May 01, 2009

032009BUT0005
20-70-99/PM VAR
PG&E Pease-Marysville 60kV Transmission Line
SCH# 2009042018

Mr. Christopher Huitt
California State Lands Commission
100 Howe Ave, Suite 100 South
Sacramento CA 95825

Mr. Huitt,

Thank you for the opportunity to review and comment on the Mitigated Negative Declaration for the proposed PG&E Pease-Marysville 60kV Transmission Line. Caltrans has the following comments in regard to this project.

Future Projects

PG&E should be aware of the following projects to avoid potential for utility relocation.

- Future Interchange at Pease Road and State Route 99
- Traffic Signal at Pease Road and East Onstott Road

Design

Design exceptions will be required from Caltrans Headquarters for any proposed utilities within Caltrans access controlled right-of-way. State Route 20, 70 and 99 are all access controlled at the proposed locations.

Encroachment Permit

All work proposed and performed within the State right-of-way, including any new poles erected, must be in accordance with Caltrans’ standards and require a Caltrans Encroachment Permit prior to commencing construction, surveying or other activities in the right-of-way. For more information on encroachment permits, the requirements, and

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If you have questions or need additional information, please contact Sarah (Sadie) Smith at (530) 741-4004 or e-mail at sarah_smith@dot.ca.gov.

Sincerely,

 SUKHVINDER (SUE) TAKHAR, Chief
Office of Transportation Planning – North
Response to Comment Letter B
California Department of Transportation, District 3
May 1, 2009

B-1 Comment acknowledged. The applicant (PG&E) was notified on May 13, 2009, of these pending roadway improvement projects to ensure that proper construction coordination occurs. The applicant has confirmed that they will work with Caltrans staff to coordinate construction timing. Further, it should be noted that Mitigation Measure TRA-4a (page 3.3.15-8 of the MND) requires the applicant to coordinate with the California Highway Patrol and/or the local law enforcement agency to temporarily stop traffic on each roadway during transmission line stringing. These agencies are familiar with ongoing and/or pending roadway improvements conducted by Caltrans. Coordination with these authorities will, therefore, provide a means for coordination to ensure safe construction conditions.

B-2 Comment acknowledged. CSLC acknowledges that an encroachment permit for work within Caltrans’ right-of-way may be required. CSLC has, therefore, added the following text to Section 1.4, Permits, Approvals and Regulatory Requirements (page 1-4 of the MND):

Encroachment Permit, for work within public right-of-way – Caltrans.

B-3 Comment acknowledged (see response B-2).