.7-5
HYDROLOGY:	Cumulative construction impacts.
Impact:	Cumulative construction impacts could result in increased sediment in streams, excess soil disposal, and water contamination. and quantity.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Only one project was identified that could contribute to cumulative impacts on hydrology resources: the Tuscarora Gas Pipeline project. Construction activities at shallow ground water areas and in areas outside State Lands parcels could result in cumulative impacts through discharge of sediment into flowing streams, by increased sediment loading due to activities such as clearing, grading, excavation, backfilling, excess soil disposal, and topsoil handling.

Mitigation for cumulative impacts associated with these activities is included in previously discussed CEQA Findings C.7-1 through C.7-4, and CEQA Finding C.6.6 (Mitigation Measures H-1, H-3 through H-8, and G-11).

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.8-1
LAND USE:	Temporary loss of grazing land use.
Impact:	Construction activities may result in a temporary loss of the use of grazing land within and outside the ROW.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Numerous BLM grazing allotments would be crossed by the Proposed Project. Although no known BLM grazing allotment exists on State Lands holdings, some grazing of State Lands holdings may occur through grazing agreements. Transmission line construction activities would result in a temporary loss of grazing land within the 160-foot ROW as a result of site preparation, structure assembling and erection, wire stringing, and site cleanup. Construction activities would result in a temporary loss of the use of grazing land outside the ROW as a result of overland travel; new access road construction, upgrading of existing access roads, and othe construction related disturbances. In addition, increased human activity would disturb grazing animals and drive them away from livestock water sources near construction areas.

Construction may also adversely affect existing range improvements (fences and gates). This may result in the loss of livestock if gates were inadvertently left open.

Mitigation for the loss of grazing land and potential impacts on range improvements would require that the Applicant coordinate with BLM and permittees to ensure protection of range improvements and livestock water sources and monitoring of gate closures during construction.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.8-2
LAND USE:	Operation impacts on grazing lands.
Impact:	During operation activity along the transmission line by maintenance workers and inspectors could disturb grazing animals near the ROW.
Finding:	a) Class III impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Human activity, movement of vehicles and equipment, and noise associated with transmission line maintenance activities could disturb grazing animals and drive them away from the ROW, resulting in a temporary, intermittent loss of the use of grazing land over an area larger than the ROW. This temporary loss would be adverse, but not significant.

Siting of tranmission line structures on grazing land would result in the permanent loss of grazing land. Grazing animals would be able to move around the structures. Therefore, the loss of grazing land would be adverse but not significant because of the small amount of land lost.

Mitigation measures for disturbances to agricultural uses during maintenance is discussed in previous CEQA Findings. The mitigation measures would reduce the adverse, but not significant, disturbances to grazing animals.

SUMMARY: Class III impact. This impact is found to be insignificant.

Alturas Transmission Line Project

CEQA FINDING NO.	C.8-3
LAND USE:	Operations impacts of increased access.
Impact:	Constructing new access routes, upgrading existing trails, and other improvements will increase opportuntiies for human intrusion into and use of relatively undeveloped areas.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

As discussed previously under CEQA Finding C.4-3 new access roads or improvements made to existing roads could potentially open up areas not previously open to access by humans or could increase human use of previously less accessible areas. The increase in human intrusion in areas could degrade the value of any existing grazing or other agricultural using on State Lands parcels. Ranchers may also be tempted to use the access route for herding and moving livestock in areas previously not subject to livestock.

Mitigation for this long-term impact is the same as described under CEQA Finding C.3-15 (Biological Resources) and C.4-3 (Cultural Resources).

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.10-1
PUBLIC HEALTH AND SAFETY:	Shock hazard, fuel ignition and fire hazard.
Impact:	Transmission line may pose a public safety issue because of shock hazard, fuel ignition, and fire hazard.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

The primary public safety issues of concern regarding transmission lines include shock hazard, fuel ignition and fire hazard. Shocks can occur when objects or people come in close proximity to energized transmission lines conductors. Direct contact is not necessary to get a shock, especially at transmission line voltages. When grounded objects come close to energized conductors, the electricity can "jump" from the conductor to a grounded object. Voltages can also develop on metallic objects such as a fence or pipeline if they are insulated from electrical ground. There is also an extremely remote possibility of getting shocked from a lightning strike on a transmission line wire. For this to occur a person would have to be touching a tower during a lightning storm at the exact instant lightning struck the line. The project area has a low number of thunderstorms per year compared to other regions of the county.

It is possible that the transmission lines could serve as a source of fuel ignition. If a number of conditions exist simultaneously, a spark induced by the electrical field could ignite gasoline vapors. Numerous conditions must exist but the greatest risk would occur when gasoline powered vehicles are being operated or refueled within the electric field of 4-5 kV/m or greater and refueling is being done on wet or damp earth. The other required conditions are discussed in detail on page C.10-23 of the Final EIR/S. The chances of having all optimal conditions present at once is very low.

Mitigation for these hazards requires the Applicant to incorporate CPUC safety code requirements into the project design and construction plan. For fire hazards, the

Applicant must prepare a Fire Prevention and Suppression Plan acceptable to BLM, USFS, and local county. The Plan should meet the guidelines of the California Department of Forestry guidelines and consistent with the Tuscarora Natural Gas Pipeline project's Fire Contingency Plan. All equipment vehicles must be equipped with USFS approved spark arresters. In addition, the Applicant or contractor must maintain both a fire watch and fire fighting equipment at specified locations.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.10-2
PUBLIC HEALTH AND SAFETY:	Potential for hazardous waste generation/release.
Impact:	During construction and operation of the Proposed Project, hazardous waste will be used and could pose a contact and release hazard.
Finding:	a) Class III impact; this impact was found initially to be insignificant; however is required.

FACTS SUPPORTING THE FINDING:

During construction, operation, and maintenance of the Proposed Project, a number of hazardous substances will be used within the ROW and related facilities. Improper handling of these materials could result in a health hazard from direct contact or release.

Mitigation requires waste minimization and energy conservation techniques be used when handling hazardous substances. The Applicant is required to prepare and submit a Waste Minimization and Energy Conservation Plan for approval by the Lead Agencies. The Plan shall address measure to minimize waste and conserve energy during construction and operation.

SUMMARY: Class III impact. This impact is found to be insignificant with mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.11-1
SOCIOECONOMIC, PUBLIC SERVICES:	Property values.
Impact:	Siting a transmission line may result in lower property values.
Finding:	a) Class II impact. This impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Transmission line projects can have two offsetting impacts on property values. The acquisition of property and installation of improvements would cause an increase in property values with respect to property taxes. However, projects of this nature also generate concern about potential negative impacts on property values because of noise, visual, and public safety concerns.

For any parcel that is acquired for the facility, either in fee title or as an easement, the property owner would receive fair market value. In rural areas this would generally reflect the agricultural value of the land. There may be cases where the Proposed Project could have a significant, unavoidable impact on property values.

Mitigation to minimize impacts to property values where residential property is involved are incorporated in the Final EIR/S; however, no mitigation is proposed for those lands that are rural or agricultural that do not have nearby homes, as is the case with the State Lands parcels located within/along the ROW.

Page C.11-22 of the Final EIR/S states that a Class II impact would occur if a property owner is appropriately compensated (mitigated). For this reason, for purposes of this findings, it was assume that State Lands would receive fair market value whether through fee title or an easement agreement (lease).

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.11-2
SOCIOECONOMIC, PUBLIC SERVICES:	Increased need for fire protection services.
Impact:	Construction and operation of the Proposed Action may increase the potential for the need for fire protection services.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report

FACTS SUPPORTING THE FINDING:

Construction and operation of the Proposed Action may increase the potential fire hazards and create a need for additional fire prevention services.

Mitigation requires that the Applicant prepare and submittal for approval a Fire Prevention and Suppression Plan that addresses the issue of a possibility of human-caused fire due to construction. The Plan must also include measures for safety precautions, training, initial response, and interagency coordination.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-1
TRANSPORTATION AND TRAFFIC:	Roadway blockages, roadway damage, and traffic congestion.
Impact:	Construction could block or damage public roadways creating traffic congestion, increased safety risk for pedestrians/bicyclist and potential delays in emergency response.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Large portions of the Proposed Project would be constructed within or immediately adjacent to existing public streets and highways. As construction occurs at these locations, portions of the highway which are currently used for traffic circulation and/or parking may be temporarily unavoidable as the construction activities and equipment use part of the public ROW. Where roads are blocked, traffic congestion and inconvenience to motorists would occur. Construction could also result in physical damage to roads. In addition, pedestrian/bicycle circulation would be affected by the construction activities since pedestrians and bicyclists would be unable to pass through the construction zones. Safety could be compromised if pedestrians or bicyclists enter a roadway and risk a vehicular-related accident.

Road blockage or traffic congestions could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles and lengthen the response time for emergency vehicles to pass through construction zones. It is possible that emergency services may be needed at a location where access is temporarily blocked by construction.

Mitigation requires that the Applicant develop a Transportation Management Plan (Plan) prior to construction. The Plan shall address every location at which construction activities would affect existing transportation. The Plan shall ~~also include a description~~

of the site-specific measure that will be used to minimize traffic congestion and ensure public safety (e.g. detours, flagmen, and lights). The Plan must also provide details regarding pedestrian/bicycle travel corridors and the Applicant must provide alternative routes for pedestrians/bicycle routes at locations where any existing route would be blocked. Additional details of the Plan are discussed in Mitigation Measure T-1 on page C.12-12 of the Final EIR/S.

To mitigate the potential for interference/impact on emergency response times, the Applicant shall conduct advance coordination with emergency service providers to minimize the chance of creating problems or delay for emergency vehicles. All emergency service organization must be notified in advance of the proposed locations, nature, timing, and duration of construction activities and be advised of any access restriction that could impact their response. The contractor must be ready at all times to accommodate emergency vehicles by rapid removal of equipment and use of short detour or alternative routes. The Plan must include specific details regarding emergency service coordination and procedures.

The applicant is required to notify local and state police and transportation agencies of any planned detour 72-hours in advance. Specific restrictions on the use of detours will be applied by these agencies. Roadway closures or blockage will be restricted to off-peak periods. The objective of the mitigation measure is to minimize traffic delays and driver inconvenience during construction.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-2
TRANSPORTATION AND TRAFFIC:	Traffic safety.
Impact:	During construction there would an increased potential for public traffic accidents in the areas near the construction site(s).
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

During construction there would be a short-term increased potential for accidents involving motor vehicles, bicycles, and/or pedestrians. Unexpected driving conditions would occur along roads frequently traveled by the public. There would be a short-term disruption to bike routes, sidewalks, shoulders, and pedestrian crossings.

Mitigation for this impact is discussed under CEQA Finding C.12-1.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-3
TRANSPORTATION AND TRAFFIC:	Property Access.
Impact:	Construction activities would temporarily disrupt access to driveways.
Finding:	a) Class II impact; this impact was found initially to be significant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Construction activities in outer roadway lands or along the shoulder of a roadway would temporarily block driveways, thereby affecting access and parking for businesses, residences, or agricultural land.

Mitigation requires that the Applicant provide written notification to responsible public agencies and any affected property owners and tenants which may be affected by access restrictions to inform them about the timing and duration of potential obstructions and to arrange for alternative access or parking provisions. If a property has more than one driveway, at least one access route must remain open at all times. The prior notification must be made at least one week prior to any blockages. The Transportation Management Plan must include procedures for resolutions of complaints.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-4
TRANSPORTATION AND TRAFFIC:	Increased traffic volumes and equipment storage.
Impact:	During construction traffic volumes would increase on roadways in the project area as a result of workers, materials delivery, and equipment movement. Increased storage area for equipment/supplies would be needed.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

During peak construction, there would approximately 185 workers along the construction route. Realistically, the 185 workers would commute to one or more of the five construction staging areas in approximately 62 private vehicles, then they would be transported to one or more construction sites in crew trucks and pickup trucks (average of 8 persons per vehicle).

In addition to workers' vehicles, construction activities would generate truck traffic on local roadways for material delivery and other activities. It is estimated that roughly 20 to 30 truck trips per day (round trips) would be generated by construction within each construction zones. The travel routes would change from week to week as the location of the construction zones continually changes. Traffic generated by construction workers would occur at two specific times during the day: beginning of work shift and end of shift. The truck trips for materials/delivery would be distributed throughout the day.

There would be a need to store construction equipment and supplies at the construction site. Active equipment would be stored along the construction ROW, but additional space for supplies and in-active equipment would be needed.

Mitigation requires that the applicant provide crew trucks or buses to shuttle workers between the staging areas and the work site. This would minimize traffic volumes and parking demand at the work site. Off-street parking to accommodate all contractor and private vehicles must be provided at the staging areas. The Transportation Management Plan, discussed in CEQA Finding C.12-1, must include all the details of transporting construction workers.

Mitigation for the need for equipment storage space requires that in locations where construction activities would eliminate existing parking spaces, the Applicant notify the local jurisdiction to coordinate to ensure adequate parking is provided for local residences.

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-5
TRANSPORTATION AND TRAFFIC:	Impacts on rail operations/service.
Impact:	Construction activities may result in impacts on rail operations/service.
Finding:	a) Class III impact; this impact was found initially to be insignificant; however mitigation is required.

FACTS SUPPORTING THE FINDING:

No rail crossing on State Lands property is proposed; however,the construction activities could result in a safety problem on State Lands parcels if personnel equipment inadvertently encroached on the rail alignment during a train passage.

Although this impact would be adverse, but not significant, mitigation was recommended to ensure that the construction activities do not result in any safety or compatibility problems. The mitigation requires that the Applicant coordinate rail operations compatibility issues with the respective rail companies prior to construction and must conduct activities within the railroad ROW only in the presence of appropriate railroad personnel.

SUMMARY: Class III impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-6
TRANSPORTATION AND TRAFFIC:	Operational on ground transportation systems.
Impact:	Inspections as part of operation of the Proposed Project would adversely impact the area's highway and railroad (ground transportation system) under normal circumstances.
Finding:	a) Class I impact; this impact cannot be mitigated to insignificance. Changes or alterations have been required in, or incorporated into, the project but these do not fully mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

Operation of the Proposed Project would have negligible impacts on the areas's highway and railroads under normal circumstances since the inspection and maintenance activities would generate limited vehicular traffic. If a major repair were required at a particular location, the temporary transportation impacts would be virtually the same as the construction impact previously described. In addition, if an accident or structural failure were to occur, there could be adverse impacts on rail operations or highway traffic from partial or complete blockage.

Mitigation requires that the Applicant include in the Emergency Response Plan that addresses measures and steps to be taken in the event of a major accident or structural failure. The Applicant or Operator must be prepared at all times to immediately respond to an accident that affects any transportation facility so that necessary steps can be taken. Review and written concurrence of the Emergency Response Plan is required by local and state agencies prior to project operation.

SUMMARY: Class I impact. This impact cannot be mitigated to insignificance. This impact is also considered to be an unavoidable significant impact.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-7
TRANSPORTATION AND TRAFFIC:	Cumulative impacts on transportation and traffic.
Impact:	Cumulative impacts on traffic flow, access, and safety could occur during construction.
Finding:	a) Class II impact; this impact was found initially to be insignificant following mitigation. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

One identified project (the Tuscarora Gas Transmission Project) is identified as potentially resulting in a cumulative impact on transportation flow, safety, and access if constructed concurrent with the Proposed Project. Since publication of the Final EIR/S, the Tuscarora project has been constructed. However, since some overlap of project activities (remediation or operation of Tuscarora) may overlap with construction of the Proposed Project, and for purposes of the Final EIR/S, this is considered a Class II impact.

Mitigation requires that the Applicant maintain and document close coordination prior to and during construction with the agencies responsible for encroachment permits on each affected roadway and with the utility companies which have facilities along the same ROW. Mitigation also requires implementation of the mitigation described in CEQA Finding C.12-1 (Mitigation Measure T-13).

SUMMARY: Class II impact. This impact is found to be insignificant following mitigation.

Alturas Transmission Line Project

CEQA FINDING NO.	C.12-8
TRANSPORTATION AND TRAFFIC:	Cumulative impacts on transportation systems.
Impact:	Cumulative impacts on transportation system may occur as a result of a catastrophic event.
Finding:	a) Class I impact; this impact cannot be mitigated to insignificance. Changes or alterations have been required in, or incorporated into, the project which do not fully mitigate or avoid the significant environmental effect as identified in the completed Environmental Impact Report.

FACTS SUPPORTING THE FINDING:

One identified project (the Tuscarora Gas Transmission Project) is identified as potentially resulting in a cumulative impact on transportation flow, safety, and access if constructed concurrent with the Proposed Project. Since publication of the Final EIR/S, the Tuscarora project has constructed. However, since some overlap of project activities (remediation or operation of Tuscarora) may overlap with construction of the Proposed Project, and for purposes of the Final EIR/S this is considered a Class II impact.

Cumulative effects may occur from the Proposed Project with other projects on transportation systems if a major earthquake, storm, or other catastrophic event were to cause multiple accidents, resulting in closure of roadway and rail lines.

Mitigation requires that the Applicant maintain and document close coordination prior to and during construction with the agencies responsible for encroachment permits on each affected roadway and with the utility companies which have facilities along the same ROW. Mitigation also requires implementation of the mitigation described in CEQA Finding C.12-1 (Mitigation Measure T-13).

SUMMARY: Class I impact. This impact cannot be mitigated to insignificant.

Alturas Transmission Line Project

CEQA FINDING NO.	C.13-1
VISUAL RESOURCES:	Temporary impacts on visual resources.
Impact:	Construction of the project would result in temporary visual impacts.
Finding:	a) Class III impact; this impact found initially to be insignificant.

FACTS SUPPORTING THE FINDING:

The presence of construction equipment, materials and personnel along the route and temporary alteration of landforms and vegetation along the ROW would result in temporary impacts to visual resources in all segments. Construction equipment and activities would be seen from travel corridors and roads in close proximity to the project and by people seeking outdoor recreation activities in the vicinity of the project.

Mitigation requires that to reduce visual impacts due to construction, construction and excavation materials would be stored away from highly visible segments along U.S. 395 and Hwy 299, subject to approval by lead and permitting agencies. Construction activities and materials storage would be restricted to within staging areas, designated access roads, and specified areas within the ROW. Prohibit construction of access or spur roads in highly scenic areas or areas of known public concern. Road construction would be restricted in areas identified by SPPCO, approved by lead agencies and incorporated in construction plans prior to permit issuance. When possible, construct access or spur roads would be constructed at appropriate angles from the originating, primary travel facilities to minimize extended, in-line views of newly graded terrain. Each of these measures will be monitored by a lead agency-approved construction monitor.

SUMMARY: Class III impact. This impact is found to be adverse but insignificant.

Alturas Transmission Line Project

CEQA FINDING NO.	C.13-2
VISUAL RESOURCES:	Long-term impacts on visual resources.
Impact:	Operation of the project would result in long-term impacts on visual resources.
Finding:	a) Class I impact; this impact cannot be mitigated to insignificance.

FACTS SUPPORTING THE FINDING:

Long-term impacts to visual resources would result from placement of transmission line structures, conductors and new or upgraded access roads into existing viewsheds from residences, urban areas, travel corridors, and recreation areas.

A State Lands parcel in Segment A (Pit River crossing) would suffer visual impacts as viewed from Hwy 299 and residences located south of Hwy 299 and west of the route. This portion of the route would be inconsistent with BLM VRM Class II management objectives and the following Modoc County General Plan Policies and Zoning Ordinances: 1) Circulation Policy No. 9; 2) Energy Facilities Policies Nos. 32 and 33; and 3) Zoning Ordinance No. 3.

A State Lands parcel on Segment L (T31N,R15E,S34) would be visually impacted by placement of structures. The easterly view of travellers through Secret Valley and by the Tule Patch Rest Stop would be dominated by large scale towers. Section L05 to L07 through Secret Valley would be inconsistent with BLM VRM Class III management objectives and Lassen County Energy Element TL&NGPL Policy No. 8.

The Applicant is proposing tower construction of corten steel which would oxidize to a rust color and use of non-specular conductors to reduce glare off of conductors. However, no formal mitigation is available.

SUMMARY: Class I impact. This impact is cannot be mitigated to insignificance.

Alturas Transmission Line Project

CEQA FINDING NO.	C.13-3
VISUAL RESOURCES:	Long-term impacts on visual resources.
Impact:	Operation of the project would result in long-term impacts on visual resources.
Finding:	a) Class III impact; this impact found initially to be insignificant.

FACTS SUPPORTING THE FINDING:

Long-term impacts to visual resources would result from placement of transmission line structures, conductors and new or upgraded access roads into existing viewsheds from residences, urban areas, travel corridors, and recreation areas.

State Lands in Segment C (T40N,R12E,S16) would be visually impacted by placement of structures and intermittent blading to upgrade overland travel routes. Placement of structures is considered to be a subordinate visual element. Upgrading of roadways is believed to be an intermittent impact visible only to people who venture up on to the plateau.

State Lands in Segment O (T28N,R16E,S9; T27N,R17E,S16,21,28,33,and 34) would be visually impacted by structures contrasting with the flat, horizontal valley floor. However, the area receives little traffic and has been significantly modified by the Sierra Army Depot (T28N,R16E,S9) and is consistent with BLM VRM Class IV management objectives. Construction of structures near the northern extent of the Fort Sage OH Area Main Loop Trail is not considered a significant effect (T27N,R17E,S16,21,28,33,and 34).

The Applicant is proposing tower construction of corten steel which would oxidize to a rust color and use of non-specular conductors to reduce glare off of conductors.

No specific mitigation measures are proposed.

SUMMARY: Class III impact. This impact is found to be adverse but insignificant.

Alturas Transmission Line Project

CEQA FINDING NO.	C.13-4
VISUAL RESOURCES:	Cumulative impacts on visual resources.
Impact:	Cumulative impacts on visual resources may result if one or more cumulative projects is built within the same viewshed at the proposed project.
Finding:	a) Unclassified impact. Mitigation for impact provided.

FACTS SUPPORTING THE FINDING:

One identified project (the Tuscarora Gas Pipeline) is identified as potentially resulting in a cumulative impact on visual resources in Segment L (State Lands T31N,R15E,S34). Since publication of the Final EIR/S, the Tuscarora project has been constructed. The primary visual concern would be scarring of the pipeline ROW and potential impacts of the proposed project on revegetation effors. Construction of the proposed project would slow down pipeline revegetation efforts by redisturbing revegetated areas. Precautions would be taken to ensure revegetation and avoidance of long-term ROW scarring.

No classification was provided for this cumulative impact. Based on the description in the Final EIR/S, this cumulative impact would not result in a Class I classification. Mitigation will be provided as discussed under CEQA Finding C.3-1.

SUMMARY: Unclassifed impact. Mitigation for impact provided.

Exhibit "C"

Mitigation Monitoring Plan
Alturas Intertie Project

MITIGATION MONITORING PROGRAM: ALL ISSUE AREAS

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
AIR QUALITY						
Particulate emissions from construction activity (Class II)	A-1 Submit a Construction, Operation, and Maintenance Plan, detailing measures (A-2 through A-4) to mitigate potential impacts. Describe the construction boundaries (staging areas, ROW, substation), schedule for watering and water transportation and storage. A-2 Reduce particulate emissions (dust) by applying water to disturbed construction areas until the soil coatings or other approved dust control measures are applied. Cover stockpiled soil; cover soil loads while in transit. A-3 Increase dust control watering when wind speeds exceed 15 miles per hour, depending upon the soil moisture content. A-4 Confine construction activities to specified areas within the ROW, substation sites, staging areas, and designated access routes.	All Proposed and Alternative Segments	BLM CPUC APCDs USFS	Review and approve Construction, Operation and Maintenance Plan; monitor construction activity for compliance with Plan.	Compliance with Plan	Plan approved prior to permit issuance; monitor activities during construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
BIOLOGICAL RESOURCES: VEGETATION						
Temporary and permanent loss of plant communities (Class II)	B-1 Flag allowable travel routes and construction areas to avoid surface removal of significant plant communities; where not avoided, use restoration and offsite compensation per Community and Habitat Restoration Plan (with Contingency Plan) and Offsite Compensation Plan to be prepared by SPPCo under the supervision of responsible agencies. B-2 Avoid surface removal of volcanic vertisol plant communities; flag allowable travel routes and construction areas to avoid; cease activities if ruts form greater than 6" deep for more than 100 feet in vertisol soils; cease activities if ruts form greater than 3" deep for more than 100 feet on all other soils.	Proposed Segments A,C,E, K,L,N,Q,R,T,W,X,Y,Z; Devils Garden and Border Town Substations Alternative Segments D,G, J,ESVA,M,P,S,U,Z, WCFG,X-East	BLM CPUC CDFG USACE USFS	Monitor identification of allowable travel routes and construction areas based on avoidance of sensitive resources, prior to construction; monitor construction. After construction, verify where restoration is required. Monitor revegetation effectiveness for 5 years; activate Contingency Plan requiring additional offsite compensation in case of failure to meet success criteria.	Compliance with avoidance zone; achievement of annual criteria for revegetation effectiveness in terms of coverage, species composition, and viability in comparison with reference plots; compensation land transfer completed.	Plans in place 60 days before and allowable travel and construction areas flagged before construction; avoidance during construction; evaluate avoidance and conduct restoration after construction; effectiveness monitoring for 5 years after construction.
Temporary and permanent loss of special status plants and habitats (Class II)	B-3 Avoid special status species if possible; flag allowable travel routes and construction areas prior to construction; if not avoided, use restoration and offsite compensation, per restoration and compensation plans.	Proposed Segments C,E,K, and L Alternative Segments D,J, and ESVA	BLM CPUC CDFG USACE USFS	See B-1 and B-2 above	See B-1 and B-2 above	See B-1 and B-2 above
Overland travel disturbing plant communities (Class II)	B-4 Reduce surface impacts on plant communities by using avoidance, restoration, and offsite compensation or enhancement, per restoration and compensation plans.	All Proposed and Alternative Segments	BLM CPUC CDFG USACE USFS	See B-1 and B-2 above	See B-1 and B-2 above	See B-1 and B-2 above
Overland travel disturbing special status plants and habitats (Class II)	B-5 Reduce surface impacts on plant communities by using avoidance, restoration, and offsite compensation or enhancement.	Proposed Segments A,E,K, L, and Q Alternative Segments B,D, F,I,J,M,P	BLM CPUC CDFG USFS	See B-1 and B-2 above	See B-1 and B-2 above	See B-1 and B-2 above

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Increased access to sensitive vegetation resources (Class II)	**B-6** Replace existing barriers to overland travel following blading and place new barriers at access points to non-bladed overland travel routes.	All Segments except Proposed Segment R and Alternative Segments H and U	BLM CPUC CDFG USFS USFWS	Replace or enhance existing barriers to overland travel and restore new or upgraded roads to pre-existing conditions. Monitor mitigation to evaluate success or failure. Contingency plan in case of failure to meet success criteria.	Access not used for one year after construction.	Place barriers after construction; monitor after construction to evaluate success.
Erosion and sedimentation (Class II)	**B-7** Implement Soil Conservation and Erosion Control Plan (Mitigation Measure G-11).	All Proposed and Alternative Segments except Alternative Segments H and I	BLM CPUC CDFG RWQCB USACE USFS	Review and approve Plan for application to biological resources. Monitor compliance and trigger contingency plan as appropriate.	See Mitigation Measure G-11; no adverse effects on vegetation, wetlands, or riparian areas.	See G-11 below
Introduction of non-native plant species (Class II)	**B-8** Implement Noxious Weed Control Plan, flag existing weed populations, and control equipment and materials transported to the project corridor during and after construction.	All Proposed and Alternative Segments	BLM CPUC CDFG USFS	Plan review/approval; monitor flagging and construction/revegetation; post-construction success evaluation/trigger of remedial action	Seeds and straw to be certified weed-free by CDFA; fill materials to pass County Agriculture Commissioner certification	Plans in place 60 days before construction; monitor effectiveness during and after construction.
BIOLOGICAL RESOURCES: WILDLIFE						
Loss of mule deer winter, holding, and migration habitat (Class II)	**B-9** Restoration/reclamation to include forbs and shrubs appropriate for each habitat type and offsite compensation per Mitigation Measure B-1.	Proposed Segments A,C,E, K,L,N,O,Q,R,W Alternative Segments F,G, H,J,M,P	BLM CPUC CDFG USFS	See B-1 and B-2 above	See B-1 and B-2 above	See B-1 and B-2 above
Loss of pronghorn winter, migration, and kidding habitat (Class II)	**B-10** Same as for **B-9**, with restoration to include browse and other species preferred by pronghorn.	Proposed Segments A,C,E, K,L,N Alternative Segments B,D, G,J	BLM CPUC CDFG USFS	See B-1 and B-2 above	See B-1 and B-2 above	See B-1 and B-2 above
Loss of sage grouse brood habitat (Class II)	**B-11** Same as for **B-9**, with restoration of sage and forbs required by young grouse.	Proposed Segments A,C,E, K,L,N Alternative Segments F,G, H,I,J,ESVA	BLM CPUC CDFG USFWS USFS	See B-1 and B-2 above	See B-1 and B-2 above	See B-1 and B-2 above
Loss of pygmy rabbit habitat (Class II)	**B-12** Flag allowable construction areas and use existing roads whenever possible; remove pygmy rabbits where avoidance is not possible.	Proposed Segments L,N, O,Q Alternative Segments ESVA,M,P	BLM CPUC CDFG USFWS USFS	Monitor identification of allowable construction areas and removal of rabbits prior to construction.	No mortalities. No rabbits crushed in burrows.	Flag allowable construction areas before construction and ensure avoidance during construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Overland travel disturbing big game habitat (Class II)	B-13 Monitor natural recovery and locate areas where restoration may be needed. Offsite compensation for failed recovery.	Proposed Segments A,C,E, K,L,O,Q,R,W Alternative Segments B,F, G,J,ESVA,M,P	BLM CPUC CDFG USFS	Prepare plan for mitigation and monitoring during and after construction. Monitor to evaluate recovery. Require offsite compensation where remedial actions are necessary.	Meet success criteria for natural recovery of habitat, or for offsite compensation where needed.	Prepare plan before permit issuance; during and after construction, monitor and identify areas needing remedial action for 5 years
Disturbance to special status species and habitats, including special status bats, pygmy rabbits, raptor nest sites, and sage grouse lek locations (Class II)	B-14 Flag allowable travel areas to avoid habitat per species-specific buffers and seasonal avoidance periods; utilize biological monitor during construction. B-15 Overland travel to be limited to areas identified in biological monitoring plan. Riparian and perennial stream habitats to be avoided.	Sensitive sites located on all Proposed and Alternative Segments	BLM CPUC CDFG USFWS USFS	Flag allowable travel areas and monitor construction to ensure no overland travel occurs outside these areas.	No disturbance to sensitive areas.	Flag allowable travel areas before construction and ensure avoidance of outside areas during construction
Direct mortality of individual animals (Class II)	B-16 Construction specifications to include speed limits, firearms and pet restrictions, and litter removal program. Include construction worker training.	All Proposed and Alternative Segments, substations, access roads, staging areas	BLM CPUC CDFG USFS	Prepare Wildlife Construction Disturbance Prevention Plan. Prepare crew education materials. Conduct pre-field "tailgate" sessions. Prepare monitoring report.	Compliance with construction specifications. No observations of mortality or evidence collected by biological monitor.	Prepare plan and provide education before construction; monitor during construction
Indirect impacts to wildlife due to increased human presence (Class II)	B-17 Construction to be scheduled to avoid critical seasons and establish buffer distances for sensitive areas. See B-14 and B-15 above	All Sensitive sites on all Proposed and Alternative Segments	BLM CPUC CDFG USFS	Construction monitoring to verify that avoidance requirements are met.	Compliance with construction specifications. No observations of distressed wildlife by biological monitor	Prepare location lists before construction; monitor during construction
Indirect impacts to wildlife due to increased access to remote habitat (Class II)	B-18 Improved roads to be returned to preconstruction condition. Existing barriers to be replaced. See also B-6 above.	All segments with improved or new access roads	BLM CPUC CDFG USFS	Mitigation monitoring for 5 years to evaluate success of mitigation measure. Contingency plan in case of failure to meet success criteria. Require additional offsite compensation in case of failure to meet success criteria.	Compliance with construction specifications. Achievement of habitat recovery.	Block roads and monitor effectiveness after construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Bird electrocution at substation locations (Class II)	B-19 Substation design to eliminate attraction of perching and roosting and to minimize electrocution hazard.	All Proposed and Alternative substation locations	BLM CPUC CDFG USFWS USFS	Review/approve designs. Conduct monitoring program for 5 years after construction is complete to document and evaluate avoidance. Require additional offsite compensation in case of failure to meet success criteria.	No increase in bird electrocutions.	Monitor after construction - two surveys per year plus contact with maintenance staff.
Potential bird collisions with transmission lines (Class II)	B-20 Mark powerlines with bird flight diverters. B-21 Use Rock Creek modification to Proposed Segment A.	Proposed Segments A,C,E, K,O,Q,T,W,X Alternative Segments B,F, G,I,ESVA,S,U,X-East	BLM CPUC CDFG USFWS USFS	As required by USFWS, conduct lifetime monitoring program during critical periods. Annual report to be provided. Require additional offsite compensation in case of failure to meet success criteria.	No increase in bird collision mortality.	Monitor 3 times per year (approximately on Nov. 1, Apr. 15, and June 15) after construction for lifetime.
	B-22 With application of B-20, off-site compensation would be required to reduce residual impacts to level that is not significant for greater sandhill cranes.			Monitoring of offsite habitat acquired to determine nesting success. Evaluate effectiveness after 5 years of monitoring. Require additional offsite compensation in case of failure to meet success criteria.	Confirmation of one nest success in a 5-year period.	Monitor for 5 years after construction - Annual 5-day survey during month of April to assess nest success and photo-document habitat condition.
Increased perching opportunities for raptors and ravens and displacement of sage grouse	B-23 Install perch deterrents on structures located within 2-mile radius of sage grouse leks and in vicinity of waterfowl nesting habitat.	Proposed Segments A,C,E,K,L,N,O Alternative Segments B,D, F,G,H,I,J,ESVA,P	BLM CPUC CDFG USFWS USFS	Conduct 2-year post-construction surveys to document and evaluate success of measure.	No significant increase in predation of upland game birds. No more than 5 observations of raptors perching on transmission line structures annually.	Monitor after construction - during winter season when raptor population is high.
	B-24 Prepare and implement Habitat Enhancement Plan for sage grouse habitat.	Proposed Segments C,E,K, L,N	BLM CPUC CDFG	Review/approve Habitat Enhancement Plan. Monitor enhanced areas for 5 years. Require additional offsite compensation in case of failure to meet success criteria.	Use of enhanced areas by grouse	Plan in place 60 days prior to construction; monitor after construction during post-breeding season (May)

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
CULTURAL RESOURCES						
Construction activities disturbing or removing surface or subsurface significant/un-evaluated cultural resource sites (Class II)	C-1 Avoid all significant/unevaluated cultural resource sites by flagging/monitoring.	Proposed Segments A,C,E, K,L,O,Q,W Alternative Segments B,D, G,J,ESVA,M,P,S,Z,WCFG	BLM CPUC SHPO USFS	Prepare monitoring and Historic Properties Treatment Plan, flag sensitive areas for avoidance, monitor construction activities, prepare monitoring report. Conduct post-construction survey and documentation to evaluate success of avoidance.	Avoidance of all significant/unevaluated cultural resource sites.	Following agency review/approval of reports. Flag sites before construction; monitor construction; survey after construction
	C-2 Sites recommended as eligible to NRHP, or unevaluated sites, will be treated as significant cultural sites. In the event 100% avoidance is not possible, the Applicant through the provisions of BLM's Programmatic Agreement will implement site-specific steps necessary to reduce or eliminate adverse effects to historic property.			Prepare treatment plan and/or implement procedures set forth in PA. Conduct evaluations/data recovery/research as required. Report results to Lead Agency(s).	Upon conclusion of evaluations, data recovery/research program exhausts potential of site to yield further important information.	Complete Programmatic Agreement before construction; implementation following agency review/ approval of treatment plans
Construction, operation, maintenance or public use disturbing significant or unevaluated cultural resource sites (Class II)	C-1 and C-2, above C-3 Restrict vegetation management activities in sensitive areas to pedestrian access only. Avoid sensitive cultural resource locations during maintenance activities requiring overland travel.	Proposed Segments A,C,E, K,L,O,Q,W Alternative Segments B,D, G,J,ESVA,M,P,S,Z,WCFG	BLM CPUC SHPO USFS	Prepare monitoring and treatment plan, flag sensitive areas for avoidance, monitor construction activities, prepare monitoring report.	Post-construction and maintenance surveys, document success of avoidance.	Prepare maintenance plan after construction; survey after construction and during maintenance
Unauthorized collection and/or vandalism of significant or unevaluated cultural resource sites (Class II).	C-4 Prior to construction, inform crews of cultural resource values/regulatory protections and required procedures regarding avoidance of sensitive cultural resources.	Proposed Segments A,C,E, K,L,O,Q,W, Alternative Segments B,D, G,J,ESVA,M,P,S,Z,WCFG	BLM CPUC USFS	Prepare monitoring plan. Prepare crew education materials. Conduct pre-field "tailgate" sessions. Prepare monitoring report. Conduct post-construction surveys to evaluate effectiveness of mitigation.	Post-construction surveys of sensitive areas, document success of measures.	Prepare plan and educate crew before construction; survey after construction
	C-5 Post-construction: block public access to all new or improved access roads.			Conduct post-construction inspection of blocked roads.	Post-construction surveys of blocked roads, document success of measure.	Block roads after construction
Disturbance to context, setting, feeling, or association of cultural resource sites (Class I or II)	C-1 and C-2, above. C-6 Place permanent facilities as far as possible from significant cultural resource sites.	Proposed Segments K,O Alternative Segments ESVA,S	BLM CPUC SHPO	Agency/SHPO may require project modification to further mitigate impacts.	Project modifications result in no adverse effect to context, setting, feeling, or association.	Prior to final project design

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
	C-7 Acquire land and develop interpretive trail at Infernal Caverns Battlefield area.	Segment C (Infernal Caverns Battlefield area)	BLM CPUC SHPO	BLM develops plan for land exchange/interpretive trail in concert with Applicant. EA prepared by BLM prior to implementation. Conduct post-implementation evaluation of trail.	Minimal intrusion on setting and context.	Complete plans prior to construction of project
ENERGY AND UTILITIES						
Conflict with buried utilities (Class II)	U-1 The Applicant shall submit final construction plans to all affected utilities for their review and shall obtain written approval 30-days prior to the commencement of construction. In addition, the Applicant/contractor shall provide 72-hour written notice to all utility owners whenever construction activities are scheduled within 100 yards of an existing utility. P-2, below.	All Proposed and Alternative Segments	BLM CPUC USFS	Inspect documentation of coordination with affected utilities and confirm that all conditions have been met prior to construction.	No disruption of a utility service during or after construction	Provide notice 30 days prior to construction
Restricted access for utility emergency response units (Class III)	T-5, below.					
Cumulative impacts of simultaneous construction projects. (Class II)	T-13 , below.					
GEOLOGY, SOILS, AND PALEONTOLOGY						
Disturbed ground or unique geologic formations (Class III)	G-1 Regrade and recontour disturbed areas. Avoid unique geologic formations.	All Proposed and Alternative Segments	BLM CPUC CDFG CDMG NBMG USACE USFS	Review plans; inspect route during construction	Compliance with approved plans; construction monitored; disturbed ground regraded and/or recontoured to minimize residual affects	During construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Fault displacement collapsing transmission line structures or substation (Class II)	G-2 Avoid placement of structures within active fault zone. G-3 Avoid placement of structures within potentially active fault zones, where possible. G-4 Conduct geological and/or geotechnical studies to determine amount of fault displacement; design transmission line to withstand expected maximum fault displacement.	Proposed Segments A,C,E, L,N,O,Q,X Alternative Segments D,J, M,P,S,U,Z,WCFG	BLM CPUC CDMG Counties NBMG USFS	Review alignment plans to ensure avoidance; review geologic and geotechnical studies; review as-built maps	Active and potentially active faults are identified on maps of project alignment; no structures to be located in fault zones. Fault displacement are quantified; design is adequate to resist collapse during expected events. Permits issued; post-construction verification.	Review Plans prior to permit issuance; inspect after construction
Strong ground shaking collapsing transmission line structures or substation facilities (Class II)	G-5 Conduct geotechnical study to determine seismic criteria for designing structures to withstand strong ground shaking. G-6 Determine and apply earthquake-resistant design.	All Proposed and Alternative Segments	BLM CPUC CDMG NBMG USFS	1) Review and approve plans 2) Review as-built plans to ensure design was implemented	Compliance with approved plans; facilities built with adequate safety factor to resist damage during large earthquakes.	1) Prior to permit issuance (G-5) or construction (G-6) 2) After construction
Landslides/slope instability damaging structures (Class II)	G-7 Perform engineering geological and/or geotechnical investigations for structures on slopes within known landslide areas. G-8 Develop blasting plan to avoid causing landslides or rock falls.	Proposed Segments C,E,L, N,Q,R,T,W,X Alternative Segments B,D, J,M,P,X-East	BLM CPUC County Building & Safety NBMG	Review investigation report and approve geologist/engineer's recommendations. Review and approve blasting plan. Monitor construction.	Potentially unstable slopes identified and recommendation for corrective action complied with	Perform studies and prepare plans prior to construction.
Loss of or reduced accessibility to mineral resources (Class II)	G-9 In siting structures and ROW access roads, avoid existing and planned mineral extraction sites and access routes.	Proposed Segments R,T,W, X, and Border Town Substation Alternative Segments M,S, U,WCFG, and Alternative Border Town Substation (SPPCo Site)	BLM CPUC CDMG	Review plans for placement of structures and substations	No structures or substations located on or preventing access to mine roads or known reserves	Prior to permit issuance
Ash fall from major volcanic eruption in region (Class II)	G-10 Develop Emergency Preparedness Plan to identify project components at risk, and develop procedures to minimize impacts.	All Proposed and Alternative Segments	BLM CPUC Counties FEMA NBMG USFS	Review plan	Compliance with approved plan that describes measures to be undertaken during an ash fall.	Prior to permit issuance

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Construction resulting in grading and ground disturbance and erosion (Class II)	G-11 Applicant shall prepare Soil Conservation and Erosion Control Plan; minimize new grading and road upgrading; use special equipment; revegetate.	All Proposed and Alternative Segments	BLM CPUC USFS	Review plan, monitor construction	Compliance with approved plan. Graded areas protected from erosion, special equipment used where appropriate, drainage across construction sites controlled, disturbed areas revegetated, no construction during wet periods, no deep tire ruts, stream crossings minimized and banks protected.	Prior to permit issuance
Loss of agricultural lands (Class III)	G-12 Negotiate with landowners and compensate for loss or reduction of agricultural land	Proposed Segments A,E,K, O,W,X Alternative Segments B,F, G,H,I	CPUC	Review negotiated agreements	Agreements mutually agreed upon	Complete negotiations prior to construction
Steel or concrete corrosion resulting from corrosive soils (Class II)	G-13 Test soils for corrosion potential; design to prevent corrosion where potential is high.	Proposed and Alternative Segments A,C,E,K,L,N,O, Q,T,W Alternative Segments D,F, G,H,I,J,M,P,S,X-East	BLM CPUC Counties USFS	Review plans	Compliance with approved plan; structures designed to resist corrosion	Complete testing and design prior to construction
Damage to project from expansive soils (Class II)	G-14 Test soils for shrink-swell potential; design facilities to withstand expansivity.	Proposed Segments A,E,K, L,O,Q,R,T,X Alternative Segments D,F, G,H,I,J,M,X-East	BLM CPUC Counties USFS	Review plans and geotechnical reports	Compliance with recommendations of geotechnical report; facilities designed and built to withstand expansive soils	Complete testing and design prior to permit issuance
Loss, destruction, or alteration of paleontological resources (Class II)	G-15 Develop paleontologic data inventory and sampling plan; inspect drill cuttings and excavations.	Proposed Segments A,C,L, M,O,Q,R,T,W Alternative Segments J,P, Border Town Alternative Substation (SPPCo Site)	BLM CPUC CDMG NBMG USFS	Review plans; inspect excavations; develop site-specific measures if fossils are found	Compliance with approved plan; fossils catalogued and/or collected and placed in repositories	Develop plan prior to construction; implement during construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
			HYDROLOGY			
Scour and erosion of stream beds (Class II)	G-11, above H-1 Prepare Stream Crossing and Wetlands Protection Plan. H-2 Maximize distance of ROW from waterways.	Proposed Segments A,C,L, N,Q,R,T,W,X Alternative Segments B,D, M,P,S,U,Z,WCFG, Border Town Alternative Substation (SPPCo Site)	BLM CPUC CDFG CDWR USFS	Review Construction, Operation and Maintenance Plan; monitor construction	Compliance with approved plan. No extensive alteration of stream channels; erosion is minimal; stream banks are protected during construction and catch basins are in place were necessary	Design stream crossings prior to permit issuance; inspect during construction
Flooding of construction activities at stream crossings; flood damage to structures (Class II)	H-3 Construction to occur only during low flow periods. H-4 Permanent structures and facilities shall be located outside of stream and river beds. Structures located in floodplains shall be designed based on site-specific analyses.	Proposed Segments A,K,L, O,Q Alternative Segments B,F, G,H,I,P,S,WCFG	BLM CPUC CDFG CDWR USFS	Review Construction, Operation and Maintenance Plan; monitor construction	Compliance with approved plan. No construction during floods. Structures designed and built to resist damage during floods	Design facilities prior to permit issuance; inspect during construction
Accidental contamination of surface waters and ground water (Class II)	H-5 Perform refueling away from streams.	All Proposed and Alternative Segments	BLM CPUC CDFG CWRCB RWQCB USACE USFS	Review plans; monitor construction	Compliance with Best Management Practices. Permits issued; inspections show no significant impacts. No hazardous spills near stream channels or accidental spills effectively cleaned up	During construction
	H-6 Develop Best Management Practices; clean up spills; obtain 404 and storm water permits.					Prior to permit issuance
Ground water flow affected by construction, drilling, or blasting (Class II)	G-8 and H-1, above H-7 Avoid locating structures in wetlands; avoid travel in wetlands; construct during dry seasons. Develop procedures for construction in wetland areas.	Proposed Segments A,W,X Alternative Segments B,D, F,G,H,I,ESVA,P,U,WCFG	BLM CPUC CDFG CDWR RWQCB USACE USFS	Review construction plans; monitor construction; review blasting plan	Compliance with approved plans and procedures; no change in ground water flow; no permanent disturbance of wetlands; no deep ruts	Determine structure locations and prepare plans & procedures prior to permit issuance; monitor during construction
	H-8 Avoid blasting; if necessary, prepare a Blasting Plan for each site.	Proposed Segments A,C,E, K,L,Q Alternative Segments D,J,P				

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
LAND USE, RECREATION, RELIGIOUS USES						
Disturbances to residential uses during project construction (Class III)	L-1 Provide advance notice of construction to property owners, residents, and tenants within 1000 feet of the 160-foot ROW, substation site, or access road.	All Proposed and Alternative Segments	BLM CPUC	Review and approve the Construction, Operation, and Maintenance Plan. Review and approve copies of mailed notices, bulletins, and published notices.	Timely and detailed notices, bulletins, and published notices. Less than 25 percent of affected property owners, residents, and tenants contact Applicant or other affected agencies to complain about construction disturbances.	At least one month before project construction in residential areas
Disturbances to residential uses during project construction (Class III)	L-2 Appoint a public affairs officer to be the point of contact to discuss public concerns or questions. See also Mitigation Measures A-3, U-1, N-3, T-1 through T-4, and V-1 through V-3.	All Proposed and Alternative Segments	BLM CPUC	Review memorandum regarding appointment of specific individual as public affairs officer. Review and approve copies of mailed notices, bulletins, and published notices.	Less than 25 percent of the individuals that contact the Applicant indicate that they were not aware of the existence of the public affairs officer, or complain that the public affairs officer did not adequately respond to their concerns.	Appoint officer prior to construction notification; monitor performance during and after construction
Disturbances to recreational uses during construction (Class III)	L-3 Provide advance notice of restricting, blocking, or detouring of access routes to known recreational areas or destinations. See also Mitigation Measure T-5.	Proposed Segments A,C,E,K,L,O,Q,T,W Alternative Segments B,D,F,G,J,P,Z	BLM CPUC USFS	Review and approve the Construction, Operation, and Maintenance Plan. Review copies of bulletins. Inspect affected access routes to recreational areas to observe whether the bulletins have been posted.	Timely and detailed bulletins posted in appropriate locations along affected access routes to recreational areas.	Provide notice at least two weeks before project construction near access routes to recreational areas.
Degradation of the recreational experience for riders at Fort Sage OHV Area during construction (Class II)	L-4 Provide notice of construction activities and access restrictions on specific roads or trails in Fort Sage OHV area.	Alternative Segment P (At Fort Sage OHV Area)	BLM CPUC	Review and approve the Construction, Operation, and Maintenance Plan. Visit the Fort Sage OHV Area to observe whether bulletins have been posted in the appropriate locations at the appropriate time.	Timely and detailed bulletins posted in appropriate locations in the Fort Sage OHV Area.	Notification at least one month prior to project construction in Fort Sage OHV Area

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Temporary loss of grazing land use and disturbance to grazing animals during construction (Class II)	L-5 Coordinate with USFS, BLM, and permittees to ensure protection of range improvements and livestock water sources.	Proposed Segments A,C,K,L,O,Q,R,T,W, X,Y Alternative Segments D, J, ESVA,M,P,S,U,V	BLM USFS	Ensure that the BLM, USFS, Applicant, and grazing permittees meet to identify subject range improvements and livestock water sources prior to construction. Review and approve the Construction, Operation, and Maintenance Plan.	Less than 20 percent of grazing allotment permittees contact the Applicant to complain about impacts to grazing during project construction.	Prior to project construction.
Loss of grazing animals through open fences or gates temporarily removed during construction (Class II)	L-6 Construct a temporary barrier across sections of removed fencing so that grazing animals cannot move through the open section of fencing; immediately after completing construction in an area, repair the section of removed fencing.	Wherever route crosses grazing fencing	BLM USFS	Applicant shall designate one member of each construction crew who shall be responsible for ensuring that the barriers are constructed immediately after the fencing sections are removed, and that the sections of removed fencing are repaired immediately after construction is completed. BLM shall periodically inspect the construction area to observe whether barriers have been constructed across sections of removed fencing, and inspect areas here the line has been constructed to observe whether sections of removed fencing have been repaired.	No open sections of fencing are observed during inspections of construction areas.	Designate crew member during project construction on grazing land, immediately after removing sections of grazing allotment fencing; inspect during construction
	L-7 Close all gates immediately after they are opened to allow construction vehicles and equipment access to a construction area.			Applicant shall designate one member of each construction crew who shall be responsible for ensuring that all gates are closed immediately after they are opened. BLM shall periodically inspect the construction area to observe whether all gates are closed.	No open gates are observed during inspections of construction areas.	During project construction on grazing land

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Temporary loss of cropland use during construction (Class II)	L-8a Reimburse farmers along the ROW for crops lost due to Project construction (a stipulation in easement agreements with farmers) L-8b Work with County Cooperative Extension Service (CCES) to develop construction schedule that would avoid prime crop planting, growing, and harvesting seasons.	Proposed Segments A,E,K,O Alternative Segments B,F,G,H,I,W,X	CPUC	Ensure that CCES, Applicant, and farmers meet to develop adjusted construction schedule. Designate responsible party to monitor Applicant compliance with easement stipulation.	A detailed adjusted schedule for construction on cropland. Less than 20 percent of crop farmers contact the Applicant to complain about impacts to cropland during project construction and/or inadequate compensation for lost crops.	Develop schedule before project construction
Degradation of quality of residential uses resulting from permanent change in character of residential environment (Class I)	L-9 Design Proposed Project such that transmission line structures are not placed within 300 feet of existing residences. The separation distance between receptors and the centerline shall be maximized for receptors located less than 300 feet from the centerline.	Proposed Segments L,X Alternative Segment X-East	BLM CPUC	Review and approve the final plans for siting the transmission line structures.	Approved final plans for siting the transmission line structures.	During project final design; prior to permit issuance
Degradation of recreational experience for riders at Fort Sage OHV area (Class II)	L-10 Design Proposed Project to prevent placement of structures within or adjacent to motorcycle or ATV riding trails or roads.	Alternative Segment P (At Fort Sage OHV Area)	BLM CPUC	Review and approve the final plans for siting the transmission line structures.	Approved final plans for siting the transmission line structures.	During project design; prior to permit issuance
Degradation of recreational experience for users of Toiyabe National Forest (Class I)	L-11 Provide Toiyabe National Forest with compensatory land suitable for recreational uses.	Proposed Segment X, X-East,Y	CPUC USFS	Review and approve land acquisitions proposed by SPPCo.	Provision of sufficient recreational lands.	Review proposed acquisition before project construction
Degradation of State Wildlife Areas due to presence of line structures (Class II)	L-12 Provide CDFG with compensatory land contiguous to the Wildlife Areas to compensate for degraded areas.	Proposed Segment Q and Alternative Segment P (Doyle Wildlife Area) Proposed Segment W and Alternative Segment WCFG (Hallelujah Junction Wildlife Area)	BLM CPUC CDFG	Review and approve land acquisitions proposed by SPPCo.	Provision of sufficient contiguous wildlife areas.	Review proposed acquisition before project construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Cumulative disturbances during construction of the Proposed Project and other future projects in Modoc and Lassen Counties (Class II)	L-2 through L-4, above L-13 Coordinate with the proponents of other proposed projects within one mile of the ROW or substation sites to minimize cumulative construction impacts.	Wherever other projects are constructed within, adjacent to, or near the line ROW or substation sites in Modoc and Lassen Counties	BLM CPUC	Ensure that Applicant, proponents of other projects, and affected agencies meet to coordinate construction activities, utility disruptions, and road closures. Review memorandums regarding results of coordination meetings. Review and approve Construction, Operation, and Maintenance Plan.	Detailed memoranda regarding results of coordination meetings	Before project design and permitting
	L-14 Recommend that Counties establish a 300-foot minimum setback for any future occupied structures along the ROW. L-15 If construction of the Proposed Project is delayed, the Applicant shall coordinate with the U.S. Natural Resource Conservation Service (NRCS) so that construction of Proposed Segment X does not overlap construction of the Evans Creek Dam. The Lead Agency shall designate the party responsible for monitoring this measure, who shall ensure that the Applicant and NRCS coordinate construction activities and review memorandums regarding the results of coordination meetings.	Wherever other projects are constructed within, adjacent to, or near the line ROW or substation sites in Modoc, Lassen, and Sierra Counties	Counties	None required since implementation of this mitigation measure is subject to the discretion of the applicable counties.	Incorporation of setback requirements into local ordinances	Prior to development of future projects within proximity of the ROW
Permanent loss of a small portion of the driving range of the Arrowhead Golf Course due to the presence of line structures (Class III)	L-16 Design the Proposed Project such that the transmission line structures are placed outside or on the boundary of the driving range of the Arrowhead Golf Course.	Alternative Segment B (At driving range of Arrowhead Golf Course)	BLM CPUC	Review and approve the final plans for siting the transmission line structures.	Approved final plans for siting the transmission line structures.	Prior to permit issuance
Impeded movement of truck traffic to and from the Wendel Transfer Station (Class III)	T-1, below L-17 Notify the Lassen County Public Works Department of the schedule for constructing Alternative Segment M.	Alternative Segment M (On Wendel Road near the Wendel Transfer Station)	BLM CPUC	Review copy of mailed notice to Lassen County Public Works Department.	Timely and detailed notice.	Notice mailed at least 30 days prior to project construction near the Wendel Transfer Station

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
NOISE						
Impact on sensitive noise receptors (Class II)	N-1 Conduct construction activities between 7 a.m. and 7 p.m. (Monday through Saturday), or for a shorter period if so stipulated in the applicable noise ordinance.	All Proposed and Alternative Segments	BLM CPUC USFS	Applicant/ construction contractor shall include the schedule in all construction plans.	Periodic inspections; no complaints received	Develop schedule prior to construction; monitor complaints
	N-2 Maintain proper mufflers on all internal combustion and vehicles engines used in construction to reduce noise to the maximum feasible extent.		BLM CPUC County Public Works Depts. USFS	Periodic checks of equipment and its operation, or use of noise measurements	Logs of inspections, findings, repairs, and reinspections, showing compliance	Modify equipment prior to construction; inspect during construction
	N-3 Notify by mail sensitive receptors potentially subject to construction noise impact.			Document and review all mailings, calls, and correspondence received. Check against list of expected sensitive receptors.	Periodic check of Applicant's logs, showing effective communication and consideration for the public	Provide 10-day prior notice to receptors to be impacted by construction activities
PUBLIC SAFETY AND HEALTH						
Potential for induced currents and voltages on conducting objects that are not properly grounded and are located near the proposed 345 kV and 230 kV transmission lines (Class II)	P-1 In order to reduce the potential for induced currents and voltages, identify objects that have the potential for induced voltages and work with the affected parties to determine proper grounding procedures. Notify property owners of date line is to be energized, name and phone number of Applicant contact person, and guidelines for future activities within ROW.	All Proposed and Alternative Segments	BLM CPUC	Ensure that Applicant has identified potential current-inducing objects and that proper grounding procedures are formulated.	All objects located within the ROW are properly grounded.	30 days prior to energizing line
Potential for public safety hazards and accidents, such as shock hazard, fuel ignition, and fire hazard (Class II)	P-2 In order to minimize the potential for public safety hazards and accidents, the Applicant will incorporate CPUC General Order 95 and National Electric Safety Code requirements into Project Design and Construction Plans.	All Proposed and Alternative Segments	BLM CPUC	Verify incorporation of CPUC GO95 and NESC requirements into project design and construction plans. Verify compliance with CPUC General Order 95 and NESC requirements.	Ensure that CPUC GO95 and National Electric Safety Code (NESC) requirements are incorporated into project design and construction plans. Confirm compliance with CPUC GO95 and NESC requirements.	Incorporate codes during design process; verify compliance after construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
	P-3 In order to minimize the potential for public safety hazards and accidents, prepare a Fire Prevention and Suppression Plan acceptable to the BLM, USFS, and Counties. At a minimum, the Plan should meet the guidelines set forth in the State of California, Department of Forestry, Industrial Operations Fire Prevention Guide and be consistent with the approved Tuscarora Natural Gas Pipeline Project Fire Contingency Plan. In addition, the plan must include procedures for de-energizing the line in the case of fire.	All Proposed and Alternative Segments	BLM CPUC CDF Counties USFS	Ensure preparation of adequate Fire Prevention and Suppression Plan (FPSP). During construction, conduct weekly site inspections to verify compliance with FPSP.	Ensure preparation of, and adherence to, Fire Prevention and Suppression Plan.	Prepare Plan during design & review process (prior to construction); ensure adherence to Plan during construction
	P-4 In order to minimize the potential for public safety hazards and accidents, equipment vehicles, gas-powered equipment and flues with Lead USFS-approved spark arresters.	All Proposed and Alternative Segments	BLM CPUC USFS CDF	Conduct regular site inspection to verify use of USFS-approved spark arresters.	Ensure use of USFS-approved spark arresters.	Equip vehicles prior to construction; monitor during construction and maintenance
	P-5 In order to minimize the potential for public safety hazards and accidents, maintain both a fire watch and fire fighting equipment at locations specified.			Conduct weekly site inspection to verify maintenance of fire watch and availability of fire fighting equipment.	Verification that fire watch is maintained and fire fighting equipment is available.	During construction
	P-6 In order to minimize the potential for public safety hazards and accidents, fire fighting equipment and operators are to be made available for fighting fires in the vicinity of the Project.	All Proposed and Alternative Segments	BLM CPUC USFS CDF	Conduct weekly site inspection to verify maintenance of fire watch and availability of fire fighting equipment.	Verification that fire watch is maintained and fire fighting equipment is available.	During construction
	P-7 In order to minimize the potential for public safety hazards and accidents, during conditions of extreme fire danger when fire restrictions are in effect, limit or suspend construction and maintenance, unless Applicant obtains a hazardous fire condition special use permit.	All Proposed and Alternative Segments	BLM CPUC USFS CDF	Suspend construction and/or maintenance during extreme fire hazard.	Verify compliance with order through periodic site inspections.	During construction and maintenance
Excess generation of waste and/or consumption of energy (Class III)	**P-8** To enhance waste minimization and energy conservation, prepare a Waste Minimization and Energy Conservation Plan.	All Proposed and Alternative Segments	BLM CPUC USFS	Review, approve, and monitor Waste Minimization and Energy Conservation Plan.		Prepare Plan prior to construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timin
SOCIOECONOMICS AND PUBLIC SERVICES						
Property values could be adversely affected by the Proposed Project (Class II)	S-1 Avoid proximity to neighboring residential parcels; relocate structures, reduce structure heights, provide screening.	Those locations on Proposed and Alternative Segments subject to a Class I land use or visual impact	BLM CPUC	Review design of project structure locations, heights, and screening	Minimum number of properties incur reduced property value.	During and after construction
Fires could be caused during construction (Class II)	S-2 Fire Prevention and Suppression Plan (see P-3, above) shall include measures addressing safety/training, response strategy, interagency coordination.	All Proposed and Alternative Segments	BLM CPUC Local fire departments USFS	During Project Design Review process, ensure preparation of adequate Fire Prevention and Suppression Plan (FPSP). During construction, conduct weekly site inspections to verify compliance with FPSP.	Ensure preparation of, and adherence to, Fire Prevention and Suppression Plan.	Develop plan during design review process; monitor during construction
TRANSPORTATION AND TRAFFIC						
Increased accident risk for motorists, pedestrians, and bicyclists during construction (Class II)	T-1 Prepare, obtain approval for, and implement detailed Transportation Management Plans.	All Proposed and Alternative Segments	BLM CPUC County Sheriff State Highway Patrol Transportation Agencies	Review and approve Transportation Management Plan	Increased accident rates, risk exposure, or congestion, as determined by affected public agencies.	Prepare and obtain approval for Plan prior to construction; implement during construction
Roadway blockages and traffic congestion during construction (Class II)	T-2 Avoid lane closures or blockages where possible, minimize duration of closures, provide detours, and avoid peak period lane closures.	All Proposed and Alternative Segments	CPUC BLM County Sheriff State Highway Patrol Transportation Agencies	Review and approve Transportation Management Plan, and conformance to all required conditions.	Level of additional congestion, delay, or inconvenience caused by construction activities, as determined by affected public agencies.	Prior to and during construction
Blocked access to properties adjacent to construction zone (Class II)	T-3 Advance notification to property owners and tenants who would have restricted access during construction. Provide alternative access if feasible.	All Proposed and Alternative Segments	CPUC BLM County Sheriff State Highway Patrol Transportation Agencies	Verify notification and coordination efforts with all affected owners and tenants.	If access and parking needs of the adjacent land uses are met.	Provide notice 72 hours prior to construction; provide alternative access during construction
Obstructed pedestrian or bicycle routes and reduced safety during construction (Class II)	T-4 Provide alternative pedestrian/bicycle routes where blockages occur and use appropriate signs/markings.	All Proposed and Alternative Segments	CPUC BLM County Sheriff State Highway Patrol Transportation Agencies	Verify coordination with affected public agencies and preparation of detour signing and plans.	Construction activities do not block or unreasonably impair pedestrian or bicycle movements or safety.	Prior to and during construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Restricted access for emergency response units during construction (Class II)	T-5 Advance notification and coordination with emergency service providers. Remain prepared to immediately provide emergency access for any property isolated by construction activities.	All Proposed and Alternative Segments	BLM CPUC County Sheriff State Highway Patrol Transportation Agencies	Verify notifications and coordination with emergency service providers; verify capability to provide immediate access across construction zone.	Construction activities do not preclude access to emergency vehicles.	Provide notice [illegible] prior to constru[illegible] maintain access [illegible] during construction
Increased traffic volumes generated by construction activity (Class III)	T-6 Use approved staging areas and shuttle employees to work site in crew trucks or buses. Sufficient off-street parking for contractor and private vehicles shall be provided at staging areas.	All Proposed and Alternative Segments	BLM CPUC Affected Jurisdictions	Verify receipt of approval for staging areas and provision of shuttles to the work zone.	Unacceptable traffic congestion or impacts on public street, as determined by affected jurisdictions.	Develop staging areas and shuttle plans prior to construction; monitor during construction
Increased parking demand for vehicles and equipment during construction and temporary loss of existing parking spaces (Class III)	T-7 Provide off street parking for construction vehicles and equipment. Post advance signs and notify nearby businesses/residents and public agencies if spaces will be displaced. Provide alternative spaces if needed.	All Proposed and Alternative Segments	BLM CPUC Affected Jurisdictions	Verify provision of signage at locations where public parking spaces would be displaced.	No parking hardships are created for nearby residents/businesses.	Coordinate schedules prior to construction
Possible encroachment and safety conflicts with rail operations during construction (Class III)	T-8 Coordinate construction activity with railroads and arrange to have railroad representatives on site while working within active rail ROW.	All Proposed and Alternative Segments where construction is in railroad ROW	BLM CPUC	Verify coordination with railroad companies and demonstrated compliance with railroad and CPUC safety procedures.	Rail operations are maintained without disruption or decreased safety for trains or workers.	Coordinate schedules prior to and during construction
Interference with navigable airspace and decreased safety for aviation activities during construction and operation (Class II)	T-9 Design and construct the structures and wires so that no object will penetrate the navigable airspace around a public or military airport, as defined by the FAA. T-10 Notify the Western-Pacific Region of the FAA if any feature of the project will exceed an obstruction standard or encroach upon navigable airspace, as defined by the FAA. Use high-visibility markings and lighting to improve visibility to pilots, as directed by the FAA. T-11 Position structures at locations that would prohibit wires from extending more than 200 feet above the ground, where feasible.	Proposed Segments C,E,K,O,Q,X Alternative Segment B	BLM CPUC Federal Aviation Administration (FAA).	Verify notification of FAA of temporary or permanent features exceeding obstruction standards or encroaching upon navigable airspace. Notification shall be made on FAA Form 7460-1, "Notice of Proposed Construction or Alteration."	FAA finds that an encroachment is acceptable and that the appropriate markings and lighting features are installed to the satisfaction of FAA.	Finalize design prior to permit issuance. Lighting and markings to be installed during construction & maintained for the life of the project.

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
An accident or structural failure could potentially result in blockages of highways and/or rail facilities (Class I)	T-12 Prepare an Emergency Response Plan which addresses disruptions to the transportation system in case of a major accident or failure. Maintain constant readiness to implement plan if necessary.	All Proposed and Alternative Segments	BLM CPUC Local law enforcement agencies CHP, NHP Caltrans, NDOT, local public works depts., and fire depts.	Review plan; verify preparedness on an annual basis.	Plan is deemed acceptable and would be effective in the event of an accident.	Plan shall be prepared prior to operation, then updated and tested annually for the life of the project.
Cumulative impact of simultaneous construction projects (Class II)	T-13 Maintain coordination with agencies responsible for encroachment permits on each affected roadway and with utility companies.	All Proposed and Alternative Segments	BLM CPUC Affected local jurisdictions	Responsible agencies coordinate regarding timing of project construction and road closures	Roadway closures have minimal effect on local or regional transportation systems	Coordinate schedules before and during construction
VISUAL RESOURCES						
Short-term visual impact due to construction activities (Class III)	V-1 In order to reduce the short-term visual impact due to construction activities, store construction materials and excavated materials away from highly visible route segments along US 395 and State Route 299.	All Proposed and Alternative Segments	BLM CPUC Local jurisdictions	Lead Agency-approved Monitor conducts weekly site inspections during Project Construction to confirm adherence to contract specifications regarding storage of construction materials.	Ensure that construction materials and excavated soils are minimally visible from adjacent travel corridors.	During project construction
	V-2 In order to reduce the short-term visual impact due to construction activities, confine construction activities and materials storage to within substation sites, staging areas, designated access roads, and specified areas within the transmission line ROW and require full cleanup of all construction sites, ROW, and adjacent lands.	All Proposed and Alternative Segments	BLM CPUC Local jurisdictions USFS	Lead Agency-approved Monitor conducts weekly site inspections during Project construction to confirm adherence to contract specifications regarding confinement of construction activities and storage of construction materials.	Ensure that construction activities and material storage are confined within substation sites, staging areas and ROW.	During and after project construction
	V-3 In order to reduce the short-term visual impact due to construction activities, prohibit the construction of access or spur roads for transmission line construction in highly scenic areas or areas of known public concern, if such activities result in strong levels of visual contrast.	All Proposed and Alternative Segments	BLM CPUC USFS Local jurisdictions	BLM and USFS identify prohibited areas and incorporate into Construction Operation & Maintenance Plan approval process prior to construction. Compliance to be monitored weekly by a Lead Agency-approved monitor.	Ensure that access or spur roads do not encroach upon designated prohibited areas.	Prohibited area identification prior to permit issuance; avoidance of prohibited areas during construction

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
	V-4 In order to reduce the short-term visual impact due to construction activities, whenever possible, construct access or spur roads at appropriate angles from the originating, primary travel facilities to minimize extended, in-line views of newly graded terrain.	All Proposed and Alternative Segments	BLM CPUC USFS Local jurisdictions	BLM and USFS to review design of access and spur roads for appropriate alignments during Construction Operation & Maintenance Plan review and approval process, prior to construction. Compliance with construction plan specifications to be monitored weekly by Lead Agency-approved monitor.	Ensure that views of newly graded terrain are minimally visible from primary and/or adjacent travel corridors.	Design review prior to permit issuance; monitoring during construction
Excessive visual access to Alturas Substation and transmission line structures resulting from the clearing of juniper adjacent to Crowder Flat Road as part of access road construction (Class II)	V-2 and V-4, above V-5 In order to minimize the visual access to the Alturas Substation site, limit structure heights to 70 feet between Milepost MP-1 and Angle Point HSØ1 and maintain a sufficient density of juniper between the proposed substation site and Crowder Flat Road immediately west of the substation site.	Milepost MP-1 to Angle Point HSØ1 and proposed Alturas Substation (Crowder Flat Road, immediately adjacent to Proposed Segment A)	BLM CPUC USFS	Review and approve structure design for 70-foot height limitation prior to permit issuance. Monitor adherence to the approved structure design. Determine juniper density requirements and incorporate into project construction plans prior to site preparation. Monitor compliance weekly during site preparation and construction.	Ensure that structures are limited to 70-foot maximum height between milepost MP-1 and Angle Point HSØ1. Ensure that visual access to Alturas Substation and Proposed Segment A are minimally visible from that portion of Crowder Flat Road immediately adjacent to the substation.	Tower design review prior to permit issuance; monitoring during construction. Juniper density requirements determined prior to construction; monitoring during construction
Excessive visual access to Alturas Substation as viewed along substation access road from Crowder Flat Road (Class II)	V-6 Construct the Alturas Substation access road with appropriate angles and curves to prevent a direct line of sight to the substation from the intersection with Crowder Flat Road. No juniper shall be removed adjacent to Crowder Flat Road.	Proposed Alturas Substation site	BLM CPUC USFS	Review access road design, including appropriate angles and curves, prior to permit issuance. Monitor adherence to the approved plans weekly.	Ensure that direct line-of-sight views to Alturas Substation are not available to motorists on Crowder Flat Road.	Design review prior to permit issuance; monitoring during construction
Potential to view light and glare from night-time illumination of Alturas Substation, Border Town Substation, and the Alternative Alturas Substation (Class II)	V-7 Ensure that all lighting structures for night-time illumination of the substation are fitted with appropriate lamp shields to minimize light scatter and glare outside the substation sites.	Proposed and Alternative Substation sites	BLM CPUC OSHA	Review and approve lamp shield design as part of the construction plan submittal process. Monitor adherence to the approved lamp shield design will be determined.	Ensure that excessive light and glare are not visible to motorists on Crowder Flat Road (Alturas Substation); the Upper Long Valley access roads (Border Town Substation); or motorists on State Route 299, Mill Street and Fourth Street, or nearby residents (Alternative Alturas Substation).	Design review prior to construction; Night-time inspection following Substation construction completion

Impact	Mitigation Measures	Location (Segment)	Responsible Agency[1]	Monitoring/ Reporting Action	Effectiveness Criteria	Timing
Structure skylining would occur for that portion of Proposed Segment A crossing the upper end of Daggert Canyon and the plateau in the vicinity of Angle Points ANPØ2-AØ3+ (Class III)	V-8 Reduce structure heights to the maximum extent feasible to lessen the skylining effect created by the transmission line structures as the route crosses upper Daggert Canyon and the plateau south of Angle Point AØ3+.	Proposed Segment ANPØ2-AØ3+	BLM CPUC USFS	Review and approve structure designs prior to permit issuance. Monitor adherence to the approved structure design.	Ensure that skylining of Proposed Segment ANPØ2-AØ3+ is minimized as viewed from Crowder Flat Road, State Route 299, and North Alturas.	Design review prior to permit issuance
Proposed Route Segment O would encroach into Skedaddle Wilderness Study Area and be inconsistent with WSA applicable BLM VRM Class I management objectives (Class II)	V-9 Relocate Angle Point OØ1 further south in order to avoid encroachment into the Skedaddle WSA.	Route Segment O in the vicinity of Angle Point OØ1	BLM CPUC	During the EIR/S and project review and approval process, approve an acceptable relocation of Angle Point OØ1	Ensure that Proposed Segment O does not encroach into the Skedaddle WSA.	During project review and approval process
Long-term visual impact due to presence of Border Town Substation (Class I)	V-10 Prepare and implement a Landscaping Plan for the Border Town Substation.	Border Town Substation	BLM CPUC	Review and approve Landscaping Plan. Monitor adherence to Plan requirements.	Renderings of expected results shall be provided for each sensitive viewshed.	Final Landscaping Plan to be approved prior to substation construction

[1] **Agency Acronyms**

BLM	Bureau of Land Management
CPUC	California Public Utilities Commission
APCD	Air Pollution Control District
CCES	County Cooperative Extension Service
CDFG	California Department of Fish and Game
CDF	California Department of Forestry
CDWR	California Department of Water Resources
CDMG	California Division of Mines and Geology
CHP	California Highway Patrol
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Administration
OSHA	Occupational Safety and Health Administration
NBMG	Nevada Bureau of Mines and Geology
NHP	Nevada Highway Patrol
NDOT	Nevada Department of Transportation
SHPO	State Historic Preservation Officer
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USFS	U.S. Forest Service (Modoc and/or Toiyabe National Forest implied, depending on location of impact)

+ Indicates a starting or ending point beyond the referenced Angle Point.

EXHIBIT D

STATEMENT OF OVERRIDING CONSIDERATIONS

The State Lands Commission adopts this Statement of Overriding Considerations with respect to the impacts identified in the Final EIR/EIS that cannot be reduced, with mitigation, to a level of insignificance. As shown in the document issued by the California Public Utilities Commission, the Lead Agency under CEQA, when certifying the EIR/EIS, significant visual impacts remain a part of the project even after all mitigations are applied.

The State Lands Commission finds that all practical measures have been incorporated into the project to reduce the impacts of construction and operation of this electric transmission line. The only alternatives that would eliminate the visual impacts are to construct the line underground or to not construct the line at all. The CPUC, in its findings, states that, "taking into account the vastly greater economic costs of placing the project underground, it is not feasible to successfully construct the project by that means". The CPUC findings also state that the cooling systems and other special design requirements of placing the line underground pose higher environmental risks than conventional construction.

Based on the above discussion, the State Lands Commission agrees with the findings of the CPUC, and finds that the benefits of the proposed program outweigh the unavoidable adverse impacts, and considers such impacts acceptable.