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September 21, 2010

Mr. Pierre Martinez  
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California Energy Commission  
1516 Ninth Street  
Sacramento, CA 95814

Subject: Oakley Generating Station Project (09-AFC-4)  
Supplemental Information Item #3: Sanitary Sewer Force Main

Dear Mr. Martinez:

Attached please find three (3) hardcopies of the Supplemental Information Item #3: Sanitary Sewer Force Main for the Oakley Generating Station (09-AFC-4).

If you have any questions about this matter, please contact me at (916) 286-0278.

Sincerely,

CH2M HILL

A handwritten signature in blue ink, appearing to read "Douglas M. Davy".

Douglas M. Davy, Ph.D.  
AFC Project Manager

cc: POS List  
Project File

**DOCKET**  
**09-AFC-4**

DATE SEP 21 2010

RECD. SEP 21 2010

**Supplemental Information Item #3:  
Sanitary Sewer Force Main**

In support of the

**Application for Certification**  
for

**Oakley Generating Station Project**

Oakley, California  
(09-AFC-04)

Submitted to the:

**California Energy Commission**

Submitted by:



With Technical Assistance by:



September 2010

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## SECTION 1

# Introduction

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The following is Contra Costa Generating Station LLC's (CCGS's) Supplemental Information Item #3 in support of the Application for the Oakley Generating Station (OGS) project (09-AFC-04). This filing describes a new element in the project description: a sanitary sewer force main that will connect the OGS project site with the City of Oakley's (City's) sanitary sewer system. The AFC describes the OGS's connection to the City's sanitary sewer system as follows:

Process and sanitary wastewater from the CCGS will be discharged to an existing Ironhouse Sanitary District (ISD) sewer line located in Bridgehead Road (AFC page 2-20).

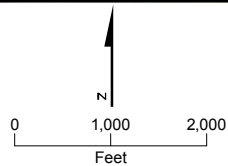
Further discussions with the ISD have indicated that a portion of the existing sanitary sewer extending between the point in Bridgehead Road where the project had proposed to interconnect and the main located in Main Street, 0.44 miles to the south of the OGS, could not accommodate the project's sanitary sewer discharge. For this reason, CCGS will construct a dedicated project sanitary sewer force main from the project site to an interconnection point in Main Street (Figure SII3-1).

The new sanitary sewer will extend south along Bridgehead Road from a point adjacent to the plant entrance road for 0.33 miles to Main Street. It will then turn eastward and run for 0.11 mile to the interconnection point with ISD's gravity main. Construction of the sanitary sewer will take approximately one month, will require a workforce of approximately 10, and will take place during the early months of construction (months 1 through 6) using standard mechanical open trenching construction methods. The diameter will be approximately 6 inches. The pavement will be restored in Bridgehead Road and Main Street when construction is complete.

The following is an environmental effects analysis that considers the potential effects of constructing and operating the new sanitary sewer interconnection line in relation to the 16 disciplines considered for the AFC.



This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.



**FIGURE SII3-1**  
**PROJECT LOCATION**  
OAKLEY GENERATING STATION  
OAKLEY, CALIFORNIA

# Environmental Analysis

## 2.1 Air Quality

Construction of the sanitary sewer force main will result in additional emissions of PM10 and PM2.5 beyond those discussed in the AFC. Table SII3-1 shows that this increase would be less than 0.03 pound per day of PM10 and less than 0.009 pound per day of PM2.5, which is approximately a 2 to 3 percent increase. This would not be considered a significant increase and would occur for only one month during construction. Additional mitigation measures are therefore not required for air quality for the addition of the sanitary sewer force main.

**TABLE SII3-1**  
Sanitary Sewer Force Main Increase in Construction PM2.5 and PM10\*

	Without Sanitary Sewer		With Sanitary Sewer		Increase	
	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Tons/period	0.266	0.056	0.274	0.06	0.008	0.004
Tons/month	0.010	0.002	0.010	0.002	0.0003	0.0001
Max lbs/day	0.911	0.191	0.938	0.2	0.027	0.009

Conservatively assumes a construction trench up to 14 feet wide

## 2.2 Biological Resources

A biological survey of the sanitary sewer force main route was conducted on August 5, 2010, by CH2M HILL Staff Biologist Rick Crowe. The survey consisted of meandering pedestrian transects of the proposed 0.44-mile force main alignment. An area approximately 100 feet on either side of the alignment was surveyed for wildlife and wildlife habitat, and the field survey was aided by aerial imagery, which helped identify potential habitat and plant community boundary areas. A search of the California Natural Diversity Database within a 10-mile range of the OGS project and force main alignment was conducted. The results are shown in Figure SII3-2.

Bridgehead Road is a two-lane road situated below the surrounding land areas. These land areas are predominately vineyards to the east and light industrial and trailer parks to the west, with gas stations at the southern end of the alignment. The force main alignment will also go under the trestle for the Burlington Northern-Santa Fe Railway (see photographs in Figures SII3-3a and SII3-3b).

Thin strips of ruderal vegetation that consist of ripgut brome (*Bromus diandrus*), yellow star thistle (*Centaurea solstitialis*), Italian ryegrass (*Lolium perenne ssp. Multiflorum*), spiny sowthistle (*Sonchus asper*), telegraph weed (*Heterotheca grandiflora*), and wild oats (*Avnea sp.*) occur along the sides of the road. Additionally, evidence exists of routine herbicide spraying of the roadsides, presumably for weed control and fire suppression. In addition to the

ruderal ground vegetation, several tree species were observed growing along the shoulders of Bridgehead Road, including interior live oak (*Quercus wislizeni*), sweet almond (*Prunus dulcis*), tree of heaven (*Ailanthus altissima*), and black walnut (*Juglans nigra*). The majority of these trees are less than 20 feet in height, and evidence exists of routine tree trimming near the power lines that run adjacent to Bridgehead Road.

Main Street is a broad, 4-lane road with existing commercial facilities such as gas stations, a drive-up coffee shop, and various small industrial facilities. Vegetation in this area is comprised of ornamental landscape plantings (Figures SII3-3c and SII3-3d).

Observations of wildlife were few, mostly because of the lack of natural vegetation communities and suitable habitat within the force main alignment. Wildlife observed include house finch (*Carpodacus mexicanus*), western scrub jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), American robin (*Turdus migratorius*), European starling (*Sturnus vulgaris*), western fence lizard (*Sceloporus occidentalis*), and feral cat (*Catus domesticus*).

The installation of the force main will not result in any impacts to native/natural vegetation communities or special-status wildlife beyond those considered in the AFC. Mitigation measures as identified during final licensing will be implemented during construction of the force main and will mitigate potential impacts below the level of significance.

## 2.3 Cultural Resources

The project does not require review under federal regulations such as the National Historic Preservation Act and the Archaeological and Historic Preservation Act of 1974 (16 U.S. Code 469), among others, because it is not a federal undertaking (federally permitted or funded). CH2M HILL conducted a literature search and pedestrian field inventory to assess the potential effects of the force main on cultural resources.

### 2.3.1 Literature Search Results

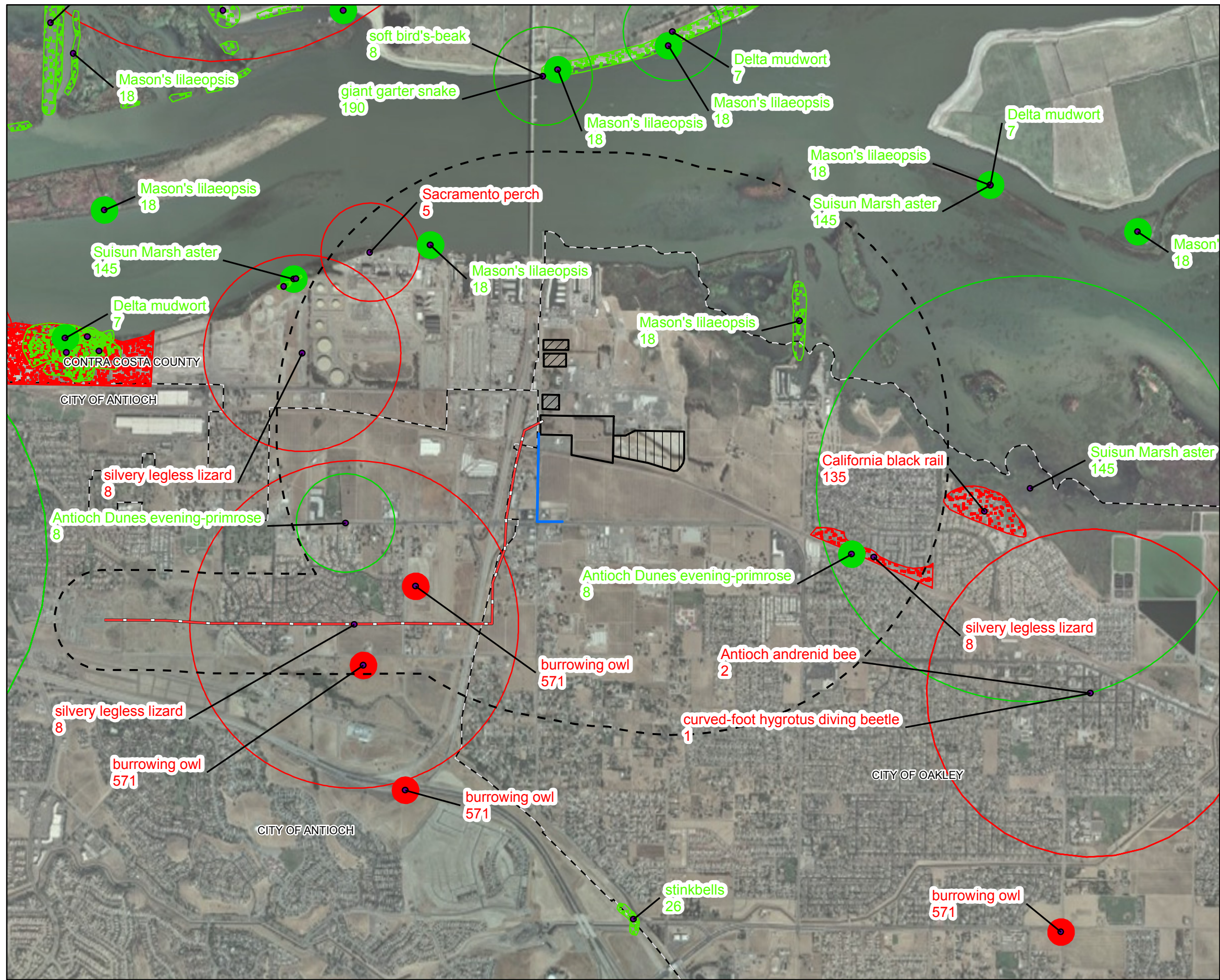
A new California Historical Resources Information System literature search was not conducted for this alignment. This area is contained within the area of the literature search undertaken for the AFC and is reported in section 5.3B of the AFC (submitted to the California Energy Commission (CEC) under a request for confidentiality).

A review of topographic maps included the following:

- 1910 Jersey Island, California quadrangle 7.5' USGS topographic map
- 1916 Byron, California quadrangle 15' USGS topographic map
- 1918 Antioch North, California quadrangle 7.5' USGS topographic map
- 1943 Byron, California quadrangle 15' USGS topographic map
- 1952 Rio Vista, California quadrangle 15' USGS topographic map
- 1953 Antioch North, California quadrangle 7.5' USGS topographic map
- 1968 Antioch North, California quadrangle 7.5' USGS topographic map
- 1978 Jersey Island, California quadrangle 7.5' USGS topographic map

The Sanborn fire insurance map database does not cover the project area, presumably because no significant structures were in the area until after 1930.





**LEGEND**

- SANITARY SEWER FORCE MAIN
- EXISTING 60kV TRANSMISSION LINE
- DIRT STOCKPILE AREAS
- LAYDOWN AREA
- PROJECT SITE
- CITY LIMITS
- BUFFER

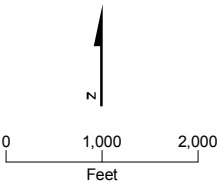
**CNDDDB DATA MAY 2010**

- PLANT ( 80m )
- PLANT ( SPECIFIC )
- PLANT ( NON-SPECIFIC )
- PLANT ( CIRCULAR )
- ANIMAL ( 80m )
- ANIMAL ( SPECIFIC )
- ANIMAL ( NON-SPECIFIC )
- ANIMAL ( CIRCULAR )

Notes:

- Source: California Dept. of Fish and Game, California Natural Diversity Database (CNDDDB) May, 2010.
- 1 mile around Project Site, 1000 feet around existing Transmission Corridor.

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.



**FIGURE SII3-2  
SPECIAL-STATUS SPECIES WITHIN  
THE OGS SURVEY AREA**  
OAKLEY GENERATING STATION  
OAKLEY, CALIFORNIA





**FIGURE SII3-3A**  
Bridgehead Road looking north with the railway trestle crossing the proposed alignment, 8/5/2010



**FIGURE SII3-3B**  
Bridgehead Road looking south from the railway trestle crossing, 8/5/2010





**FIGURE SII3-3C**  
Main Street, facing west from the north side of the street, 8/5/2010



**FIGURE SII3-3D**  
Main Street, facing west from the south side of the road, 8/5/2010



**FIGURE SII3-4**

Rio Vista Quadrangle (1952) showing historic structure north of railroad along Bridgehead Road on left side of map

The 1952 Rio Vista Quad shows a historic structure north of the rail line immediately east of Bridgehead Road (Figure SII3-3). This area is currently occupied by Pacific Gas and Electric Company's Antioch Terminal, which is a hub for natural gas transmission pipelines. No trace of the historic building remains. The historic structures shown on the southeastern corner of Bridgehead Road and Main Street on the 1952 Rio Vista, 1916 and 1948 Byron Quadrangle maps, also no longer exist. No other historic features were shown in the map analysis to be within the force main APE.

Cultural resources within 0.25 mile of the force main route and previously described in the AFC include the following:

**Site P-07-2614.** This site, initially recorded in 2003 by William Self Associates, Inc., contains prehistoric and historic components. The prehistoric portion consists of a sparse scatter of prehistoric artifacts, including two cores and one flake tool. The historic portion consists of a light scatter of bottle glass fragments, including an aqua-colored insulator fragment; an aqua bottle top with a hand-laid ring, double bead finish, and possible tooling marks; a machined light-green, aqua-colored pickle sauce container base; and shards of white ceramic dishware, including two fragments of earthenware with an irregular matte finish and a fragment of blue-on-blue stoneware.

The site is fairly disturbed by agricultural activity, and the spread of the artifacts appears to be related to this activity. Modern trash observed includes a brown beer bottle fragment, melted chunks of aluminum, a pipe clamp, and a rusted manifold gasket. Nearly all items recorded are fragmented from the disking of the area. No historic structures are known to have existed in the immediate area, and the site could be related to agricultural activities or to the nearby railroad (Brown, 2003).

**CA-CCO-732 (The Atchison, Topeka, and Santa Fe Railroad [ATSF]).** The ATSF was completed through the area by 1878; the Southern Pacific Railroad San Francisco and New Orleans Line was completed through the area in 1899. Several short-line railroads ran south from the town towards Mt. Diablo and the nearby coal mines; one railroad line ran from a landing on the river towards Somerville to the south. This approximately 0.5-mile-long segment extends from the eastern end of the laydown area to the western end of the proposed project and was a part of the ATSF route that was completed in 1899. A spur line that was added in the 1950s runs north from the segment into the DuPont facility.

The ATSF officially ceased operations in 1996 when the line that merged with the Burlington Northern Railroad became the Burlington Northern Santa Fe. This section of the former ATSF is located within the 200-foot buffer south of the proposed plant site and runs along the footprint of the original railroad grade; however, the railroad has implemented modern upgrades to the rail line, including modern rail crossings and upgraded rail lines and ties. Additionally, the railroad grade itself has been modified to allow for heavier loads. This particular segment of the former ATSF and the short spur that leads into the DuPont facility do not appear to be eligible for listing on the National Register of Historic Places (NRHP), as neither retains integrity of materials and workmanship.

### 2.3.2 Archaeological Field Survey

CH2M HILL conducted a cultural resource survey along the newly proposed route for the OGS sanitary sewer force main on August 5, 2010. The field survey was conducted by Phillip Reid, M.A., of CH2M HILL and was supervised by Clint Helton, RPA. Mr. Helton's resume is included in Appendix 5.3D of the AFC.

The proposed route extends for 1,720 feet south along Bridgehead Road and for an additional 570 feet along Main Street. An area of 50 feet on either side of the centerline of Bridgehead Road and Main Street was surveyed, to the degree that access to private property was allowed.

The pedestrian survey used opportunistic examination of exposed soils to determine whether archaeological deposits might be present. Exposed soils consisting mainly of previously disturbed agricultural sediments and road bed material were inspected carefully, and no evidence of cultural materials was noted. Visibility ranged from zero percent (asphalt covered) within current road alignments to 80 percent along the roadsides and agricultural/industrial areas composed of vineyards and roadside vegetation. Soils were a mixture of light- to medium-brown sands and medium-brown sandy silt.

The ATSF Railroad bisects the project site. The survey revealed one historic resource, an ATSF railroad trestle constructed in 1926. It consists of two monumental cast-in-place concrete abutments and steel I-beam construction. Its rail bed measures approximately 50 feet long by 25 feet wide and is suspended approximately 15 feet over the roadway. Abutments are poured in 2.5-foot lifts with interior rebar and have fired-clay drain pipes set into the exterior on both sides of each abutment. The railroad bed consists of ballast over railroad ties that lie on top of the I-beams. The concrete is date-stamped 1926 and is probably associated with the construction of Bridgehead Road and the Antioch Bridge over the San Joaquin River. This resource was recorded on DPR 523 forms (Attachment SII3-1).



Although the abutments and I-beam construction of the trestle appear to be original; the rail bed, ballast, ties, and rails have been replaced over time.

### 2.3.3 Conclusions

The literature search and pedestrian inventories did not locate any significant prehistoric or historic sites within the OGS force main APE. The trestle of the ATSF railroad that has been recorded is currently in use; the proposed project will not interfere with this use and therefore will not impact the trestle. The trestle is most likely associated with the construction of the original Antioch Bridge and the improvement of Bridgehead Road in 1926. The replacement of the Antioch Bridge in 1978 and other improvements to Bridgehead Road have altered the historic associations of the trestle. The original rails, ties, and ballast of the trestle have been replaced to allow for heavier train traffic, so the trestle does not appear to be eligible for listing on the NRHP or CRHP as it does not retain integrity of materials and workmanship.

Mitigation measures proposed by CCGS in the AFC would be followed during construction of the new sanitary sewer force main and will mitigate all impacts to less than significant.

### 2.3.4 References

California Energy Commission (CEC). 2009. Application for Certification, Contra Costa Generation Station, Docket # 09-AFC-4.

Brown, Kyle. 2003. Site Record for P-07-2614. Ms. on file, Northwest Information Center, Sonoma State University, Rohnert Park, California.

United States Geological Survey (USGS). Topographical Quadrangles are available digitally through: San Francisco Bay Area Regional Database (BARD), <http://baRoadwr.usgs.gov/histMapIndex15.html>

Merriam Library. 2009 *California Historic Topographic Map Collection*, Chico State University, Chico, California. [http://cricket.csuchico.edu/spcfotos/maps/topo\\_search.html](http://cricket.csuchico.edu/spcfotos/maps/topo_search.html).

University of California, Berkeley. 2007 *Historic Topographic Maps of California (HISTOPO)*, Earth Sciences and Map Library, University Of California, Berkeley, California.

<http://sunsite.berkeley.edu/histopo/>

## 2.4 Geological Hazards and Resources

Construction of the sanitary sewer force main would not have any significant effect on geological resources and would not introduce or expose the public to geological hazards different than what is described in the AFC.

## 2.5 Hazardous Materials Handling

Construction of the sanitary sewer force main would not involve a significant change in hazardous materials or quantities of hazardous materials used in construction and operation of the OGS. Construction would involve the use of construction vehicle fuel and lubricating

oils, but not in significant quantities beyond those discussed in the AFC. Construction would not involve hazardous materials that are not described in the AFC.

## 2.6 Land Use

Construction of the sanitary sewer force main would not involve a significant change in land uses and would not have any significant effects in terms of land use that have not already been discussed and disclosed in the AFC. The sanitary sewer would be installed in the public rights-of-way of Bridgehead Road and Main Street in the City of Oakley. Utilities such as sanitary sewers are permitted uses within these rights-of-way.

## 2.7 Noise

Construction of the sanitary sewer force main would involve the generation of construction noise in locations not considered in the AFC. Construction vehicles (backhoes, trucks, etc.) would be operating in Bridgehead Road and Main Street in locations nearer than the power plant construction site to residential and other noise-sensitive uses. Table SII3-2 lists noise levels of some typical pieces of equipment that may be in use during construction of the sanitary sewer force main (see also AFC Table 5.7-9).

**TABLE SII3-2**  
Average Construction Noise Levels at Various Distances, Sanitary Sewer Construction

Construction Phase	Sound Pressure Level (dBA)		
	375 ft	1,500 ft	3,000 ft
Demolition, Site Clearing, and Excavation	71	59	53
Front End Loader (6–15 cu yds)	88	70	58
Trucks (200–400 hp)	86	68	56
Shovels (2–5 cu yds)	84	66	54
Mobile Crane (11–20 tons)	83	65	53
Tractor (3/4–2 cu yds)	80	62	50
Unquieted Paving Breaker	80	62	50
Quieted Paving Breaker	73	55	43

Notes:

cu yd = cubic yard

dBA = decibel/A-weighted scale

hp = horsepower

kW = kilowatt

Temporary construction impacts will not be significant, however, because standard mitigation measures for roadway construction will be in place and will include the following, which is proposed in Section 5.7.5.3 of the AFC:

Noisy construction or demolition work (that which causes offsite annoyance as evidenced by the filing of a legitimate noise complaint) will be restricted to Monday through Friday from 7:30 a.m. to 7:00 p.m. and Saturdays, Sundays, and holidays from 9:00 a.m. to 7:00 p.m.

Haul trucks and other engine-powered equipment will be equipped with adequate mufflers. Haul trucks will be operated in accordance with posted speed limits. Truck engine exhaust brake use will be limited to emergencies (AFC pp 5.7-16 and 5.7-17).

Construction will be temporary and limited to one month of activity. For these reasons, construction of the sanitary sewer force main will not cause significant adverse impacts in terms of noise.

## 2.8 Paleontology

Construction of the sanitary sewer force main would not have any significant effects in terms of paleontology that have not already been discussed and disclosed in the AFC. Paleontological sensitivity in the project area is generally low, as discussed on AFC page 5.8-5:

As noted above, within 0.5 mile of the project area geological units are limited to Late Pleistocene and Holocene fine-grained alluvium and eolian sand. There are no known paleontological localities within 1 mile of the project site or its laterals, and recent paleontological monitoring of the same geological units nearby have failed to yield scientifically significant fossil remains. A “low” sensitivity rating is therefore applied to Quaternary (Pleistocene and Holocene) sediments (dune sand and alluvium) because they are generally devoid of fossils in this area.

The depth to undisturbed sediment is variable from place to place but, generally extends at least to the bottom of the “plow zone”, 3 to 4 feet below the surface. Material above this depth has no potential to yield scientifically important fossils, and therefore possesses no paleontological sensitivity.

It is therefore unlikely that excavation for the sanitary sewer line will encounter significant fossils. The mitigation measures proposed in the AFC are sufficient to ensure that no significant adverse impact exists in terms of Paleontological Resources.

## 2.9 Public Health

Construction of the sanitary sewer force main would not have any significant effects in terms of public health that have not already been discussed and disclosed in the AFC. As discussed in Section 2.1, Air Quality, construction of the force main would involve very small increases in the overall quantities of PM10 and PM2.5 emissions. These increases would be negligible and temporary, however.



## 2.10 Socioeconomics

Construction of the sanitary sewer force main would not have any significant effects in terms of socioeconomics that have not already been discussed and disclosed in the AFC. The construction would involve employment of up to 10 additional construction workers for approximately one month and the local purchase of fuel and supplies. In comparison with the remainder of the project, however, the socioeconomic benefits of this additional activity would be negligible. Force main construction would not place any additional burden on local government services such as police protection, fire protection, or schools.

## 2.11 Soils

Construction of the sanitary sewer force main would not have any significant effects in terms of soils that have not already been discussed and disclosed in the AFC. Construction of the sanitary sewer using open trench construction would involve exposure of short segments of the trench to wind erosion at any given time. This erosive potential would be controlled using best management practices. The potential for additional soil loss beyond that disclosed in the AFC would be negligible. The wind-blown soil erosion potential would be approximately 0.005 ton with the mitigation proposed and 0.013 ton without it (Table SII3-3).

**TABLE SII3-3**  
Sanitary Sewer Construction Soil Erosion Potential from Wind-Blown Dust

Item	Quantity	Notes
TSP Emission Factor (ton/acre/year)	0.38	Emission Factor Source: AP-42, Section 11.9 Western Surface Coal Mining Table 11.9-4, January 1995.
Acres exposed	0.089	Assumes that entire length is divided into three equal segments, only one of which is exposed during any time during construction.
Duration (months)	3	Conservatively assumes 3 months to construct entire pipeline (1 month per segment).
TSP Emitted for Site (tons)	0.008	
Mitigated TSP Emitted (tons)	0.003	Assumes 65 percent reduction in TSP with watering thrice daily per SCAQMD CEQA Handbook (1993) Table 11-4.
Total wind-blown dust (tons) without mitigation	0.008	
Total wind-blown dust (tons) with mitigation	0.003	Assumes 65 percent reduction in PM10 with watering thrice daily per SCAQMD CEQA Handbook (1993) Table 11-4.
Project total without mitigation	0.013	Tons
Project total with mitigation	0.005	Tons

## 2.12 Traffic and Transportation

Construction of the sanitary sewer force main would not have any significant effects in terms of traffic and transportation that have not already been discussed and disclosed in the AFC. The construction will take place during months 1 through 6 of the construction period, will take about one month, and will involve a crew of 10. Construction will require lane closures on Bridgehead Road and Main Street.

During the first 6 months of construction, workforce size will vary between 24 and 106 persons per month, a relatively low overall number in comparison with the peak construction workforce of 729 in month 24 (AFC Socioeconomics section, Table 5.10-8). Because the traffic modeling analysis in the AFC is based on this peak number of worker commute trips in month 24, the addition of 10 workers between month 1 and 6 would not cause significant traffic impacts resulting from the addition of 10 commuters. The traffic impacts would result from the lane closures necessary to construct the pipeline. This would be mitigated through the project's traffic management plan that will implement measures such as traffic controls, flagmen, and specific routing in OGS worker traffic to avoid the construction area, if needed.

Additional mitigation measures beyond those suggested in the AFC will therefore not be needed for this project addition. Construction of the sanitary sewer force main would have no significant adverse effect on traffic and transportation.

## 2.13 Visual Resources

Construction of the sanitary sewer force main would not have any significant effects in terms of visual resources that have not already been discussed and disclosed in the AFC. The force main would be constructed entirely within the roadways (Bridgehead Road and Main Street), and no part of the force main will be visible to the public after construction.

## 2.14 Waste Management

Construction of the sanitary sewer force main would not have any significant effects in terms of waste management that have not already been discussed and disclosed in the AFC. Only minor amounts of construction waste would be associated with the force main construction. No known contamination exists in Bridgehead Road or Main Street that would require a soil management plan or special provisions for hazardous wastes.

## 2.15 Water Resources

Construction of the sanitary sewer force main would not have any significant effects in terms of water resources that have not already been discussed and disclosed in the AFC. Force main construction would require an additional 1,200 gallons of water for dust suppression and other purposes. This is a negligible addition to the construction water uses cited in the AFC.

## **2.16 Worker Health and Safety**

Construction of the sanitary sewer force main would not have any significant effects in terms of worker safety and fire protection that have not already been discussed and disclosed in the AFC.



BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT  
COMMISSION OF THE STATE OF CALIFORNIA  
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**APPLICATION FOR CERTIFICATION  
FOR THE OAKLEY GENERATING STATION**

**Docket No. 09-AFC-4  
PROOF OF SERVICE**  
(Revised 8/13/2010)

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### **DECLARATION OF SERVICE**

I, Mary Finn, declare that on September 21, 2010, I served and filed copies of the attached Oakley Generating Station Project (09-AFC-4) Supplemental Information Item #3: Sanitary Sewer Force Main. The original document, filed with the Docket Unit, is accompanied by a copy of the most recent Proof of Service list, located on the web page for this project at: [\[http://www.energy.ca.gov/sitingcases/contracosta/index.html\]](http://www.energy.ca.gov/sitingcases/contracosta/index.html). The document has been sent to both the other parties in this proceeding (as shown on the Proof of Service list) and to the Commission's Docket Unit, in the following manner:

**(Check all that Apply)**

**For service to all other parties:**

- ☒ sent electronically to all email addresses on the Proof of Service list;  
☐ by personal delivery;  
☐ by delivering on this date, for mailing with the United States Postal Service with first-class postage thereon fully prepaid, to the name and address of the person served, for mailing that same day in the ordinary course of business; that the envelope was sealed and placed for collection and mailing on that date to those addresses **NOT** marked "email preferred."

**AND**

**For filing with the Energy Commission:**

- ☒ **sending an original paper copy and one electronic copy, mailed and emailed respectively, to the address below (preferred method);**


**OR**

☐ depositing in the mail an original and 12 paper copies, as follows:

**CALIFORNIA ENERGY COMMISSION**

Attn: Docket No. 09-AFC-4  
1516 Ninth Street, MS-4  
Sacramento, CA 95814-5512  
[docket@energy.state.ca.us](mailto:docket@energy.state.ca.us)

I declare under penalty of perjury that the foregoing is true and correct, that I am employed in the county where this mailing occurred, and that I am over the age of 18 years and not a party to the proceeding.



Mary Finn