

## How will landscaping be impacted in the median of Lafayette Street?

- Landscaping will be maintained to the extent possible. The Project has been designed to minimize tree removals. See Arborist Report, Appendix D, for more information on trees along the route.

## How would underbuilds work, where existing circuits exist? Do all the poles need to be 125 ft. if there are no existing circuits?

- The poles are constructed to be able to hold a 230 kV circuit, so poles would not need to be replaced if the circuit was upgraded in the future. The taller poles are also helpful to reduce visual impacts at eye level, and EMF levels.

## What will be the height of each pole? How many wires will run on each pole at 115 kV and at 230 kV? Would there ever be expansion past 230kV?

- The height of each pole varies, typical heights range between 85 and 135 feet, subject to final design.
- At installation, new structures (that are not replacing existing structures) would have 1 shield wire and 6 conductor wires for a single 115 kV circuit. Where existing structures are being replaced, all existing wires would be transferred to the new structure in addition to the new wires described above. At the initial installation all new structures would only have a single 115 kV circuit installed. These new structures would be designed so that the proposed 115 kV circuit could be energized at 230 kV at some point in the future and so that each new structure could support one additional circuit below the proposed 115 kV circuit. Each new structure could then support up to 13 wires including 1 shield wire, 6 conductor wires for the upper circuit, and 6 conductor wires for the lower circuit.
- There are no provisions included in the proposed design to add a third circuit or increase the operating voltage beyond 230 kV.

## What is the weight of each pole?

- The structure weights will vary with the loads applied to the structure and the required structure heights. To give a rough range of weights, lightly loaded structures could weigh approximately 10,000 lbs. while heavily loaded structures could weigh approximately 30,000 lbs.

## How do you weigh schedule vs. resident concerns with the Overhead line?

- CEQA analyzes the physical impacts of the Project, but it also requires public involvement, which includes residential concerns.
- CEQA requires that we analyze how well the Proposed Project would meet the objectives of the Project. For this Project, one of the objectives is to increase SVP's system capacity to serve new load growth projected based on the forecasted growth within the City of Santa Clara over the next several years (IS/MND Section 4.10, Project Objectives)

## Does the environmental report include EMF levels on Lafayette Street and the residential neighborhoods? What consideration was given to impact on residents who live within 50-75 feet of the Project? Can you share the data?

- Yes. The EMF report (Appendix G of the IS/MND), provides estimated EMF levels along the entire Project route, for 60 feet in either direction of the line.
- The EMF report was created to disclose the EMF levels within this range. There is no scientific consensus on EMF.

## Was there an underground feasibility report study done for Route C?

- No. Feasibility of the Project was analyzed through a technical perspective and a permitting perspective, and it was determined to be infeasible in the preliminary stage.
- Due to proximity to San Tomas Aquino Creek, there are concerns related to physical space available for the line due to: presence of other existing lines that could preclude underbuilds, significant permitting challenges with Valley

Water, proximity to residents, and significantly greater length of line and time to construct, all of which contributed to initial prohibitive costs.

**It seems like timing has been a major consideration in rejecting route C option which is not in a residential area. What are the limitations of time in this case? Can you expedite permitting with Valley Water?**

- Timing was not the only consideration in rejecting Route C. Limitations include difficulties in building on the levy/edges of a creek, the significant increase in length of this Route, and the proximity to residential areas.
- Permitting cannot be expedited with Valley Water.

**Is the presence of the railway track adjacent to these lines posing a possible additional accident threat taken into consideration?**

- While citing a transmission line directly adjacent and parallel to a railway track, the effects of inductive interference on the rail system must be evaluated to ensure that the railroad signaling system is not degraded by the new transmission line. This effect is largely limited to close ranges when the railroad and transmission line share the same right of way. It is considered good practice, and generally results in fewer impacts to place utilities along other rights-of-ways. Section 5.9 Hazards and Hazardous Materials, and 5.17 Traffic and Transportation include discussions of safety regarding hazards and traffic.

**In case of severe weather with a chance of power lines down, what are the emergency safety plans to protect residents so close to the lines?**

- Section 5.9, Hazards, explains the Emergency Operations Plan (EOP) adopted by the City of Santa Clara, which establishes responsibilities and procedures for addressing potential emergencies, which conforms to Federal requirements mandated by the U.S. Department of Homeland Security, the California State Emergency Plan, and coordinates with the State's Standardized Emergency Management System (SEMS).
- The proposed Project would adhere to National Electrical Safety Code (NESC) and California Public Utilities Commission (CPUC) General Order 95, which define separation of structures from adjacent buildings or other utility facilities.

**Is there a reason why power lines cannot be placed on the side of Lafayette closer to the rail lines, rather than in the median which is much closer to residents?**

- The rail lines are within a right of way owned by Union Pacific Railroad, which excludes development from other entities except for the owner. Preliminary project engineering and design has determined that placing the line directly adjacent to the UPRR right of way is not feasible, due to lack of space.

**What would the construction schedule impacting Lafayette Street look like? Would there be any closures?**

- For overhead construction, there would be construction occurring at each location for a period of approximately 5 days, over a 30-day period. For underground construction, this construction could take approximately 14 days or more over the same period.
- Both overhead and underground construction may cause short-term intermittent road closures, however, the underground construction activities would be longer in duration, and may result in more road closures due to more intensive construction activities and ground disturbance.

**Have there been other projects as part of the transmission line expansions that will require similar capacity, height, and proximity to residential neighborhoods?**

- Yes, there are several poles in the City of Santa Clara that are similar in height. See the slide below which was added to the presentation as a response to this question.

