

C.9 Hazards and Hazardous Materials

Introduction

This section describes effects related to hazards and hazardous materials, including environmental contamination that would be caused by implementation of the VSSP. The following discussion addresses existing environmental conditions in the affected area, identifies and analyzes environmental impacts for the proposed Project, and recommends measures to reduce or avoid significant impacts anticipated from Project construction, operation, and maintenance. In addition, existing laws and regulations relevant to hazards and hazardous materials are described. In some cases, compliance with these existing laws and regulations would serve to reduce or avoid certain impacts that might otherwise occur with the implementation of the proposed Project.

The study area is defined as the proposed Project site for hazards and hazardous materials and as the area within 0.5 mile of proposed Project components for effects of existing contamination. The existing hazards, hazardous material use, and level of contamination in the area and at the Project site were used as the baseline against which to compare potential hazards and hazardous materials-related impacts of the proposed Project.

Scoping Issues Addressed

During the scoping period for the EIR (May 5 through June 8, 2015), written comments were received from agencies, organizations, and the public. These comments identified various substantive issues and concerns relevant to the EIR analysis. No issues related to hazards and hazardous materials were raised during scoping.

C.9.1 Environmental Setting

C.9.1.1 Land Use

Existing and past land use activities are commonly used as indicators of sites or areas where hazardous material storage and use may have occurred or where potential environmental contamination may exist. For example, many historic and current industrial sites have soil or groundwater contaminated by hazardous substances. Other hazardous materials sources include leaking underground tanks in commercial and rural areas, contaminated surface runoff from polluted sites, and contaminated groundwater plumes. Current and former agricultural properties commonly have herbicide, pesticide, and/or fumigant soil contamination.

The proposed Project is located within the cities of Menifee, Murrieta, Temecula, and unincorporated Riverside County. Segment 1 of the proposed Project consists of approximately 12 miles of new 115-kV subtransmission line on new, replacement, and modified existing poles and also includes approximately 1,600 feet of new underground duct banks near the Valley Substation. Segment 1 crosses through and is adjacent to farm land, rural residential, and undeveloped grassland through Menifee, unincorporated Riverside County, and the northeastern most corner of Murrieta and crosses through and adjacent to medium density residential in the unincorporated community of Winchester (east of Murrieta). Near the intersection of Segments 1 and 2, in unincorporated Riverside County east to Murrieta, the alignment passes through a small area of light industrial sites mixed with grass land and agricultural fields.

Segment 2 consists of reconductoring approximately 3.4 miles of existing 115-kV subtransmission line on primarily existing poles; one TSP, one wood guy stub pole, and two wood poles would be replaced and one wood guy stub pole added. Segment 2 traverses through a mix of medium density residential, rural residential, farm land, and undeveloped grassland in the unincorporated community of Murrieta and the City of Temecula. Historic aerial photographs (1996 to 2014) indicate that in 1996 the land use along the Project alignment was primarily agricultural with scattered rural residences and open-space with increasing amounts of rural residential and medium residential land use over time (Google Earth, 2015).

Although there are numerous schools in the general Project area, only three were identified within 0.25 miles of the proposed Project. The schools are:

- Heritage High School - 26001 Briggs Rd, Romoland, CA. Although the school mailing address is slightly greater than 0.25 miles north of the proposed Project alignment, the southern half of the school property is within 0.25 miles of Segment 1.
- Home Away From Home Family Daycare - Peregrine Way and Slater Avenue, Winchester, CA. Located 0.25 miles east of Segment 1.
- French Valley University Inc. - 36555 Van Gaale Lane, Winchester, CA. Located 0.20 miles east of the intersection of Segments 1 and 2.

C.9.1.2 Hazardous Materials

During construction, hazardous materials such as cleaning solvents, paints, adhesives, vehicle fuels, oil (including mineral oil), hydraulic fluid, and other vehicle and equipment maintenance fluids would be used and stored in construction staging yards. Approximately 25 gallons of fuel would be stored at the staging yards for use in the generator or power tools. Spills and leaks of hazardous materials during construction activities could result in soil or groundwater contamination. As stated in SCE's Preliminary Environmental Assessment (PEA), all hazardous materials would be stored, handled, and used in accordance with applicable regulations, Material Safety Data Sheets (MSDS) would be made available to all crew workers at the construction site, and the Stormwater Pollution Prevention Plan (SWPPP) prepared for the proposed Project would provide the locations for storage of hazardous materials during construction, as well as protective measures, notifications, and cleanup requirements for incidental spills or other potential releases of hazardous materials (SCE, 2014). Hazardous materials to be used during the operation and maintenance of the proposed Project would include gasoline, diesel fuel, oil (including mineral oil), solvents, and lubricants associated with vehicles and operation and maintenance activities. No acutely hazardous materials would be stored or used at the Project sites during the construction or operation of the proposed Project.

C.9.1.3 Environmental Contamination

Components of the proposed Project would be susceptible to encountering environmental contamination where ground disturbance would occur in: the vicinity of commercial or industrial sites with known contamination, adjacent to sites that store and use large quantities of hazardous materials, or in agricultural areas that may have used herbicides or pesticides. The main ground disturbing activities for the proposed Project are as follows:

- Grading, as necessary, for staging, stringing, and work areas and rehabilitation of existing access and spur roads along both Segments 1 and 2.
- Excavation and drilling for removal of 40 existing subtransmission poles and 230 existing distribution poles; and excavation and drilling for construction of 308 new and replacement poles.

- Excavation for approximately 1,600 linear feet of new underground duct bank and associated vaults along Segment 1.

SCE obtained and conducted a review of the Environmental Data Resources, Inc. (EDR) database (SCE, 2014). The EDR database searched federal, State, and local environmental databases along a corridor 1-mile either side of the proposed alignment for sites that use, store, and/or dispose of hazardous materials and for sites with known environmental contamination. The review of the EDR database revealed no active sites with known environmental contamination within the 1 mile corridor along Segments 1 or 2. Further review of the database indicated that there are several sites that use, store, and dispose of large quantities of hazardous materials located within a half mile of the proposed Project. Although no known contamination has been reported at these sites, there is a potential that unknown contamination may have occurred and spread to the Project ROW. Therefore, the sites are listed below:

- SCE Valley Substation - 26125 Menifee Ave, Menifee, CA. Listed as a Large Quantity Generator (LQG) [Resources Conservation and Recovery Act (RCRA)] disposing of waste such as mixed non-halogenated and halogenated solvents, corrosive waste, and ignitable waste. Located along the northern end of Segment 1.
- SCE Menifee/San Jacinto Service Center – 26100 Menifee Ave, Menifee, CA. This site is listed on several databases. It is listed as a RCRA-LQG disposing of waste such as mixed non-halogenated and halogenated solvents, corrosive waste, and ignitable waste. The site is also listed as a Case-Closed leaking underground storage tank (LUST) site, an above-ground storage tank site, and as Statewide Environmental Evaluation and Planning System underground storage tank (UST) site as of 1992 with gasoline, diesel, and waste oil tanks. Located approximately 0.25 miles northeast of the northern end of Segment 1.
- Abbott Cardiovascular Systems Inc. – 30590 Cochise Cir, Murrieta, CA. This site is listed as a RCRA-LQG disposing of waste such as spent non-halogenated and halogenated solvents, corrosive waste, chloroform, chromium, and ignitable waste. Located approximately 0.4 miles west of the intersection of Segments 1 and 2.
- Exotic Electro-Optics/Exotic Materials – 36570 Briggs Drive, Murrieta, CA. This site is listed as a RCRA-LQG disposing of waste such as spent non-halogenated and halogenated solvents, corrosive waste, arsenic, selenium, chromium, and ignitable waste. Located approximately 0.35 miles southwest of the intersection of Segments 1 and 2.

Groundwater depths in the proposed Project area are variable and range in depth from about 7 to 20 feet near creeks, channels, and ponds to greater than 50 to 150 feet in the deeper alluviated valleys. Although the potential for soil and/or groundwater contamination along the proposed Project is low, there is still a potential for unidentified or unknown contamination to have occurred and migrated in areas of shallow groundwater.

A review of the State Water Resources Control Board's (SWRCB's) GeoTracker website was conducted in June 2015 for USTs, LUSTS, and Department of Toxic Substances Control (DTSC) sites in and near to areas of the proposed Project where ground disturbing activities such as excavation, drilling, trenching, or grading would occur (SWRCB, 2015). No GeoTracker site listings of concern were identified within 1,000 feet of ground disturbance locations along the proposed Project.

Soil excavated for the proposed Project would either be used as fill, backfill for new wood poles, wood guy stub poles, light-weight steel poles, tubular steel poles (TSPs) footings, or anchors installed for the Project, made available for use by the landowner, and/or disposed of off-site at an appropriately licensed waste facility (SCE, 2014). If contaminated soil or groundwater is encountered during excavation, work would stop at that location and SCE's Spill Response Coordinator would be called to the site to make an assessment and notify the proper authorities.

C.9.1.4 Airports and Private Airstrips/Helipad

One public airport, two private airstrips, and one private helipad are located within 2 miles of the proposed Project.

- French Valley Airport (public airport) – Located approximately 0.45 of a mile west of the Terminal TSP for Segment 2.
- Pines Airpark (private airstrip) – Located approximately 0.55 miles east of the intersection of Leon and Loretta Roads along the central portion of Segment 1.
- Perris Valley Airport (private airstrip) – Located approximately 0.12 miles south of proposed Material Staging Yard 3.
- SCE Menifee Service Center Helipad (private helipad) – Located approximately 0.18 miles east of the Valley 500/115 kV Substation, near the intersection of State Route 74 and Menifee Road.

The southern portions of the proposed Project lie within the Airport Land Use Compatibility Plan area for the French Valley Airport. The proposed Project would traverse through Land Use Compatibility Zones B1, C and D, which require limits on residential density and coordination with French Valley Airport for construction projects of certain heights.

C.9.1.5 Emergency Response

The Riverside County Fire Department (RCFD), Office of Emergency Services has developed and implemented both an Operational Area Emergency Operations Plan (EOP) (RCFD, 2006) and an Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan to assess and respond to various natural and human-made hazards and/or disasters (RCFD, 2012). The City of Murrieta has developed an EOP that addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting the City of Murrieta (City of Murrieta, 2008). The City of Menifee maintains an Emergency Operations Center and implements an Emergency Operations program, to plan, prepare, and respond to emergencies (SCE, 2014). The City of Temecula Emergency Services Department handles fire, life, and environmental emergencies.

C.9.1.6 Wildland Fire

The proposed Project passes through areas of farm land, rural residential, undeveloped grassland, and medium density residential properties in the cities of Menifee, Murrieta, Temecula, and unincorporated Riverside County. The Riverside County Fire Department (RCFD), in cooperation with the California Department of Forestry and Fire Protection (CAL FIRE), provides Fire and Emergency Services to residents of unincorporated areas of Riverside County and to Partner Cities, including Perris, Menifee, and Temecula. The Murrieta Fire Department is the primary provider of fire suppression and fire prevention services within the City of Murrieta. CAL FIRE is responsible for fire protection within State Responsibility Areas (SRA); SRAs are found in 56 of California's 58 counties and totals more than 31 million acres. According to the CAL FIRE's Fire Hazard Severity Zone in SRA and Local Responsibility Area (LRA) maps for western Riverside County, the proposed Project traverses across and adjacent to areas defined as Very High, High, and Moderate Fire Hazard Severity Zones (CAL FIRE, 2007a and 2007b).

C.9.2 Regulatory Framework

Hazardous substances are defined by federal and State regulations to protect public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause

them to be considered hazardous. Hazardous substances are defined in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Section 101(14), and also in the California Code of Regulations (CCR), Title 22, Chapter 11, Article 2, Section 66261, which provides the following definition:

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed.

For this analysis, soil that would be excavated from a site containing hazardous materials would be considered to be a hazardous waste if it exceeds specific CCR Title 22 criteria, or on federal lands, if it exceeded criteria defined in CERCLA or other relevant federal regulations. Remediation (cleanup and safe removal/disposal) of hazardous wastes found at a site is required if excavation of these materials would be performed; it may also be required if certain other activities are proposed. Even if soils or groundwater at a contaminated site do not have the characteristics required to be defined as hazardous wastes, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking lead jurisdiction.

C.9.2.1 Federal

U.S. Environmental Protection Agency (USEPA)

The USEPA was established in 1970 in response to the growing public demand for cleaner water, air and land. The USEPA was established to consolidate in one agency a variety of federal research, monitoring, standard-setting, and enforcement activities to ensure environmental protection. USEPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. Where national standards are not met, USEPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality.

The Federal Toxic Substances Control Act (1976) and the RCRA of 1976 established a program administered by the USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA of 1976 was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes.

CERCLA, commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (US Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enables the revision of the National Contingency Plan. The National Contingency Plan (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The National Contingency Plan also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

As part of the Clean Water Act, the USEPA oversees and enforces the Oil Pollution Prevention regulation contained in Title 40 CFR Part 112, which is often referred to as the “SPCC rule” because the regulations describe the requirements for facilities to prepare, amend, and implement Spill Prevention, Control and Countermeasure (SPCC) Plans. A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, or the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the “Navigable Waters” of the United States.

Other federal regulations overseen by the USEPA relevant to hazardous materials and environmental contamination include Title 40 CFR Chapter I, Subchapter D – Water Programs and Subchapter I – Solid Wastes. Title 40 CFR Chapter I, Subchapter D Parts 116 and 117 designate hazardous substances under the Federal Water Pollution Control Act and set forth a determination of the reportable quantity for each substance that is designated as hazardous in Title 40 CFR Part 116. Title 40 CFR 117 applies to quantities of designated substances equal to or greater than the reportable quantities that may be discharged into waters of the United States.

Occupational Safety and Health Administration (OSHA), U.S. Department of Labor

OSHA’s mission is to assure the safety and health of America’s workers by setting and enforcing standards; providing training, outreach, and education; establishing partnerships; and encouraging continual improvement in workplace safety and health. OSHA staff establishes protective standards, enforce those standards, and reaches out to employers and employees through technical assistance and consultation programs. OSHA standards are listed in Title 29 CFR Part 1910.

Federal Aviation Regulation

The Federal Aviation Regulation (49 CFR Part 77) establishes standards and notification requirements for objects that may impact navigable airspace. This regulation includes: (a) the requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures; (b) the standards used to determine obstructions to air navigation, and navigational and communication facilities; (c) the process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment; and (d) the process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

C.9.2.2 State

California Public Utilities Commission

California Public Utilities General Order (GO) 166 General Order provides standards is to ensure that jurisdictional electric utilities are prepared for emergencies and disasters in order to minimize damage and inconvenience to the public that may occur as a result of electric system failures, major outages, or hazards posed by damage to electric distribution facilities. GO 166 Standard 1. Emergency Response Plan requires under paragraph E that a Fire Prevention Plan be prepared as part of the Emergency Response Plan in: (1) Investor-owned electric utilities in Imperial, Los Angeles, Orange, Riverside, Santa Barbara, San Bernardino, San Diego, and Ventura counties; and (2) investor-owned electric utilities in all other counties with overhead electric facilities located in areas of high fire risk. GO 166 applies to all electric utilities subject to the jurisdiction of the CPUC with regard to matters relating to electric service reliability and/or safety.

California Public Utilities GO95 and GO128 contain the State of California rules formulated to provide uniform requirements for overhead electrical line construction (GO95) and underground electrical supply

and communication systems (GO 128) to ensure adequate service and secure safety to persons engaged in the construction, maintenance, operation or use of overhead electrical lines and underground electrical supply and communication systems and to the public. GO95 and GO128 are not intended as complete construction specifications, but to embody requirements that are most important from the standpoint of safety and service. Construction shall be according to accepted good practice for the given local conditions in all particulars not specified in the rules.

California Environmental Protection Agency (Cal-EPA)

The California Environmental Protection Agency (Cal-EPA) was created in 1991. It centralized California's environmental authority, consolidating the Air Resources Board, SWRCB, Department of Resources Recycling and Recovery (CalRecycle) [formerly Integrated Waste Management Board], DTSC, Office of Environmental Health Hazard Assessment (OEHHA), and Department of Pesticide Regulation under one agency. These agencies were placed within the Cal-EPA "umbrella" to create a cabinet-level advocate for the protection of human health and the environment and to ensure the coordinated deployment of State resources. Its mission is to restore, protect and enhance the environment, and to ensure public health, environmental quality, and economic vitality. The Department of Pesticide Regulation, DTSC, CalRecycle, and SWRCB regulate hazardous materials and hazardous waste that have the potential to cause soil, water, and groundwater contamination, and their missions are summarized below.

- **Department of Pesticide Regulation.** The Department of Pesticide Regulation has the primary responsibility for regulating all aspects of pesticide sales and use to protect the public health and the environment. The Department's mission is to evaluate and mitigate impacts of pesticide use, maintain the safety of the pesticide workplace, ensure product effectiveness, and encourage the development and use of reduced-risk pest control practices while recognizing the need for pest management in a healthy economy.
- **Department of Toxic Substances Control.** The DTSC mission is to restore, protect, and enhance the environment, and to ensure public health, environmental quality, and economic vitality by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention.
- **Department of Resources Recycling and Recovery.** The mission of CalRecycle is to protect the public health and safety and the environment through waste prevention, waste diversion, and safe waste processing and disposal.
- **State Water Resources Control Board.** The SWRCB mission is to preserve and enhance the quality of California's water resources, and ensure their proper allocation and efficient use for the benefit of present and future generations.

Cortese

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, California Department of Public Health lists of contaminated drinking water wells, sites listed by the SWRCB as having underground storage tank leaks and that have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Unified Program

In 1993, the State (Cal-EPA) was mandated by Senate Bill 1082 (Health and Safety Code Chapter 6.11) to establish a "unified hazardous waste and hazardous materials management" regulatory program (Unified Program). The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following six environmental and emergency response programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans),
- California Accidental Release Prevention (CalARP) Program,
- Underground Storage Tank Program,
- Aboveground Petroleum Storage Act,
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs,
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements.

The Unified Program is implemented at the local level by various local government agencies certified by the Secretary of Cal-EPA. These agencies, known as Certified Unified Program Agencies (CUPA) implement all of the Unified Program elements and serve as a local contact for area businesses.

California Office of Emergency Services

In order to protect the public health and safety and the environment, the California Office of Emergency Services is in charge of establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on the location, type, quantity, and the health risks of hazardous materials handled, used, stored, or disposed of in the State, which could be accidentally released into the environment, needs to be made available to firefighters, health officials, planners, public safety officers, health care providers, regulatory agencies, and other interested parties. The information provided by business and area plans is necessary in order to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of hazardous materials into the workplace and environment. These regulations are covered under Chapter 6.95 of the California Health and Safety Code Article 1 – Hazardous Materials Release Response and Inventory Program (Sections 25500-25520), and Article 2 – Hazardous Materials Management (Sections 25531-25543.3).

CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, And Response Plans, Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans. These plans shall include the following: (1) a hazardous material inventory in accordance with Sections 2729.2 - 2729.7, (2) emergency response plans and procedures in accordance with Section 2731, and (3) training program information in accordance with Section 2732. Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the State. Each business shall prepare a Hazardous Materials Business Plan if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance; 55 gallons of a liquid; 200 cubic feet of compressed gas; hazardous compressed gas in any amount; and hazardous waste in any quantity.

California Occupational Safety and Health Administration (Cal-OSHA)

Cal-OSHA is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal-OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (Title 8 CCR Sections 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings.

Title 8 CCR, Chapter 4, Subchapter 7, Group 14 and 15, and Group 16, Articles 107, 109, and 110 sets forth the Permissible Exposure Limit, the exposure, inhalation or dermal permissible exposure limit for

numerous chemicals. Included are chemicals, mixture of chemicals, or pathogens for which there is statistically significant evidence, based on at least one study conducted in accordance with established scientific principles, that acute or chronic health effects may occur in exposed employees.

It is the responsibility of the OSHA to ensure compliance with the provisions of the Hazard Communication Standard. California Labor Code Sections 6360 through 6399.7 and Title 8 CCR Sections 5191 and 5194 are intended to ensure that both employers and employees understand how to identify potentially hazardous substances in the workplace, understand the health hazards associated with these chemicals, and follow safe work practices. This is accomplished by preparation of a Hazard Communication Plan.

California Public Resources Code

The California Public Resources Code (CPRC) Sections 4292 and 4293 specify requirements related to fire protection and prevention in transmission line corridors.

CPRC Section 4292 states: any person that owns, controls, operates, or maintains any electrical transmission or distribution line...shall, during such times and in such areas as are determined to be necessary by the director or the agency, has primary responsibility for fire protection of such areas, maintain around and adjacent to any pole or tower which supports a switch, fuse, transformer, lightning arrester, line junction, or dead end or corner pole, a firebreak which consists of a clearing of not less than 10 feet in each direction from the outer circumference of such a pole or tower (CPRC 4292).

CPRC 4293 states: any person that owns, controls, operates, or maintains any electrical transmission or distribution line upon any mountainous land, or in forest-covered land, or grass-covered land shall, during such times and in such areas as are determined to be necessary by the director or the agency which has primary responsibility for the fire protection of such area, maintain a clearance of the respective distances.

Office of Environmental Health Hazard Assessment

Proposition 65, the Safe Drinking Water and Toxic Enforcement Act of 1986, was enacted as a ballot initiative in November 1986. Proposition 65 was intended by its authors to protect California citizens and the State's drinking water sources from chemicals known to cause cancer, birth defects, or other reproductive harm, and to inform citizens about exposures to such chemicals. Proposition 65 requires the Governor to publish, at least annually, a list of chemicals known to the State to cause cancer or reproductive toxicity. The OEHHA has established safe harbor levels (levels of exposure that trigger the warning requirement) for some, but not all, listed chemicals. Businesses that cause exposures greater than the safe harbor level must provide Proposition 65 warnings. These safe harbor levels are available in the October 2007 Status Report available at <http://www.oehha.ca.gov/prop65/pdf/October2007>StatusRpt.pdf>. If there is no safe harbor level for a chemical, businesses that knowingly expose individuals to that chemical would generally be required to provide a Proposition 65 warning, unless the business could show that risks of cancer or reproductive harm resulting from the exposure would be below levels specified in Proposition 65 and its accompanying regulations.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act is a State law that provides a comprehensive water quality management system for the protection of California waters. The Act designates the SWRCB as the ultimate authority over state water rights and water quality policy, and also established nine Regional Water Quality Control Boards (RWQCB) to oversee water quality on a day-to-day basis at the local and regional

levels. The RWQCBs have the responsibility of granting National Pollutant Discharge Elimination System permits and waste discharge requirements for storm water runoff from construction sites.

C.9.2.3 Local

Riverside County Department of Environmental Health

The Riverside County Department of Environmental Health (DEH) Hazardous Materials Branch is the designated CUPA for Riverside County. The Riverside County CUPA assures consolidation, consistency and coordination of the hazardous materials programs within the County. The CUPA also oversees the two Participating Agencies (Corona Fire and Riverside Fire) that implement hazardous materials programs within the County.

The Riverside County DEH Hazardous Materials Branch oversees six hazardous materials programs within the County. The Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the CalARP. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week.

C.9.3 Applicant-Proposed Measures

In its PEA, SCE has listed a number of Applicant-Proposed Measures (APMs) that are designed to reduce impacts from the proposed Project. There are no APMs designed specifically for the Hazards and Hazardous Materials section, however one of the Traffic and Transportation APMs is applicable to one of the Hazards and Hazardous Materials impacts. Additionally, the impact discussion in Section C.9.4 (below) identifies mitigation measures, where appropriate, to reduce significant adverse impacts that could result from construction and operation of the VSSP.

The APM applicable to Hazards and Hazardous Materials is shown in Table C.9-1.

Table C.9-1. Applicant-Proposed Measures – Hazards and Hazardous Materials	
APM	APM Description
APM TRA-1	Traffic control or other management plans would be prepared where necessary to minimize proposed Project impacts on local streets, highways (State Route [SR]74 and SR-79), freeways, or other forms of transportation (Class I and Class II bicycle routes).

Source: SCE, 2014 (PEA Table 3.13).

C.9.4 Environmental Impacts and Mitigation Measures

This section explains how impacts are assessed including the presentation of significance criteria in Section C.19.4.1 on which impact determinations are based, and Section C.9.4.2 lists all impacts identified for the proposed Project.

The principal environmental impact involving hazardous materials associated with the proposed Project would be related to the potential mobilization of contaminants resulting in exposure of workers and the general public (e.g., excavation and handling of contaminated soil). Hazardous materials in the construction area may require special handling as toxic substances and hazardous waste can create an exposure risk to workers and the general public due to spills or upset or from excavation and transport.

C.9.4.1 Criteria for Determining Significance

The proposed Project would result in significant impacts from Hazards and Hazardous Materials if it would:

- Criterion HAZ1: Create a substantial hazard to the public, workers, or the environment through the routine transport, use, or disposal of hazardous materials or due to the accidental release of hazardous materials during construction or operation and maintenance of the proposed Project.
- Criterion HAZ2: The Project would be located on or near a site included on a list of hazardous materials sites, compiled pursuant to Government Code 65962.5, and would result in mobilization of contaminants currently existing in the soil or groundwater during construction, or operation and maintenance of the proposed Project, creating potential pathways of exposure to humans or other sensitive receptors.
- Criterion HAZ3: The Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Criterion HAZ4: The Project would be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and would result in a safety hazard for people residing or working in the project area.
- Criterion HAZ5: The Project would be within the vicinity of a private airstrip, and would result in a safety hazard for people residing or working in the project area.
- Criterion HAZ6: The Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Criterion HAZ7: The Project would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Toxic substances may cause short-term or long-lasting health effects. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances are hazardous because of their flammable properties. Gasoline, hexane, and natural gas are examples of ignitable substances. Corrosive substances are chemically active and can damage other materials or cause severe burns upon contact. Examples include strong acids and bases such as sulfuric (battery) acid or lye. Reactive substances may cause explosions or generate gases or fumes. Explosives, pressurized canisters, and pure sodium metal (which reacts violently with water) are examples of reactive materials.

Soil that is excavated from a site would be a hazardous waste if it exceeds specific CCR Title 22 criteria. Remediation (cleanup and safe removal/disposal) of hazardous wastes found at a site is required if excavation of these materials is performed. Contaminated soil exceeding regulatory limits for construction backfill would require onsite treatment or transport to offsite processing facilities. Contaminated soil removed from the construction area must be transported according to State and federal regulations and be replaced by import soil approved for backfill. Similar issues pertain to contaminated groundwater.

Although no known contaminated sites with potential to impact the Project were identified in this review, it is possible that other unknown contaminated sites could be discovered during construction of the

Project. Soil or groundwater contamination may be encountered where no sites are currently designated or identified. Existing contamination of soils and/or groundwater may exist in the agricultural, commercial, and light industrial land use areas of the Project area due to offsite migration of pollutants, unauthorized dumping, and historic unreported hazardous materials spills.

C.9.4.2 Impact Analysis – Direct and Indirect Effects

This section describes the direct and indirect impacts of the proposed Project. Cumulative impacts are discussed separately in Section C.9.4.3.

Impact HAZ-1 (Criterion HAZ1): The Project could expose people or the environment to adverse effects from hazardous material use, transport, storage, and disposal. (Class III)

Construction

Construction of the proposed Project would include the replacement of approximately 265 existing wood poles including 230 distribution and 35 subtransmission poles, of which some or all may be chemically treated. Depending on the condition and chemical treatment of the existing wood poles to be removed, SCE has stated that the poles would be temporarily stored in a staging yard and then either be: reused by SCE, returned to the manufacturer, or disposed of in a suitable landfill (SCE, 2014). If disposed of, any treated wood poles would be classified as Treated Wood Waste (TWW) and would be required to be disposed of in a RWQCB approved TWW Landfill or a Class I hazardous waste landfill. Nonhazardous waste materials such as untreated wood, metal, concrete, and conductor would be temporarily stored at a staging yard prior to salvage, recycling, or disposal.

Construction activities associated with the proposed Project would use hazardous materials such as gasoline, diesel fuel, oil, and lubricants associated with construction equipment and other vehicles and would use and store hazardous materials such as mineral oil, cleaning solvents, paints, adhesives, vehicle fuels, oil, hydraulic fluid, and other vehicle and equipment maintenance fluids in the construction staging yards. These hazardous materials would be transported, used, and disposed of in accordance with applicable laws, regulations, and SCE guidelines designed to prevent accidents, injury, or other damages to the public, workers, or the environment (SCE, 2014). MSDS would be made available at the construction site for all crew workers (SCE, 2014). No acutely hazardous materials would be stored or used on location or at staging yards during construction.

Minor spills or releases of hazardous materials could occur due to improper handling and/or storage practices of hazardous materials during construction activities. The site-specific SWPPP for the proposed Project would provide the locations for storage of hazardous materials during construction, as well as protective measures, notifications, and cleanup requirements for any incidental spills or other potential releases of hazardous materials (SCE, 2014). In addition, the Worker Environmental Awareness Program (WEAP), to be prepared and implemented by SCE, would inform construction personnel about the SWPPP, site-specific best management practices, would provide instructions to notify the foreman and regional spill response coordinator in case of a hazardous materials spill or leak from equipment, or the discovery of soil contamination.

Any impacts that would result from storage, transport, use, or disposal of hazardous materials would be addressed through compliance with applicable laws, regulations, and SCE guidelines. Potential impacts to the people or the environment from minor leaks or spill of hazardous materials would be mitigated by compliance with the SWPPP and WEAP and therefore, the impacts would be less than significant (Class III).

Operation

During operation and maintenance activities, it is anticipated that only limited amounts of hazardous materials would be used, primarily liquids such as mineral oil at the substations and gasoline, lubricants, and solvents associated with maintenance vehicles. Operation and maintenance would likely only require transport, use, and disposal of hazardous materials infrequently and would likely be associated with repair and maintenance activities. It is likely that only minor drips or spills of maintenance vehicle fluids would occur during operation and maintenance activities, which could be cleaned up immediately after occurrence. SCE indicates the substations have been designed with secondary spill containment and/or diversionary structures to prevent offsite discharge of oil spills and that the existing SPCC plans for the substations will be updated to include the additional onsite mineral-oil in the new Project components. With spill prevention/management plans in place, the potential impact from adverse effects from hazardous material use, transport, storage, and disposal would be less than significant during proposed Project operation and maintenance (Class III).

Impact HAZ-2 (Criterion HAZ2): During Project construction, unknown environmental contamination could be encountered at or near hazardous material sites. (Class II)

Encountering soil or groundwater contamination could expose workers or the public to adverse effects from hazardous materials. The proposed Project crosses primarily through agricultural farm land, undeveloped grassland, and rural residential and medium density residential properties with no listed or known contaminated sites within 0.25 miles of any of the proposed Project components or ground disturbance areas. The review of the EDR database (SCE, 2015) revealed no active sites with known environmental contamination within the 1 mile corridor along Segments 1 or 2. Four hazardous material sites were identified within the vicinity of the proposed Project. Only one hazardous material site was identified within the proposed Project ROW, the SCE Valley Substation – located at the north end of the proposed Project; however this site is only listed as a large quantity generator and has no known environmental contamination issues.

Small portions of the proposed Project, where ground disturbance would be required, trenching of the underground portion of the new 115-kV subtransmission line at and near Valley Substation, and excavation for poles in the vicinity of the intersection of Segments 1 and 2, would be located in light industrial areas with facilities that use and store large quantities of hazardous materials, as listed in Section C.9.1.4 (Environmental Contamination). These light industrial areas could have previously unknown soil or groundwater contamination that has spread to the areas of anticipated ground disturbance. Additionally, as portions of the proposed Project where ground disturbance would be required (trenching for the underground section of Segment 1, excavation and drilling for new and replacement poles, and grading for work areas and access roads) cross through active and historic agricultural land, there is a potential for residual pesticide and herbicide soil contamination.

Should they be present, excavation and disposal of contaminated soils and/or groundwater could potentially expose construction workers or the public to hazardous materials, a potentially significant impact. SCE has indicated that the project WEAP will include instructions to notify the foreman and regional spill response coordinator upon the discovery of soil or groundwater contamination. SCE has also committed to the following actions in the PEA in the event that potentially contaminated soil is encountered during excavation (SCE, 2014):

- Work would stop at that location and SCE's Spill Response Coordinator would be called to the site to make an assessment and notify the proper authorities.

- Work would continue at that location only when given clearance by the Spill Response Coordinator.
- The potentially contaminated soil would be segregated into lined stockpiles or, placed in dump trucks or roll-off containers, sampled, and tested to determine appropriate handling, treatment and disposal options.
- Should groundwater be encountered, it would be pumped into a tank and disposed of at an off-site disposal facility in accordance with all applicable laws.
- If the soil is classified as hazardous, it would be properly managed on location and transported in accordance with United States Department of Transportation regulations using a Uniform Hazardous Waste Manifest to a Class I Landfill or other appropriate soil treatment or recycling facility. All hazardous materials would be transported, used, and disposed of in accordance with applicable rules, regulations, and SCE protocols designed to protect the environment, workers, and the public.

Implementation of the above actions by SCE in the event of encountering unknown soil or groundwater contamination and implementation of Mitigation Measures HAZ-1 (*Identify Pesticide/Herbicide Contamination*) in areas of historic and current agricultural use with potential for residual pesticides and herbicides would reduce the impact to a less-than-significant level (Class II).

Mitigation Measures for Impact HAZ-2

HAZ-1 Identify Pesticide/Herbicide Contamination. Prior to Project construction, soil samples shall be collected in construction disturbance areas where the land has historically or is currently being farmed to identify the possibility of and to delineate the extent of pesticide and/or herbicide contamination. Materials containing elevated levels of pesticide or herbicide in areas of trenching or excavation will require special handling and disposal procedures. The local Certified Unified Program Agency shall be contacted to provide oversight regarding the handling, treatment, and/or disposal options for pesticide or herbicide contaminated soil. Standard dust suppression procedures (as defined in Mitigation Measure AQ-1 (*Fugitive Dust Control*)) shall be used in these construction areas to reduce airborne emissions of these contaminants and reduce the risk of exposure to workers and the public.

Impact HAZ-3 (Criterion HAZ3): Students could be exposed to hazardous materials. (Class III)

Hazardous materials to be used during the construction and operation of the proposed Project would consist of low toxicity materials including gasoline, diesel fuel, oil, and lubricants associated with construction equipment and vehicles and mineral oil. These low toxicity materials would be used throughout the proposed Project area. While there are three schools located within 0.25 mile of the nearest proposed Project component, the low toxicity of the materials associated with the proposed Project and proper handling, storage, and disposal of all hazardous materials in accordance with the Project specific WEAP, SWPPP, and all applicable rules, regulations, and SCE protocols would reduce impacts to area schools to a less-than-significant level (Class III).

Impact HAZ-4 (Criterion HAZ4): The Project could create an aviation hazard near Public airports. (Class III)

The proposed Project is located approximately 0.45 miles east of French Valley Airport and portions of the proposed Project (southern portion of Segment 1 and northern portion of Segment 2) lie within Airport Land Use Compatibility Plan Zones B1, C, and D for the French Valley Airport. Proposed Project structures in the French Valley Airport vicinity will reach a maximum height of 115 feet (TSP height) and construction cranes may reach a height of 145 feet during construction activities. Due to the height and proximity to French Valley Airport of proposed Project structures, SCE would be required in accordance with FAA procedures to submit the FAA Form 7460-1 (Notice of Proposed Construction or Alteration) for approximately 74 poles/towers that are anticipated to exceed FAA regulatory thresholds for height and proximity. As discussed in Section B.3.1.2,

subsection *Federal Aviation Administration (FAA) Notifications*, the FAA will conduct an analyses to determine whether the proposed Project structures in the vicinity of French Valley Airport would present a potential hazard to air navigation or could negatively impact the operational procedures of the nearby airport. FAA may determine no changes needed to the design of the proposed structures; or may recommend redesigning the proposed structures which may include: reducing the height, marking the structure, including the addition of aviation lighting, or placement of marker balls on wire spans. SCE would review the FAA recommendations for reasonableness and feasibility; SCE may petition the FAA for a discretionary review of its determination to address any issues with the FAA determination. FAA agency determinations for permanent structures typically are valid for 18 months, and therefore such notifications would be filed upon completion of final engineering and before start of construction for the proposed Project. Compliance with FAA regulatory requirements and design modifications, if any, would reduce the potential aviation hazard impact from Project structures near the French Valley Airport to less-than-significant (Class III).

Impact HAZ-5 (Criterion HAZ5): Project structures could create an aviation hazard near private airstrips or heliports. (Class III)

Two private airstrips and one private helipad are located in the vicinity of the proposed Project. The airstrips are the Pines Airpark (approximately 0.55 of a mile east of the central portion of Segment 1) and Perris Valley Airport (approximately 0.12 of a mile south of proposed Material Staging Yard 3), and the private helipad is the SCE Menifee Service Center Helipad (approximately 0.18 of a mile east of the Valley 500/115 kV Substation). As above, SCE would file the required FAA notifications for proposed Project structures that exceed FAA regulatory thresholds. The FAA will conduct an analyses to determine whether the proposed Project structures in the vicinity of the airstrips and helipad would present a potential hazard to air navigation or could negatively impact the operational procedures of the nearby airports/helipad. The FAA may recommend no changes to the design of the proposed structures or request redesigning the proposed structures. Redesign may include reducing the height; marking the structures, which may include the addition of aviation lighting; or placement of marker balls on wire spans. SCE would review the FAA recommendations for reasonableness and feasibility; SCE may petition the FAA for a discretionary review of its determination to address any issues with the FAA determination. FAA agency determinations for permanent structures typically are valid for 18 months, and therefore such notifications would be filed upon completion of final engineering and before start of construction for the proposed Project. Compliance with FAA regulatory requirements and proposed design modifications, if any, would reduce the potential aviation hazard impact from Project structures near the French Valley Airport to less-than-significant (Class III).

Impact HAZ-6 (Criterion HAZ6): The Project could impair or interfere with emergency response or evacuation plans. (Class II)

The proposed Project is not expected to significantly impact traffic circulation or increase demands on existing emergency response services during construction or operation. While most construction activities would take place outside of public roadways, periodic temporary construction or maintenance activities may result in temporary blockage or closure of local access routes. SCE has committed to coordinating with local authorities, including emergency responders regarding appropriate procedures. In the event that lane closures are necessary for construction or maintenance activities, the proposed Project would employ a traffic control service, and such lane closures would be conducted consistent with local ordinances. In addition, implementation of Mitigation Measure TRA-1 (*Construction Traffic Control Plan*), which requires preparation of traffic control plan would further minimize proposed Project impacts on local streets, highways (SR-74 and SR-79), and freeways. Therefore, the impacts related to impairment or

interference with emergency response or evacuation plans would be less-than-significant with mitigation (Class II).

Mitigation Measure for Impact HAZ-6

TRA-1 Construction Traffic Control Plan. (Section C.14, Transportation and Traffic)

Impact HAZ-7 (Criterion HAZ7): The Project could trigger wildland fires. (Class III)

The proposed Project components are located in areas of grasslands, agricultural land, and low density rural and medium density residential areas. Portions of the proposed Project are classified as Moderate to Very High Fire Hazard Severity Zones by CAL FIRE.

Construction

Construction activities and use of construction equipment in High to Very High Fire Hazard Severity Zones could trigger fires in the local dry vegetation. However, SCE has committed to implementation of SCE standard fire prevention protocols during construction and to requiring contractors to submit a fire prevention plan to SCE for review and approval. SCE indicates that their standard protocols will include protocols to be implemented when the National Weather Service issues a Red Flag Warning. SCE Red Flag Warning protocols include measures to address smoking and fire rules, storage and parking areas, use of gasoline-powered tools, use of spark arresters on construction equipment, road closures, and use of a fire guard, fire suppression tools, fire suppression equipment, and training requirements. Additionally, CPUC GO 166 requires that a Fire Prevention Plan be prepared for electrical utilities in Riverside County and CPRC Sections 4292 and 4293 specify requirements related to fire protection and prevention in transmission line corridors. SCE indicates that the portions of the proposed Project area located within moderate to high fire hazard areas would be grubbed of vegetation and graded (if necessary) prior to staging construction equipment on the site, further minimizing the potential for vehicles or equipment to start a fire. Implementation of SCE standard fire prevention protocols, a project specific fire prevention plan and compliance with State and local laws and regulations would reduce the potential for project construction to cause wildland fires to less-than-significant (Class III).

Operation

Operation and maintenance of the proposed Project would include routine inspections, maintenance, and emergency repair. As required by CPUC GO95, CPRC Sections 4292 and 4293, and other applicable State and federal laws SCE would be required to maintain an area of cleared brush around equipment, minimizing the potential for fire; and as required by CPUC GO 166, SCE would prepare a fire prevention plan for the Project. Additionally, SCE commits to following their standard fire prevention protocols, which include measures to follow in the event the National Weather Service issues a Red Flag warning. These measures include addressing smoking and fire rules, storage and parking areas, using gasoline-powered tools, using spark arresters on construction equipment, road closures, using a fire guard, fire suppression tools, fire suppression equipment, and training requirements. Compliance with State and local laws and regulations, and preparation and implementation of a Project specific fire prevention plan would reduce the potential impact from triggering wildland fire to less-than-significant (Class III).

C.9.4.3 Cumulative Impacts

Geographic Extent/Context

The geographic extent for the analysis of cumulative impacts related to hazards and hazardous materials is limited to the Project site and the immediate vicinity surrounding Project substations, staging yards, and the subtransmission line ROWs occupied by the proposed alignment. These geographic limits are appropriate for considering the potential of cumulative impacts as the current and past land uses would be the most significant factors to evaluate the potential for hazardous material use and environmental contamination at a project site. Impacts related to emergency response, aviation hazards, and wildland fire would be tied to the physical presence and construction of project structures and would only occur where these structures occur or are being constructed. Cumulative impacts would have the potential to occur during construction and operation and would be limited to the areas where concurrent construction or maintenance is occurring.

Existing Cumulative Conditions

Within the undeveloped and open space land and residential areas there is little likelihood of significant soil or groundwater contamination, based on a lack of uses that would involve hazardous materials. There are no known contaminated sites within a mile of the Project alignment and only 4 known hazardous waste sites within 0.25 miles of the Project alignment. The continued development of agricultural and open space lands within this area of Riverside County would result in the continued potential for hazardous material safety risk factors, and encroachment adjacent to airports and into high fire hazard areas. However, sites with known environmental contamination will be required by law to be investigated and remediated in accordance with regulatory agency standards for prior redevelopment and sites that use, store, and dispose of hazardous materials and waste will be required to comply with all applicable federal, State, and local rules and regulations regarding storage and disposal of hazardous materials. In addition, areas with previously unknown contamination will likely be discovered during planning or construction, which would be followed by the required reporting and cleanup. Development next to airports would be subject to FAA regulations, which establishes standards and notification requirements for objects that could impact navigable airspace. Development into high fire hazard areas would be subject to local laws and regulations related to fire protection and fire prevention.

Cumulative Impact Analysis

The potential for hazards and hazardous materials impacts of the proposed Project (described in Section C.9.4.2) to combine with the effects of other proposed, planned, and reasonably foreseeable future projects, as listed in Table C.1-1, that are within the geographic extent of the cumulative analysis are described below for each significance criterion.

Criterion HAZ1: Create a substantial hazard to the public, workers, or the environment through the routine transport, use, or disposal of hazardous materials or due to the accidental release of hazardous materials during construction or operation and maintenance of the proposed Project.

Exposure of workers to hazardous materials and/or soil or groundwater contamination due to improper handling, storage, or disposal of hazardous materials during construction activities could occur through accidental releases of hazardous materials used during construction (Impact HAZ-1). However a Project specific SWPPP and WEAP would be implemented as part of the proposed Project to decrease the potential for improper storage and handling of hazardous materials and to ensure that if accidental releases were to occur potentially harmful materials would be cleaned up quickly and in an appropriate manner. Adherence to the updated SPCCs and regulations regarding cleanup of any drips or spill that occur during Project operation

would ensure no adverse effects from hazardous materials use during Project operation. No acutely hazardous materials would be used during proposed Project construction or operation. Therefore, since there would be no adverse effects related to hazardous materials, the proposed Project impacts would not have the potential to combine with impacts of other projects and would not be cumulatively considerable (Class III).

Criterion HAZ2: The Project would be located on or near a site included on a list of hazardous materials sites, compiled pursuant to Government Code 65962.5, and would result in mobilization of contaminants currently existing in the soil or groundwater during construction or operation and maintenance of the proposed Project, creating potential pathways of exposure to humans or other sensitive receptors.

No known contaminated sites are located along the proposed Project route, however, unanticipated preexisting soil and/or groundwater contamination encountered during excavation or grading (Impact HAZ-2) could occur if preexisting soil and groundwater contamination is encountered during proposed Project construction, which would result in exposure of construction workers to potential health hazards. Unknown soil or groundwater contamination could be encountered during excavation or grading for Project components in areas of past and current agricultural use, and near light industrial properties that use and dispose of large quantities of hazardous materials. None of the cumulative projects occur in areas of known contamination, however, as with the proposed Project cumulative project could encounter previously unknown soil contamination. Implementation of SCE commitments in the event of encountering unknown contamination and Mitigation Measure HAZ-1 (*Identify Pesticide/Herbicide Contamination*) would reduce the proposed Project's contribution to cumulative impacts. A cumulative effect would only occur if the proposed Project and cumulative project were required to excavate, transport, and treat significant volumes of contaminated soil at the same time and exceed local capacity to handle these wastes. Previously unknown contaminated soil is not likely to occur in significant quantities that would result in a cumulative effect (Class III).

Criterion HAZ3: The Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The proposed Project could expose students to hazardous materials (Impact HAZ-3); however, hazardous materials to be used during the construction and operation of the proposed Project would consist of low toxicity materials including gasoline, diesel fuel, oil, and lubricants associated with construction equipment and vehicles and mineral oil. The low toxicity of the materials associated with the proposed Project and proper handling, storage, and disposal of all hazardous materials in accordance with the Project specific WEAP, SWPPP, and all applicable rules, regulations, and SCE protocols would reduce impacts to area schools to a less-than-significant level (Class III). Cumulative projects would be required to follow the same federal, State, and local regulations regarding hazardous material handling, storage, and disposal. Therefore, impacts related to hazardous materials near schools would not be cumulatively considerable (Class III).

Criterion HAZ4: The Project would be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and would result in a safety hazard for people residing or working in the project area.

The proposed Project is located approximately 0.45 miles east of French Valley Airport and portions of the proposed Project (southern portion of Segment 1 and northern portion of Segment 2) lie within Airport Land Use Compatibility Plan Zones B1, C, and D for the French Valley Airport. Compliance with FAA regulatory requirements and implementation of design modifications, if any, would reduce the potential

aviation hazard impact from Project structures (Impact HAZ-4) near the French Valley Airport to less-than-significant (Class III). Cumulative projects in the vicinity of the French Valley Airport could have the potential to create an aviation hazard near the public airport, however any projects in the French Valley Airport vicinity that exceed the FAA thresholds would need to comply with the same regulations and FAA review, which would reduce their potential impact to less-than-significant. Therefore impacts related to creating aviation hazards near the public airport would not be cumulatively considerable (Class III).

Criterion HAZ5: The Project would be within the vicinity of a private airstrip, and would result in a safety hazard for people residing or working in the Project area.

Two private airstrips and one private helipad are located in the vicinity of the proposed Project. The airstrips include the Pines Airpark (approximately 0.55 of a mile east of the central portion of Segment 1) and Perris Valley Airport (approximately 0.12 of a mile south of proposed Material Staging Yard 3); the private helipad is located at the SCE Menifee Service Center (approximately 0.18 of a mile east of the Valley 500/115 kV Substation). Compliance with FAA regulatory requirements and implementation of design modifications, if any, would reduce the potential aviation hazard impact from Project structures (Impact HAZ-5) near the Pines Airpark, Perris Valley Airport, and SCE Menifee Service Center Helipad to less-than-significant (Class III). Cumulative projects in the vicinity of these private airstrips/heliport could have the potential to create an aviation hazard. However, any projects in the vicinity of these airstrips/helipad that exceed the FAA thresholds would need to comply with the same FAA regulations and FAA review, which would reduce their potential impact to less-than-significant (Class III). Therefore impacts related to creating aviation hazards near private airports/heliports would not be cumulatively considerable (Class III).

Criterion HAZ6: The Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Most Project construction activities would take place outside of public roadways and it is not anticipated that construction activities would result in the blockage of any roadways that could be used in the case of an emergency, however periodic temporary construction or maintenance activities may result in temporary blockage or closure of local access routes. Mitigation Measure TRA-1 (*Construction Traffic Control Plan*) and compliance with local traffic ordinances would reduce the impacts related to impairment or interference with emergency response or evacuation plans (Impact HAZ-6) to less than significant (Class II). Cumulative projects in the Project area could cause temporary traffic or road blockages, however these projects would be required to comply with local traffic ordinances and unless the road blockages occurred at the same time in the same area as the temporary road closures or blockages for the proposed Project, which is unlikely, impacts to emergency response or evacuation plans would be minimal (Impact HAZ-6). Therefore impacts related to impairment or interference with emergency response or evacuation plans would not be cumulatively considerable (Class III).

Criterion HAZ7: The Project would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Portions of the proposed Project are located in areas of grasslands, agricultural land, and low density rural that are classified as Moderate to Very High Fire Hazard Severity Zones by CAL FIRE. Construction activities, use of construction equipment, and maintenance and repair activities requiring the use of equipment in High to Very High Fire Hazard Severity Zones could trigger wildland fires in the local dry vegetation (Impact HAZ-7). However, implementation of SCE commitments to preparation of fire

prevention plans, SCE standard fire prevention protocols, and compliance with State and local regulations and ordinances related to fire protection and fire prevention reduce the impact to less-than-significant (Class III). Some of the cumulative projects could be within high fire hazard areas and would have a potential to trigger wildland fires; these projects would be subject to the same regulations and ordinances to reduce fire hazards. Therefore, the proposed Project contribution to triggering wildland fires would not be cumulatively considerable (Class III).

C.9.4.4 Impact and Mitigation Summary

This section summarizes the conclusions of the impact analysis and associated mitigation measures presented in Section C.9.4.2 for the proposed Project. Table C.9-2 lists each impact identified for the proposed Project, along with the significance of each impact.

Impact	Significance Conclusion	Reason for Conclusion
HAZ-1: The Project could expose people or the environment to adverse effects from hazardous material use, transport, storage, and disposal.	Class III	Project construction and operation would require the use, storage, and disposal of hazardous materials. No acutely hazardous materials would be used. However, compliance with regulations, rules, and SCE policies would reduce the potential for adverse effects.
HAZ-2: During Project construction, unknown environmental contamination could be encountered at or near hazardous materials sites.	Class II	If unknown soil or groundwater were encountered during Project construction, implementation of SCE commitments regarding contaminated soil and groundwater handling (listed under Impact HAZ-3) and Mitigation Measure HAZ-1 (<i>Identify Pesticide/Herbicide Contamination</i>) would reduce the potential for adverse effects.
HAZ-3: Students could be exposed to hazardous materials.	Class III	No acutely hazardous materials would be used by the Project and the low toxicity hazardous materials to be used by the Project would be used, stored and disposed of in accordance with all regulations and rules.
HAZ-4: The Project could create an aviation hazard near Public airports.	Class III	SCE would comply with FAA procedures, regulations, and recommendations (as feasible) regarding Project structures that exceed FAA thresholds.
HAZ-5: Project structures could create an aviation hazard near private airstrips or heliports.	Class III	SCE would comply with FAA procedures, regulations, and recommendations (as feasible) regarding Project structures that exceed FAA thresholds
HAZ-6: The Project could impair or interfere with emergency response or evacuation plans.	Class II	Most construction activities would take place outside of public roadways and any required closures/blockages would be temporary. SCE's commits to coordination with local authorities, and compliance with local ordinances reduce the potential for adverse effects. To further reduce potential impacts, Mitigation Measure TRA-1 (<i>Construction Traffic Control Plan</i>) would be required to address traffic management.
HAZ-7: The Project could trigger wildland fires.	Class III	Although portions of the Project are located in high fire hazard zone, SCE commits to require preparation of a Project-specific fire protection plan, implementation of SCE standard fire prevention protocols, and compliance with local and State laws, and regulations regarding fire prevention and protection along transmission lines to reduce the potential for adverse effects.

- Class I:** **Significant impact; cannot be mitigated to a level that is not significant.** A Class I impact is a significant adverse effect that cannot be mitigated below a level of significance through the application of feasible mitigation measures. Class I impacts are significant and unavoidable.
- Class II:** **Significant impact; can be mitigated to a level that is not significant.** A Class II impact is a significant adverse effect that can be reduced to a less than significant level through the application of feasible mitigation measures presented in this EIR.
- Class III:** **Adverse; less than significant.** A Class III impact is a minor change or effect on the environment that does not meet or exceed the criteria established to gauge significance.
- Class IV:** **Beneficial impact.** A Class IV impact represents a beneficial effect that would result from project implementation.