LODI CITY COUNCIL

Carnegie Forum

305 West Pine Street, Lodi

"SHIRTSLEEVE" SESSION

Date: November 25, 2008

Time: 7:00 a.m.

For information regarding this Agenda please contact:

Randi Johl

City Clerk

Telephone: (209) 333-6702

NOTE: All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the City Clerk, located at 221 W. Pine Street, Lodi, and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the City Clerk's Office as soon as possible and at least 24 hours prior to the meeting date.

Informal Informational Meeting

A. Roll Call by City Clerk

B. Topic(s)

B-1 West 60kV Power Line Project – Preferred Alternative Routing Study (EUD)

C. Comments by Public on Non-Agenda Items

D. Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

_____

Randi Johl
City Clerk

AGENDA ITEM B-01

CITY OF LODI
COUNCIL COMMUNICATION

TM

AGENDA TITLE: **West 60KV Power Line Project -- Preferred Alternative Routing Study**

MEETING DATE: **November 25, 2008**

PREPARED BY: **Electric Utility Director**

RECOMMENDED ACTION: Receive a presentation by the Electric Utility Department conveying the results of a recent study of the previously identified "preferred routing" alternative for the West 60KV Power Line Project

BACKGROUND INFORMATION: On June 20, 2007, the City Council awarded a contract to Auriga Corporation (Auriga) of Milpitas, California to provide conceptual routing and siting evaluation, alternative and right-of-way analyses, issue identification, cost/benefit studies, and other related recommendations for a potential transmission line from west Lodi to the vicinity of the City's White Slough Water Treatment Facility near I-5. A variety of alternative routes were analyzed by Auriga who submitted the final report in January 30, 2008.

Staff reviewed the final report and evaluated the seven (7) transmission alternative routes as presented by Auriga. Both Auriga and the Electric Utility Department (EUD) recommended Alternative 7 as the preferred alternative. Background on this report and the Preferred Alternative was presented to the City Council on February 5, 2008 during a Shirtsleeve Session. Attached to this Council Communication is a detailed description of Alternative 7. This is not the same route that the Council previously considered for a transmission line along Highway 12. The recommended route generally runs from the White Slough Water Treatment Plant across I-5 south of Flag City, north of Kingdon Airport and along Harney lane to the westside of the Southwest Gateway Project.

On March 5, 2008, the City Council awarded a second contract to Auriga to further study the feasibility of constructing Alternative 7. Tasks included communicating/negotiating/interfacing with property owners, other utilities, state and county agencies, permitting authorities and other key stakeholders. Auriga completed this work and documented their findings in a report provided to EUD in mid-September 2008. (Report attached.)

The report concludes that Alternative 7 remains the recommended "Preferred Alternative". No fatal flaws or obstructions were identified that would prevent a power line from being built along this route. A new power line along Alternative 7 would improve electric reliability, be least cost, and likely have minimal environmental impacts. All required permits, agreements and land rights can be obtained from involved agencies and property owners.

The next step is to obtain a City Council resolution to proceed with a power line "Project" routed along Alternative 7. If affirmative direction is received, work can begin to comply with the California Environmental Quality Act (CEQA) and to undertake detailed engineering of the project with a goal of constructing a project to be operational no later than the 2011-2012 timeframe.

George F. Morrow
Electric Utility Director

APPROVED: _____
Blair King, City Manager

Proposed "Preferred Alternative" Line Route Description

Line Section 1

1.1. Start at the line's easternmost interconnection point, Westside Substation, located on the southeast corner of Kettleman Lane and Westside Drive.

1.2. The 60kV line leaves Westside Substation and proceeds west 1,000 feet on the south side of Kettleman Lane to a private road.

1.3. The line turns south on a private road and continues 4,800' to Harney Lane.

Line Section 2

2.1 The line turns west on the north side of Harney Lane and continues 12,000' to DeVries Road.

2.2 The line then turns south on the west side of DeVries Road for 1,300' to Tredway Road.

2.3 The line heads west on the north side of Tredway Road for 5,300' to Ray Rd.

Line Section 3

3.1 Then the line turns south onto private property for 4,000' between Tredway Road and North Thornton Avenue.

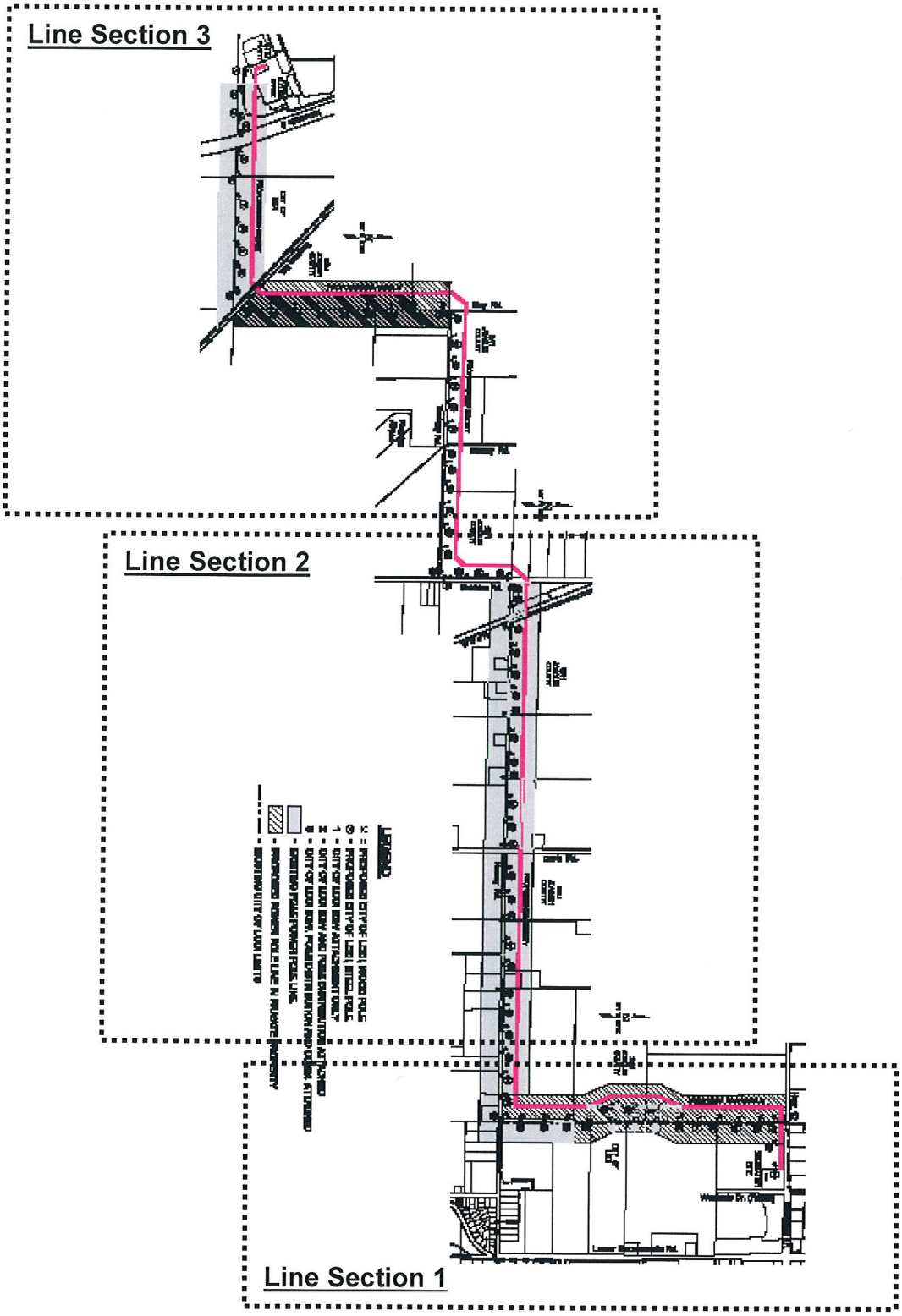
3.2 The line then crosses North Thornton Road and continues west on City of Lodi property for 2,000'.

3.3 The line crosses Interstate 5 in the same location as an existing PG&E 12kV Distribution line crossing.

Then, the line continues west on City of Lodi property for 1,300' to the NCPA STIG #2 Substation near White Slough.

***Note**: Specific line lengths and pole locations are preliminary and are subject to change.*

Proposed "Preferred Alternative" Line Route Map



City of Lodi
Electric Utility Department

FINAL REPORT

on the

LODI WEST 60kV POWER LINE PREFERRED ALTERNATIVE LINE ROUTE STUDY

September 15, 2008

Report Prepared by Auriga Corporation
Principal Investigator, Robert Streich

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Executive Summary

As a result of previous study findings, the City of Lodi's Electric Utility Department (EUD) has determined that significant reliability improvements and economic benefits would be achieved if a power line was constructed between the White Slough area and the proposed Westside Substation at Kettleman Lane and Lower Sacramento Road in the City of Lodi.

The objective of this study was to explore the specific permitting requirements and land right acquisitions that would be required on line route Alternative #7 of the 2007 study performed by Auriga Corporation. That route had been found to be superior to all other routes that had been previously explored during past studies. The goal of this study was to determine if that route could become the "Preferred Alternative" of a proposed power line project.

Study activities included meeting with Pacific Gas & Electric, the Federal Aviation Administration, San Joaquin County, City of Lodi Community Development, Cal Trans, and the private property owners that rights of way would be needed. The goal of each meeting was to establish open lines of communication, discuss the electric utility department's plans, verify the permitting requirements of constructing a power line, and get their overall feedback on the proposed project.

All of the tasks and deliverables planned for this study were successfully completed. The positive, open lines of communication that were established with the federal, state, and regional agencies and private property owners during this study will prove to be invaluable during the development of a project. The feedback received from the key stakeholders assisted the Study team in modifying the project plans in order to fit the specific rules and regulations.

The Study team has determined that previous study's Alternative #7 is still the recommended "Preferred Alternative" line route between the White Slough area and the City of Lodi's proposed Westside Substation. The study reaffirmed that Alternative #7 will improve electric system reliability, it is the least cost line route, the minimal environmental impacts can be mitigated, and all of the required permits, agreements and land rights can be acquired from the agencies and property owners.

1 Introduction

1.1 Study Objective

In 2007, the City of Lodi (City), through its Electric Utility Department (EUD), completed a study to research the routing options, the potential impacts, and the mitigation required to permit and construct a 60kV electric power line from the White Slough area adjacent to Interstate 5 to the proposed Westside Substation near Kettleman Lane and Lower Sacramento Road. The study was performed by Robert Streich, Principal Investigator for Auriga Corporation.

The EUD presented the results of that study to the City of Lodi City Council at a Shirtsleeve Session on February 5, 2008, sharing the needs, various route alternatives, and the benefits and risks surrounding the proposed project.

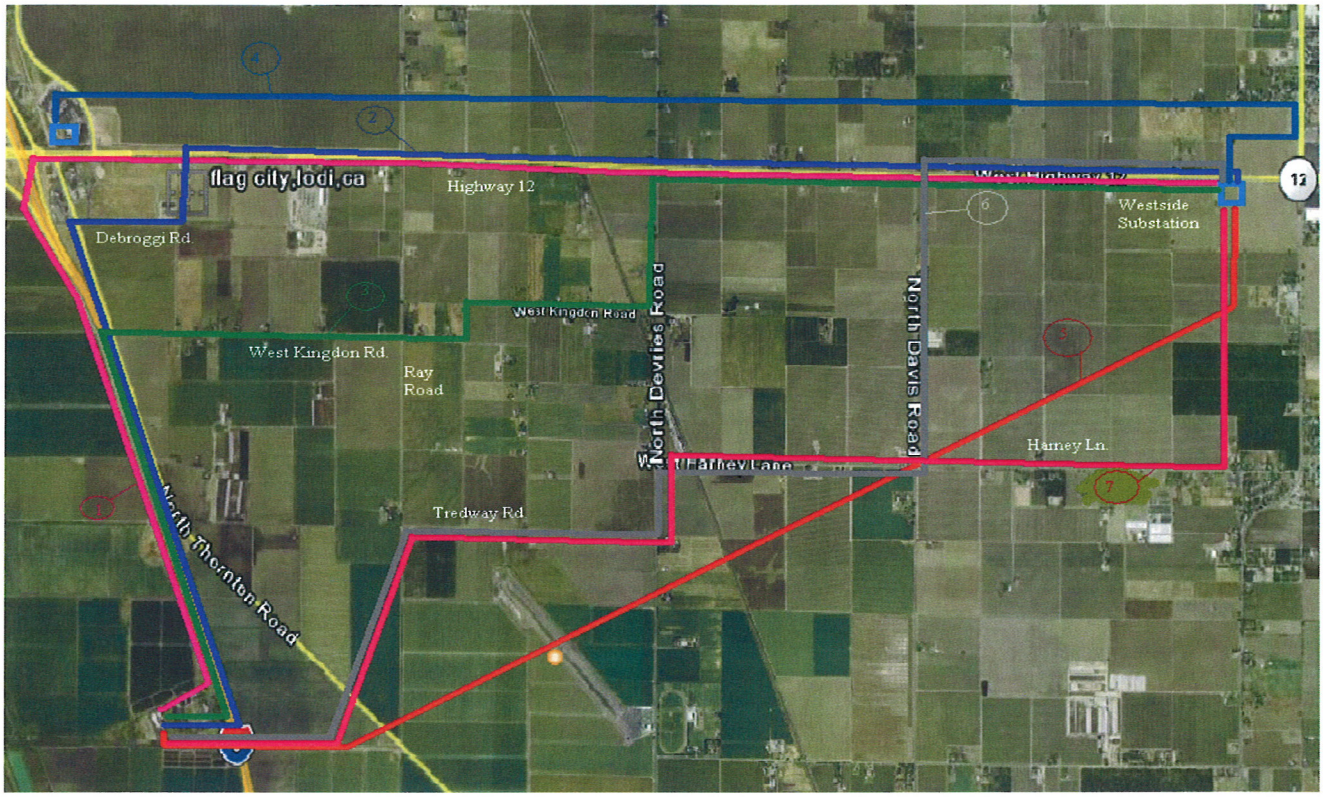


Figure 1: Line Route Alternatives Identified during 2007 Study

1.1 Study Objective (continued)

The objective of this study was to focus exclusively on the 2007 Study's Line Route Alternative #7. That route was believed to be superior to all other routes and potentially becoming the "Preferred Alternative" of a proposed project.

Activities included the exploration of the specific permitting and land rights that the proposed "Preferred Alternative" route would require. Then, meet with each of those key stakeholder agencies and land owners to establish open lines of communication, discuss the City's plans, and get their feedback on the plans.

The feedback received during the key stakeholder meetings will be used to modify the plans prior to the EUD staff presenting any project requests to the City of Lodi City Council.

1.2 Study Scope of Services

Item	Description	Deliverable
1	Prepare presentations and supporting documents that will be used to communicate the project description.	Customized presentations that will fit the specific agency or property owner.
2	Meet with the 4-5 land owners that right of ways may be needed. Share the proposed plans, preliminary design and placement of facilities.	Includes discussions on the typical process for a municipality acquiring land rights from a private land owner.
3	Present the City's project plans to PG&E. Negotiate the role each will play and their scope of work on the power project.	Acquire a written confirmation of the role and scope of work each organization will have.
4	Present the City's project plans to the Airport Commission. Reach agreement on the proper placement of facilities that are in the Airport's jurisdiction.	Reach an agreement of the permit terms and requirements.
5	Present the City's project plans to the San Joaquin County Permit Center.	Acquire a written agreement of the permit terms and requirements.
6	Present the City's project plans to CalTrans for any lines in their jurisdiction.	Acquire agreement of the permit terms and requirements.

Scoping Session meetings were held with federal, state, and regional government agencies, local utilities, and the four private property owners that land rights may be needed if a project is pursued. The major factors that were discussed with each key stakeholder were technical, environmental, land rights, and project roles and responsibilities.

Feedback from these key stakeholders will assist the City of Lodi in gaining an understanding of any concerns or issues that the stakeholders may have prior to the EUD formalizing plans for consideration by the City of Lodi City Council.

This report encapsulates the results of those scoping sessions and the findings that will be used in the preparation for a project application.

1.3 Proposed "Preferred Alternative" Line Route Description

After reviewing all of the line route alternatives that were identified and researched during past studies, the EUD staff selected one route, Alternative #7, which deserved additional attention and research.

Based on the information at the time of this report, the line route that is described below meets all of the EUD objectives of constructing a high capacity power line from the White Slough area to the proposed Westside Substation, in a cost effective, environmentally sensitive approach.

This line route was shared at the agency and land owner scoping sessions and meetings. Also, all of the research, information, and conclusions in this final report are based on this route.

In order to clearly identify the line's specific location, the route has been split into three sections. The proposed line route is described in text description by line section, by quantity of joint and solely attached poles (Fig. 2), and a parcel map view, (Fig. 3: "Proposed Preferred Alternative Line Route").

Line Section	*Joint Poles w/ PG&E*	*EUD Sole Attachment*	*Total Poles, Section*
1	*9*	*8*	*17*
2	*23*	*8*	*31*
3	*8*	*21*	*29*
TOTAL	*40*	*37*	*77*

Figure 2: Estimated Pole Count, by Line Section

1.3 Proposed "Preferred Alternative" Line Route Description (continued)

***Note**: Specific line lengths and pole locations are preliminary and are subject to change.*

Line Section 1

1.1. Start at the line's easternmost interconnection point, Westside Substation, located on the southeast corner of Kettleman Lane and Westside Drive.

1.2. The 60kV line leaves Westside Substation and proceeds west 1,000 feet on the south side of Kettleman Lane to a private road.

1.3. The line turns south on a private road and continues 4,800' to Harney Lane.

Line Section 2

2.1 The line turns west on the north side of Harney Lane and continues 12,000' to DeVries Road.

2.2 The line then turns south on the west side of DeVries Road for 1,300' to Tredway Road.

2.3 The line heads west on the north side of Tredway Road for 5,300' to Ray Rd.

Line Section 3

3.1 Then the line turns south onto private property for 4,000' between Tredway Road and North Thornton Avenue.

3.2 The line then crosses North Thornton Road and continues west on City of Lodi property for 2,000'.

3.3 The line crosses Interstate 5 in the same location as an existing PG&E 12kV Distribution line crossing.

3.4 Then, the line continues west on City of Lodi property for 1,300' to the NCPA STIG #2 Substation near White Slough.

1.4 Proposed "Preferred Alternative" Line Route Map

Note: Larger scale maps of the route can be found in Section 5.5, "Line Route Base Maps".

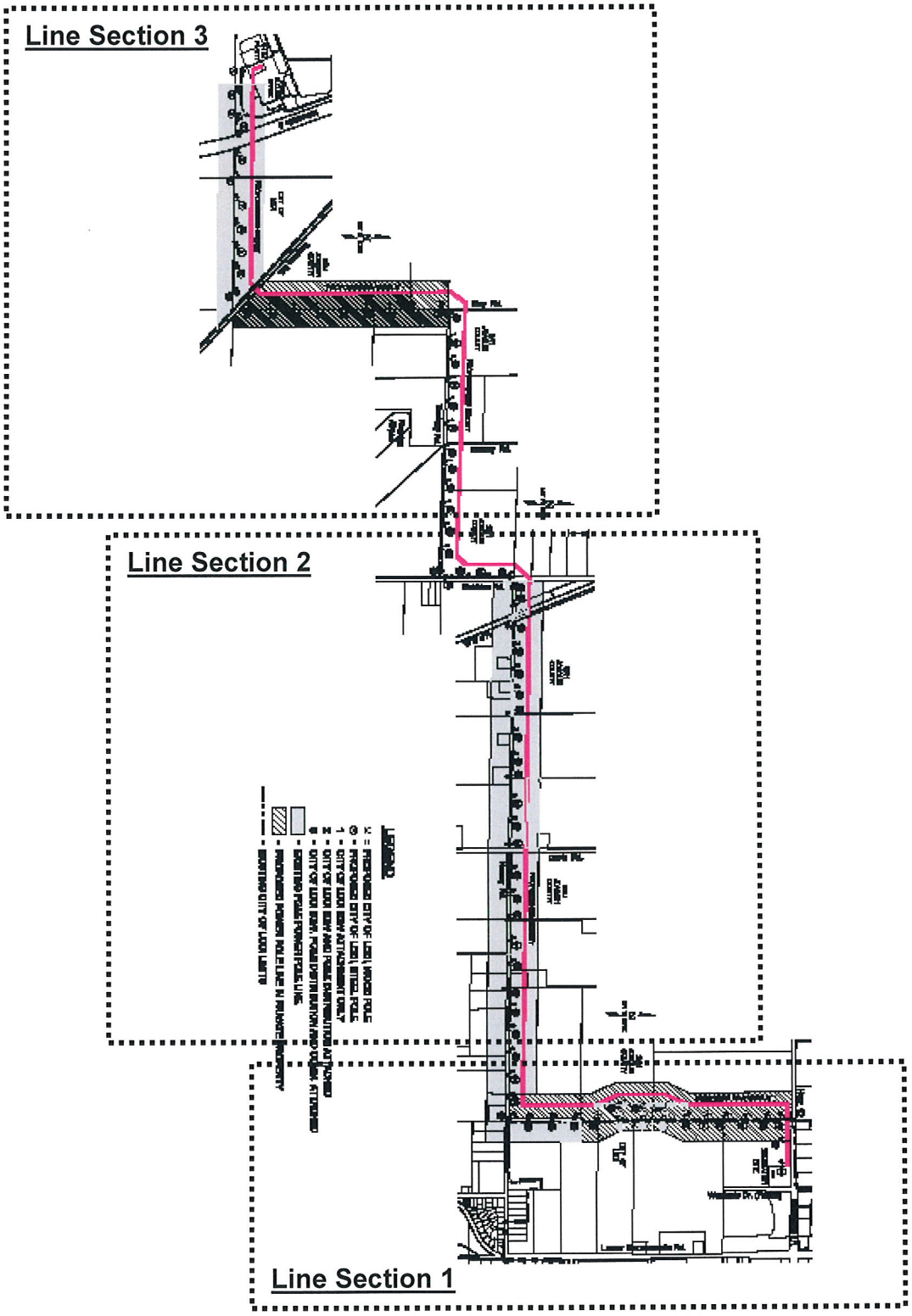


Figure 3: Proposed "Preferred Alternative" Line Route Map

2 Key Stakeholder Scoping Sessions

Scoping Session meetings were held with federal, state, and regional government agencies, local utilities, and the four property owners from whom land rights may be needed if a project is pursued. The major factors that were discussed with each key stakeholder were technical, environmental, land rights, and project roles and responsibilities.

Feedback from these key stakeholders will assist the City of Lodi in gaining an understanding of any concerns or issues that the key stakeholders may have prior to the EUD formalizing plans for consideration by the City of Lodi City Council.

A Communication Plan was developed prior to meeting with agencies and land owners. The decision was made to meet with all agencies and utilities first to obtain their affirmation that the line route is feasible. This strategy proved to be very successful in delivering a clear presentation to the land owners with a high level of confidence and specific, credible, information.

2.1 Pacific Gas & Electric (PG&E)

On May 19th, members of the EUD staff met with representatives of PG&E's North Valley Operation Maintenance & Construction staff. The objective of the meeting was for the EUD to share the preliminary project plans with PG&E and to have open dialogue about the best approach to take during project development and construction.

During the meeting, the following principles and understandings were agreed upon by both parties:

- The City of Lodi and PG&E will utilize the policies and procedures stated in the Joint Pole Association's Agreement for initiating all Distribution pole work.

2.1 *Pacific Gas & Electric (PG&E) (continued)*

- The proposed "Preferred Alternative" line route does not interfere with the ability for PG&E to operate their electric system or serve their customers.
- The City of Lodi and PG&E will cooperate in the timely design and construction of the project.
- The City of Lodi will act as Lead Agency on the proposed project, including all permitting, detail design, public works bidding, contract administration, and construction on the proposed project.
- PG&E will review, approve, and inspect the design and transfer of PG&E's Distribution facilities on all Joint Pole locations of the project.
- The City of Lodi will attempt to minimize the disruption of service to PG&E and its' customers during the project.
- The City of Lodi is willing to coordinate any pending PG&E maintenance tags on the facilities involved in the project.

These understandings were later captured and confirmed as acceptable in a letter dated July 7, 2008, sent by Lodi Electric Utility Director, George Morrow, to Lorene Harden, Director of PG&E's North Valley Region (Exhibit 3.1).

Then, on July 22, 2008, Ms. Harden confirmed that the contents and agreements that were stated in the July 7th letter had been reviewed by both herself and other staff members and that it is agreed to.

The positive, open relationship created over the past several months and the acceptance of the project understandings is a major milestone that will assist in the development and construction of a project in the near future.

2.2 Northern California Power Agency (NCPA)

Although the interconnection into STIG #2 was not part of the scope of this study, contacts were made with NCPA to update them on the plans and progress of the proposed 60kV line.

Proposed NCPA STIG #2 230kV Tap Interconnection

A modification to the existing NCPA STIG #2 Substation would be required for an interconnection of the Lodi West 60kV Power Line. A new substation bay and buss extension would be required in order to accommodate the installation of the 230/60kV transformer bank and breakers necessary for the interconnection.

The interconnection at the NCPA substation site is a critical component of the overall project. Ongoing communication between the EUD and NCPA staffs must continue as the proposed power line project proceeds into the development phase.

2.3 Federal Aviation Administration (FAA)

Line Section 2.3 (see Section 1.4 "Proposed Preferred Alternative Line Route Description") of the proposed 60kV line is within the jurisdiction of the Federal Aviation Administration (FAA), the organization that reviews and approves any new facilities that are planned in the "Area of Influence" near a public airport. The runway at Kingdon Airpark is approximately 1,600' south of Line Section 2.3, which falls within the Area of Influence and requires FAA approval.

Applications for a Feasibility Study were submitted by the consultant to the FAA Western Regional office in Hawthorne, CA, for the nine (9) proposed power pole locations, as denoted by the aerial map in Figure 4.

2.3 Federal Aviation Administration (FAA) (continued)

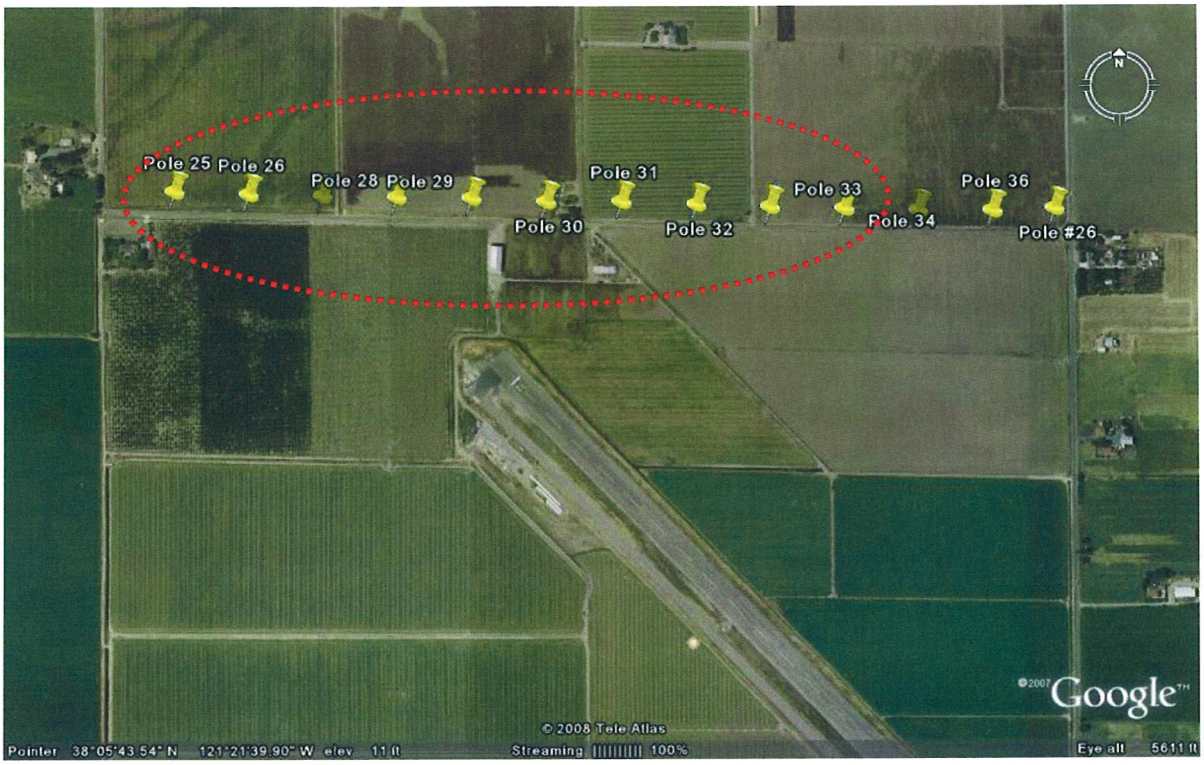


Figure 4: Poles Submitted for FAA Feasibility Study

The response and comments received from the FAA are described in a letter, dated July 2, 2008 (Exhibit 5.3). It stated, with respect to the proposed pole locations and related facilities, "structure heights at these locations will not exceed the FAR Part 77 obstruction standard".

The findings by the FAA on the proposed pole locations on Tredway are a major milestone for this study. It will allow the EUD to proceed with the detail design of an overhead line on Tredway Road.

Once the specific pole locations and height of the structures is determined, an "Application for Construction of a Permanent Structure" will have to be submitted for each pole location within the FAA's Sphere of Influence". The application should be approved, as long as the structure height does not increase from the 50 foot height submitted during the Feasibility Study

2.4 State of California Department of Transportation (CalTrans)

The State of California Department of Transportation (CalTrans) conducted a Feasibility Study on the two (2) proposed line sections that are within CalTrans highway jurisdiction. They are Line Section 1.1, alongside State Route 12, and Line Section 3.3, crossing Interstate 5.

CalTrans reviewed the plans to see whether the 60kV line would be allowed in the proposed areas. If the line was found to be in an allowable area, the CalTrans Planning Engineers then reviewed the typical setbacks and other special conditions that may be required.

Conclusions

- On State Route 12, within Post Miles (PM) 8.8 - 11.3, is defined as an "Access Controlled Area". The EUD would have to apply for a Design Exception Review at CalTrans Headquarters in Sacramento, if poles were proposed between the mile posts.
    - ⇒ Note: The line route proposed in this study does not have any poles located within mile posts 8.8 – 11.3, thus avoiding the need to apply for a Design Exception with CalTrans.
- For poles placed on State Route 12 outside of the mile posts stated above, the poles would have to be placed 32' from the Edge of Traveled Way.

The EUD will be required to submit applications for an Encroachment Permit for the Construction phase of the project and a permanent Public Utility Easement for the placement of facilities in the CalTrans jurisdictional areas. The application should be approved as long as the requirements shown above are met.

2.5 San Joaquin County; Planning and Public Works

A majority of the line route is planned to be placed in the existing Public Utility Easements on San Joaquin County roads. Therefore, their review of the route plan was critical to the approval and permitting of the line.

On May 20th, the proposed project plans and line route maps were presented to the San Joaquin County Planning Department and the Public Works Department for their review and feedback.

The County's initial response was that the poles would have to be placed 18 feet from the edge of the paved roadway. If that were required, EUD would need to acquire private property rights outside of the existing utility easements.

Since the existing set-back for utility poles in the planned route area is 3 – 8 feet, an appeal was made to have the County reconsider their position. After visiting the site, they agreed that their desired 18' setback was not feasible and that the EUD could apply for placing the proposed poles in the existing 3 – 8 foot setback from the edge of the roadway.

2.6 City of Lodi Community Development

Proposed plans and the line route were presented to members of the City of Lodi's Community Development Department on May 22nd. They reviewed the plans and provided the following observations:

- The proposed line route would be incompatible with the Southwest Gateway Annexation Final Environmental Impact Report (FEIR) if the line goes through the development. Rather than risking re-opening and modifying the FEIR, the line was re-routed to avoid going through Southwest Gateway.

2.6 *City of Lodi Community Development (continued)*

- The planned school site has been revised and now sits on the westerly edge of the Southwest Gateway development. The line will be required to maintain 100 feet from the edge of the school site.

- If the EUD proceeds with the project, an Environmental Impact Report following California Environmental Quality Act (CEQA) guidelines is strongly recommended.

- The City of Lodi would be the Lead Agency on the project. The Community Development Dept. typically leads the preparation and communication of the environmental document. They would like to discuss further the roles that they will play with the EUD.

- There is speculation that additional land to the west of the Southwest Gateway area will be annexed and developed sometime in the long term future. By placing the proposed line route on the westerly edge of the current city limit would allow for Planners to design a utility corridor and streetscape to accommodate the utility needs.

2.7 Land Owners and Developers

Meetings were held with four (4) land owners and one (1) developer during this set of scoping session meetings. The land owner information is not shown in this report in order to maintain confidentiality of personal information. The information will be provided to the EUD Director for future communication needs.

Land Owners

A meeting was scheduled with each of the land owners and developer separately. The agenda for each meeting was to share the following items with them and request their feedback:

1. Review City of Lodi letter explaining purpose of the meeting. (Exhibit 3.5)
2. An overview of the proposed project plans.
3. The location of the proposed line route that is on their property. (A map of the line route was provided to each land owner)
4. The process that would occur if acquisition of a right of way is necessary.

Outcome of Land Owner Meetings

Each of the four meetings with the land owners was very positive. Each appeared to understand the need for the proposed project and was appreciative to receive specific information on how the planned route relates to their property. The feedback was consistent with all four land owners:

- Concern for the visual impact that the line would have on the value of their property.
- Concern for the placement of the line to avoid conflicting with its current use and for future development of the property.

In summary, the EUD and the land owners must maintain the open communication that was accomplished during this study as the planning of the project moves forward.

2.8 Land Owners and Developers (continued)

This will assure that the placement of the facilities on their property is achieved for the benefit of both the City and the land owners.

Developer

Frontier Community Builders (FCB) is the planned developer of the Southwest Gateway Annexation property. The proposed line route and plans were presented to them at their office.

An earlier version of the line route was planned to leave Westside Substation to the south within the Public Utility Easement on the streets of the Southwest Gateway development. FCB objected to those plans due to the negative visual impact that the line would have on the development.

Based on the feedback received from FCB, the original line route was modified and re-routed onto private property near the westerly edge of the planned development. The proposed line no longer enters into the Southwest Gateway development.

Although FCB suggested that they would prefer the line be placed even further west, such as Davis Road, in order to accommodate future development, the plan to move the line outside of the Southwest Gateway development seems to be an acceptable compromise.

3 Conclusions

All of the study's planned tasks of communicating with the key stakeholders were accomplished. Plus, receiving constructive, objective feedback from each stakeholder met the deliverables that were planned for this study with positive results.

Although the information delivered and the resulting feedback from the stakeholders is preliminary, there were no fatal flaws or obstructions identified that would prevent a power line from being built along the proposed route.

These study findings and deliverables will assist the EUD in communicating clear information to the City Council, City departments, other permitting agencies, developers, and land owners.

4 Next Steps

In order to continue the progress of meeting the objectives of building a high capacity, cost effective power line, the EUD should consider these next steps:

- Maintain the open communications with the key stakeholders and provide regularly scheduled updates on the planned project's progress.
- Prepare a presentation of the study's results that will be presented to the City Council in the future.
- Prepare a Detailed Cost Estimate (+/- 10%) of the proposed 60kV power line segment of the project.
- Prepare Design specifications for the proposed project in preparation for the Environmental Impact Report.
- Prepare requests for proposals and identify qualified contractors for the environmental, land acquisition, technical design, and construction functions that may be contracted.

5 Exhibits

5.1 Letter to PG&E re: Proposed 60kV Project

CITY COUNCIL
JOANNE MOUNCE, Mayor
LARRY D. HANSEN, Mayor Pro Tempore
SUSAN HITCHCOCK
BOB JOHNSON
PHIL KATZAKIAN

CITY OF LODI

BLAIR KING, City Manager
RANDI JOHL, City Clerk
D. STEPHEN SCHWABAUER, City Attorney

ELECTRIC UTILITY DEPARTMENT
GEORGE F. MORROW, DIRECTOR
1331 SOUTH HAM LANE
LODI, CALIFORNIA 95242

July 7, 2008

Lorene Harden
Director, Maintenance & Construction
Pacific Gas & Electric Company
P.O. Box 930
Stockton, CA 95201

Dear Lorene,

Thank you and your staff for taking the time to meet with Lodi Electric Utility staff on May 19, 2008 regarding the City of Lodi's planned West Lodi 60kV Transmission Project.

Although the plans that we shared with you at the meeting are conceptual and subject to change, I wanted to take a moment to confirm the business principles and understandings that I believe we agreed upon at the meeting:

1. The City of Lodi and PG&E will utilize the policies and procedures stated in the Joint Pole Association's Agreement for initiating all Distribution pole work.

2. The proposed "Preferred Alternative Line Route" does not interfere with the ability for PG&E to operate its electric system or serve its customers.

3. The City of Lodi and PG&E will cooperate in the timely design and construction of the project.

4. The City of Lodi will act as Lead Agency on the proposed project, including all permitting, detail design, public works bidding, contract administration, and construction of the proposed project.

5. PG&E will review, approve, and inspect the design and transfer of PG&E's distribution facilities on all Joint Pole locations of the project.

6. The City of Lodi will attempt to minimize the disruption of service to PG&E and its customers during the project.

5.2 *Response from PG&E re: Proposed 60kV Project*

From:
"Harden, Lorene R" <LRW5@PGE.COM>
[Add to Address Book]

To:
"George Morrow (Lodi EUD)" <gmorrow@lodielectric.com>

CC:
"Harden, Lorene R" <LRW5@PGE.COM>, <rstreich@rfsutilityconsulting.com>, "Fernandez, Marsial" <MRF2@PGE.COM>, "To, Brian" <BMT2@PGE.COM>, "Lang, Michael (E&M)" <MML1@PGE.COM>

Subject:
RE: Lodi's Planned 60KV Lines

Date:
Tuesday, July 22, 2008 6:05:05 PM

[View Source]

George,

Thank you for the recent letter following up on our May 19 meeting. The letter and its contents/agreements have been reviewed by both myself and others in attendance that day. It is what we discussed and agreed.

If you need to discuss anything further, please feel free to contact me.

Lorene Harden
Director, Maintenance & Construction
PG&E - Area 5
209-942-1456

5.3 FAA Letter: Results of Feasibility Study

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-3491-OE

Issued Date: 07/02/2008

Demy Bucaneg
City of Lodi
1331 South Ham Lane
Lodi, CA 95242

**** FEASIBILITY REPORT ****

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Feasibility Study Power Line - Pole 25
Location:	Lodi, CA
Latitude:	38-05-52.80N NAD 83
Longitude:	121-22-09.26W
Heights:	50 feet above ground level (AGL) 63 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-3491-OE.

Signature Control No: 576915-102292135 (FSB)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Map(s)

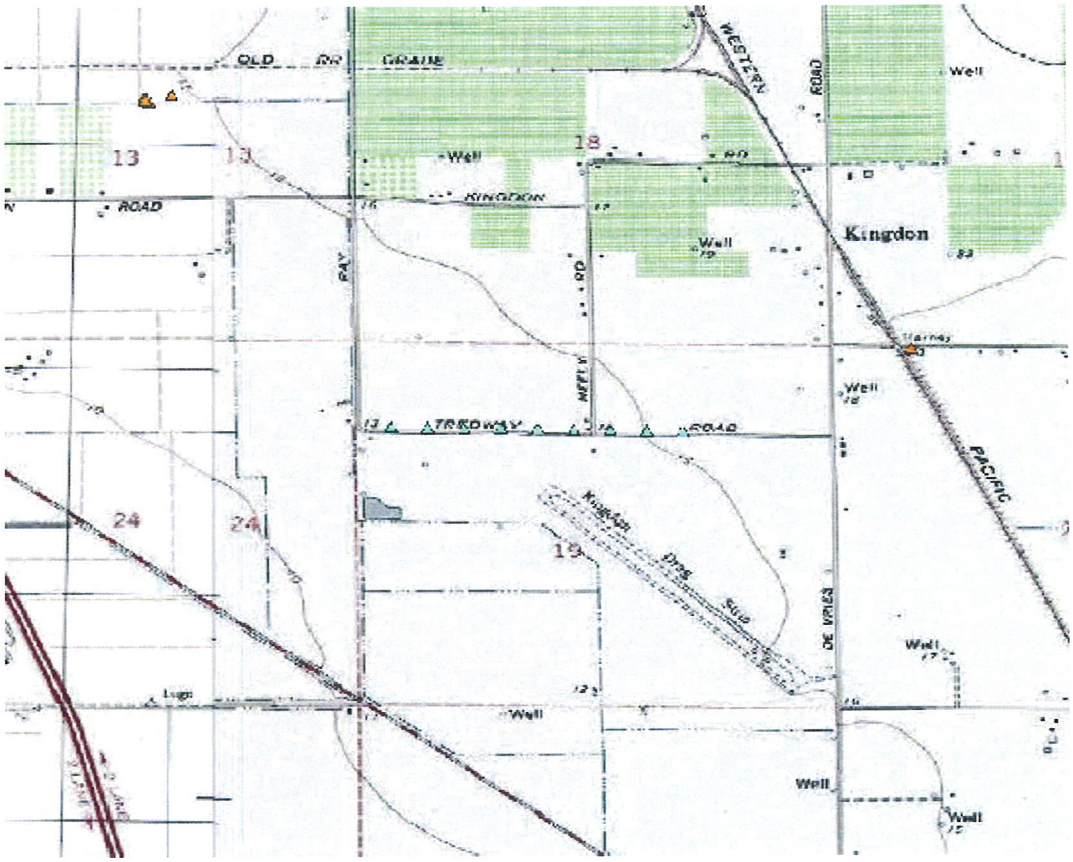
Page 1 of 3

5.3 FAA Letter: Results of Feasibility Study (continued)

Additional information for ASN 2008-AWP-3491-OE
Structure height at this location would not exceed an FAR Part 77 obstruction standard.

5.3 *FAA Letter: Results of Feasibility Study (continued)*

Verified Map for ASN 2008-AWP-3491-OE



5.4 Letter to Land Owners re: Proposed Project

CITY COUNCIL
JOANNE MOUNCE, Mayor
LARRY D. HANSEN,
Mayor Pro Tempore
SUSAN HITCHCOCK
BOB JOHNSON
PHIL KATZAKIAN

CITY OF LODI

BLAIR KING, City Manager
RANDI JOHL, City Clerk
D. STEPHEN SCHWABAUER,
City Attorney

ELECTRIC UTILITY DEPARTMENT
GEORGE F. MORROW, DIRECTOR
1331 SOUTH HAM LANE
LODI, CALIFORNIA 95242

July 18, 2008

[redacted]
Lodi, CA 95242

The City of Lodi, through its Electric Utility Department, is studying the feasibility of constructing an electric power line from the White Slough area adjacent to I-5 to an electric substation near Kettleman Lane and Lower Sacramento Road.

Because the [redacted] is in the area of the proposed route, we would like to share the conceptual plans with you and obtain your comments. Feedback on the plans will assist the City of Lodi in gaining an understanding of the concerns and issues of affected property owners and ideally a buy-in from key stakeholders prior to the Department formalizing plans for consideration by the City Council.

As indicated in the conceptual plans, a portion of the route under consideration would require acquisition of a utility right-of-way from you for the section of the route that would be on your property.

Notwithstanding the potential need for such a right-of-way, this letter is not an offer or a request to enter into negotiations for the acquisition of land rights between the City of Lodi and the [redacted] Further, no decision to acquire property for the proposed project has been made by the City Council. This letter is merely an inquiry as to your willingness to discuss the proposed project with City staff and its consultant so that we can assess the concerns and issues of property owners within the proposed project area.

The City's consultant, Bob Streich, of RFS Utility Consulting, is currently gathering feedback from key agencies and property owners. Mr. Streich will contact you to set up a meeting. At the meeting, he will share the following items with you and request your feedback:

1. The conceptual project plans,
2. The proposed location for the line section that would be on or near your property, and
3. The process that would occur if the acquisition of a right of way were necessary.

I appreciate your time and attention regarding this important matter. Please don't hesitate to contact me if you have any questions or concerns.

Sincerely,

George F. Morrow
Lodi Electric Utility Director

5.5 Proposed Line Route Base Maps

Note: 200:1 scale Wall Maps, one map for each Line Section, 1, 2, and 3.