

PUBLIC UTILITIES COMMISSION505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

January 16, 2008

Donald Johnson
Project Manager
Southern California Edison
2131 Walnut Grove Ave.
Rosemead, C 911770

RE: SCE Antelope-Pardee 500 kV Transmission Project, Segment 1 Project - Notice to Proceed (NTP #3)

Dear Mr. Johnson,

On January 10, Southern Californian Edison (SCE) requested authorization from the California Public Utilities Commission (CPUC) for use of five contractor laydown yards as named Pumpkin Yard, Pottery Yard, Pardee Yard, Mechanics Yard and Avenue I Yard.

The SCE Antelope-Pardee 500 kV Transmission Project was evaluated in accordance with the California Environmental Quality Act and a Certification of Public Convenience and Necessity (CPCN) was granted by CPUC Docket #A.04-12-007, SCH #2005061161 on March 1, 2007. The Forest Service is the federal Lead Agency for the preparation of the Project's EIR/EIS in compliance with NEPA. The Proposed yard locations do not occur in Forrest Service land thus no approval from the Forrest service is required. **NTP #3 is granted by CPUC for the proposed activities based on the following factors:**

- An official request to use five contractor laydown yards was submitted January 10, 2007. Each yard request included biological and cultural survey reports, a table siting which mitigation measures apply to the use of each area, as well as issue area and resource analysis as applied to site features and surrounding land uses. A detailed description of each yard as well as pertinent site issues are detailed below:

Pumpkin Yard This proposed marshalling and helicopter yard is located at 29527 Bouquet Canyon Road approximately 10 miles southwest of Bouquet Reservoir, 1.2 miles northeast of the Santa Clarita city limits, and within 1.5 miles of the proposed Segment 1 500-kV line installation. No clearing or grading would be required. The owners have requested that the yard be vacated by October 1, 2008. Planned uses at the site include: office trailers, vehicle parking, equipment storage, spill kit storage, fire equipment storage, wire storage, roll-off trash container, portable toilets, steel stub angles, rebar and rebar cages, setup, form cans and associated foundation items, fueling from saddle tanks, boundary fencing as needed, helicopter landing, fueling, and maintenance.

The yard will consist of two areas: a 5.5 acre lower area adjacent to the southeast side of Bouquet Canyon Road (Lower Yard) and a 5.0 acre upper area on a cleared plateau northwest of Bouquet Canyon Road (Upper Yard). Access to both areas is off of Bouquet Canyon Road. The only access to the lower yard requires the crossing of a currently un-bridged Bouquet Canyon Creek, a tributary of the Santa Clara River, and is most likely under the jurisdiction of both California Department of Fish and Game (CDFG) and Army Corps of Engineers (ACOE). The creek crosses the Lower Yard about 100 feet from the road through what is effectively an Arizona crossing made of fill approximately 30 feet wide and two feet above grade. According to the owners, this section of the creek, though dry as of November 12, 2007, overflows the crossing during rain events. SCE requested that this NTP be conditioned to allow use of the Upper Yard while SCE undergoes agency consultation in regard to the crossing located at the entrance to the Lower Yard. Once agency approval and permits are gained and copies submitted to the CPUC the Lower Yard can begin active use.

The two proposed Pumpkin yards consist of compacted soil used for parking (lower), or tilled fields (upper). The Lower Yard is characterized by a flat, compacted dirt surface sloping at a rate of less than 1% north towards Bouquet Canyon Creek.

A biological survey was conducted on November 12, 2007. No sensitive plant or wildlife species were observed during the biological survey conducted November 12, 2007, except for Pierson's morning glory (*Calystegia piersonii*), which appeared in an approximately 20 ft x 20 ft area on the west side of the Upper Yard. This plant is on the California Native Plant Society watch list at Level 4, and protection, though recommended, is not required. Nevertheless, this area will be fenced for protection, as will all areas beyond the planned disturbance area. No burrows of a suitable size to accommodate burrowing owl, were observed in either yard. Open coastal sage scrub bordering the Upper Yard, and fallow fields of tall ruderal vegetation around the lower field does provide low to moderate quality habitat for foraging raptors and certain small mammals, reptiles, and birds, as do several large cottonwoods adjacent to the creek. Bats might roost in the large cottonwoods within the Lower Yard, but evidence of such was not observed during the biological survey. Because the surveys occurred outside of the breeding season of many sensitive species including birds, frequent monitoring and additional survey sweeps will be necessary prior to and during use of the yards. Per the request weekly monitoring during the breeding season will be performed to determine if birds or fossorial species may have moved into the area.

Because the Lower Yard has been used as a parking lot, no restoration and rehabilitation is required. The landowners have requested that the Upper Yard (the pumpkin field) be ripped prior to vacating.

Per the request to prevent the potential for habitat and water quality impacts to Bouquet Canyon Creek, a 50 foot buffer will be established along both the north and south side of the creek where it is bordered by the proposed yard. The buffer will be delineated by orange fencing and straw wattles, sandbags, or silt fencing as appropriate to prevent sheetflow from entering the creek. Plans for the installation of a temporary double culvert with fill over the top will be presented to CDFG and ACOE as a possible solution for establishing an elevated crossing that will facilitate use of the yard during high water and reduce the potential for sediment to wash downstream. Alternative entrance routes are also being considered.

The Upper Yard has erosion channels that cut down the face of the side slopes on the south and west sides and appear to be the result of irrigating the pumpkin field. One of the cuts on the northwest side has some facultative wetland vegetation, but does not appear to conduct water on a regular basis and is not within the proposed impact area. An area 20 feet from the edge of the slope break on the west, south, and east sides will be flagged to prevent slumping. Watering of the yard will be necessary as per the Fugitive Dust Emission Plan, and although not expected to be of sufficient amount and duration to cause runoff, straw rolls will be laid across the top of each erosion cut as needed to prevent sheet flow from carrying sediment off of the yard.

Helicopters would fly from the Upper Yard, which is greater than 300 feet from all sensitive receptors except the Lombardi family (land owner). Potential noise impacts to the Lombardi family will be minimized.

Per the request no encroachment permits or other traffic permits are necessary for the use of this yard. Use of the upper and lower Pumpkin yards will result in short-term increases in construction traffic along Bouquet Canyon Road, which is owned and maintained by Los Angeles County. The road has one lane in each direction, and carries a comparatively large volume of commuter traffic mornings and evenings. The entrance to the Lombardi Ranch where the Lower Yard is located on a relatively straight stretch of road with good visibility to the northeast, but a large curve within 0.25 mile to the southwest. The Lower Yard has approximately 400 feet of accessible frontage on the south side of the paved road, and large trucks can enter and exit by merging into and out off the flow of traffic. The Upper Yard requires access from the north side of Bouquet Canyon via a small dirt parking lot leading into a narrow access road. Trucks entering and leaving this area will require a full stop prior to turning. Traffic control devices (signs) will be used along both sides of Bouquet Canyon Road to provide adequate notice to drivers that they are approaching an obstruction or hazard. Warning signs will be removed as soon as the obstruction or hazard has been cleared. Trained 'flaggers' will be located on Bouquet Canyon Road to slow or stop oncoming traffic as required while the truck is negotiating the turn into the access road for the Upper Yard. Trucks leaving the yard from the northwest will have flaggers stopping traffic on Bouquet Canyon Road to allow trucks to get on the roadway. Special considerations will be made to emergency vehicles. Per the request trucks hauling material will not enter or exit the yard during the peak traffic times along Bouquet Canyon Road: 7:00 am to 9:00 am and 4:00 pm to 6:00 pm on weekdays.

Pottery Yard This yard is proposed for marshalling and equipment storage, and is located at 29755-29757 on Bouquet Canyon Road approximately 11 miles southwest of Bouquet Reservoir, about 2 miles northeast of the Santa Clarita city limits, and within about 2 miles of the proposed Segment 1 500-kV line installation. Access to the yard is off of Bouquet Canyon Road. No clearing or grading would be required. This property is being offered for temporary use by the owners.

The approximately 4.5-acre proposed yard consists of open, gently sloping land (about 2 percent slope to the southeast) that has recently been disced leaving an area of bare soil with ruderal vegetation. The yard is primarily surrounded by open space, with Bouquet Canyon Road fronting for approximately 300 feet along the eastern edge of the yard. Immediately to the south of the yard is an abandoned residence, pottery shack, and swimming pool/changing room complex. These buildings are currently vacant and are owned by the property owner. The owner's residence is located about 100 feet southwest of the southwest corner of the yard. A nearby residence is located about 150 feet north of the northwest corner of the yard, on a mesa about 50 to 70 feet above the elevation of the yard. This residence represents a sensitive receptor that is located within 300 feet and therefore will require notification as required by Mitigation Measure N-1b. Other residences in the area are located more than 300 feet from the yard, and as such will not likely be disturbed by yard noise. As provided in the request to reduce the impact of noise on the adjacent residence, use of the yard will be confined to the hours of 7:00 am and 7:00 pm. Should the owner have other concerns about noise, these will be addressed in a lease agreement for the yard. Another residence is located about 450 feet south of the yard, also on a mesa, and a small housing development (nine buildings) is located about 550 feet east of the yard, across Bouquet Canyon Road and intervening open space. The slopes support coastal sage scrub vegetation. Uses at the site includes: office trailers, vehicle parking, equipment storage, spill kit storage, fire equipment storage, roll-off trash container, portable toilets, rebar and rebar cages, fueling from saddle tanks. The yard will be active from January 2008 through 2009.

A biological survey was conducted on 12 October 2007. No sensitive plant or wildlife species were observed during the biological survey. No burrows of a suitable size to accommodate burrowing owl, were observed in the yard. The yard's ruderal vegetation does provide low quality habitat for foraging raptors and certain small mammals. Open coastal sage scrub vegetation on the slopes bordering the yard provides moderate quality habitat for foraging raptors and certain small mammals, reptiles, and birds but will not be removed. However, no sensitive species are expected to occur immediately adjacent to the Pottery Yard due to the small size of the coastal sage scrub habitat and its fragmented and isolated nature.

Per the request concentrations of burrows will be flagged for avoidance by the Biological Monitor immediately prior to use of the site. In addition, adjacent trees and vegetation will be inspected for any bird nesting activity. If none is observed, equipment and materials will be moved onto the site.

Because the Pottery Yard appears to be routinely maintained and disced no grading will be necessary, no restoration or rehabilitation is required. The yard will be ripped prior to vacating.

The Pottery Yard is drained by sheet flow that ultimately reaches Bouquet Canyon Creek which is located at a distance of approximately 400 to 450 feet southeast of the yard. Use of the yard will not interfere with this sheet flow. Watering of the yard will be necessary as per the Fugitive Dust Emission Plan, but is not expected to be of sufficient amount and duration to cause runoff.

No encroachment permits or other traffic permits are necessary for the use of the Pottery Yard. Use of the yard will result in short-term increases in construction traffic along Bouquet Canyon Road, which is owned and maintained by Los Angeles County. The road has one lane in each direction, and carries a comparatively large volume of commuter traffic mornings and evenings. The entrance to the Pottery Yard is located on a relatively straight stretch of road with good visibility (about 600 feet) to both the north and south. The yard requires access from the west side of Bouquet Canyon Road via a small dirt access road. Trucks entering and leaving this area will likely require a full stop prior to turning. Traffic control devices (signs) will be used along both sides of Bouquet Canyon Road to provide adequate notice to drivers that they are approaching an obstruction or hazard. Warning signs will be removed as soon as the obstruction or hazard has been cleared. Trained 'flaggers' will be located on Bouquet Canyon Road to slow or stop oncoming traffic as required while the truck is negotiating the turn into the access road for the upper yard. Trucks hauling material will not enter or exit the yard during the peak traffic times along Bouquet Canyon Road: 7:00 am to 9:00 am and 4:00 pm to 6:00 pm on weekdays.

Pardee Yard The Pardee Substation yard is a previously disturbed site. The yard is located along Newhall Ranch Road in the City of Santa Clarita, Los Angeles County, California. Activities and items that will possibly be present at this yard site throughout the duration of the Project include: office trailers, vehicle parking, equipment storage, steel delivery and shake out, tower construction, spill kit storage, fire equipment storage, wire storage, roll-off trash container, roll-off steel disposal container, portable toilets, tower lay down area (from the 500kV line wreckout), steel stub angles, rebar and rebar cages, form cans and associated foundation items, tower pick-up, fueling from truck-mounted saddle tanks and fuel trucks, welding and torch work

The Pardee Substation yard site has been previously disturbed, and is routinely mowed for weed suppression. Open ruderal vegetation on-site does provide moderate quality habitat for foraging raptors and certain small mammals, reptiles, and birds.

Raptor and corvid nests, were observed on existing towers south of the proposed marshalling yard (greater than 300 feet from the site), and red-tailed hawks and ravens were observed in the area perching on transmission towers during July and September 2007 surveys.

Rodent burrow concentrations were noted in the central portion of the survey area under the existing towers that are located just south of the southern boundary of the ruderal survey area. These are most likely inhabited by deer mouse (*Peromyscus maniculatus*), and will not be afforded special treatment during use of the yard. As with the Antelope Yard (approved for use under NTP #2) a biological monitor will be on-site to conduct pre-construction sweeps and to regularly monitor the site.

Because the ruderal community is maintained through continual or regular disturbance, and because no grading is anticipated to prepare the site for use, restoration and rehabilitation efforts will consist of discing the areas that may have become compacted through use as a marshalling yard.

A sparsely vegetated earthen drainage which occurs outside of the yard site collects channelized nuisance runoff from the west edge of the paved Pardee Substation. Due to the slope of the property, the earthen drainage is not expected to receive runoff from the area of the yard which will be utilized. Additionally, a 50-foot buffer will be established between the small earthen drainage and the proposed yard use area. Straw wattles and/or silt fencing will be placed to protect this drainage. The drainage will not need to be crossed by equipment.

Equipment refueling and maintenance may be performed at the Pardee Substation yard, but by a contract vendor with portable fueling rigs.

There are no homes, hospitals or schools located in the vicinity of the Pardee Substation yard. Per Mitigation Measure N-1b all businesses within 300 feet of the proposed Pardee Substation yard will be notified prior to use of the yard.

Use of the Pardee Marshalling yard will result in short-term increases in construction traffic along I-5 and for a short distance east along Newhall Ranch Road to the entry to the yard. Traffic control devices (signs) will be used along both sides of Newhall Ranch Road to provide adequate notice to drivers that they are approaching an obstruction or hazard. Warning signs will be removed as soon as the obstruction or hazard has been cleared. Newhall Ranch Road is an 8-lane roadway, with 4-lanes in each direction. The entry into the Pardee yard is 30 feet wide. To negotiate this turn, trucks hauling heavy material will use all four south-bound lanes just long enough to complete the turn. Trained 'flaggers' will be located in south-bound Newhall Ranch Road to slow or stop oncoming traffic as required while the truck is negotiating the turn into the yard entry. Trucks leaving the yard will have flaggers stopping traffic to allow trucks to get on the roadway.

Mechanics Yard The Mechanic's Yard is located at 2866 1/2 West Avenue F in the City of Lancaster, Los Angeles County 5.20 miles due west of Highway 14, and 2.47 miles northeast of Antelope Substation. Land to the north, west, and south is vacant, and a single residence occupies land approximately 900 feet to the east. The owner and leasee's residence is located at the corner of Avenue F and West 30th Street.

The area designated for the yard is about 0.5 acre and is located at the south end of the residential parcel. Access will be through the owner's unpaved driveway, which runs north-south for 350 feet to a parking area adjacent to a large metal storage building on a cement foundation with multiple bays for vehicle storage. The building is approximately 50 feet by 150 feet. The parking area is in front of the bay doors on the east side of the building and has been leveled and topped with compacted asphalt raising it several feet above grade. The rest of the property around the yard has been bladed and are nearly devoid of all vegetation.

The fenced parking area, storage building, and driveway are the only areas to be used for the construction yard.

The Mechanic's Yard will serve as a material and equipment storage yard, along with supporting any construction activities in progress. Activities and items that will possibly be present or active at this yard site throughout the duration of the project are: office trailers, vehicle parking, equipment storage, spill kit storage, fire equipment storage, roll-off trash container, portable, toilets, fueling from saddle tanks and fuel trucks, welding and torch work within shop. The yard will be active from December 2007 until July 1, 2009.

A focused biological survey was conducted November 2007. No target special interest (i.e., rare) plant or animal species were found during the site surveys and no raptor nests were recorded from the general area. The only plant species observed within the yard area was heliotrope (*Heliotropium curassavicum*).

Prior to occupying the site for use of equipment and material storage, both the storage building and the adjacent shed will be inspected for any bird nesting activity. If none is observed, equipment and materials will be moved onto the site.

There is no vegetation on the property that will necessitate any form of cutting, clearing, or grubbing. The parking area is covered with crushed asphalt and the storage shed has a cement floor. The yard may be used as-is, with no grading necessary.

The proposed yard is nearly flat with no apparent drainages except for swale along the west side adjacent to unpaved West 30th Street. Surface water from rainfall events would presumably run off the property as sheet flow and into the swale.

The owner of the property will require notification consistent with Mitigation Measure N-1b. Since the yard is not to be used for construction, noise levels are anticipated to be much less than for other areas of the project.

No encroachment permits or other traffic permits are necessary for the use of this yard. Use of the Mechanic's yard will result in short-term increases in construction traffic along both east and west-bound lanes of Avenue F up to the entry to the yard. Avenue F is a very lightly traveled two lane roadway, with one lane in each direction. The anticipated increase in traffic can be accommodated due to the current low volume of traffic on Avenue F. Any damage to Avenue F resulting from use of the yard will be repaired as required under Mitigation Measure T-7. Damage to private roads will be repaired as per landowner agreement and as stated in the lease for the property.

Avenue I Yard The yard is proposed as a show-up and storage yard on Avenue I in Los Angeles County 5.20 miles due west of Highway 14, and 2.47 miles northeast of Antelope Substation. The property is zoned as commercial/industrial. Although the property manager is present on the property, use of the property is not limited by noise and time constraints and this is documented within the lease agreement. The yard will occupy most of a 9.55 acre parcel located at 7344 W. Avenue I, Lancaster, California 93536, in Los Angeles County. Although located in northern Los Angeles County, the property is surrounded by the City of Lancaster and has not yet been incorporated. Three small homes with dirt yards are clustered within the western boundary at the north end of the proposed yard area. The next closest residences are approximately 200 and 450 feet from the southern border on adjacent parcels. The yard would occupy most of the property. Structures of note include: cement tower, cement silo, three houses, corrugated tin shed, cement pad, cement pipe (associated with water), flatbed trailer with garbage, sewer openings, utility valve.

The Avenue I yard will serve as a material and equipment storage yard, along with supporting any construction activities in progress. Activities that will possibly be present or active at this yard site include: office trailers, vehicle parking, equipment storage, steel delivery and shake out, spill kit storage, fire equipment storage, concrete washout, wire storage, roll-off trash container, roll-off steel disposal container, portable toilets, tower lay down area (from 66kV line), steel stub angles, rebar and rebar cages, setup, form cans and associated foundation items, fueling from saddle tanks and fuel trucks, bulk double-walled fuel tanks (once necessary permitting is acquired)

Fuel will be stored on site once the appropriate permits have been obtained from the State Water Resources Control Board, the City of Lancaster, and the Antelope Valley Air Quality Management District. Permit application will take place as soon as full yard approval has been granted. Less than 1,320 gallons of fuel or oil will be stored on site. Fuel storage on site will be in the form of double-walled tanks. When fuel is stored in a double-walled tank, the outer tank partially or completely surrounds the primary tank and provides secondary containment.

The yard will be active from December 2007 until Spring 2009, and intended for use throughout the entirety of the project (Segments 1-3).

No target special interest (i.e., rare) plant or animal species were observed during the site surveys and no raptor nests were recorded from the general area. Nearly all of the yard is comprised of bare, compacted soil but for an approximately 50 foot strip along the eastern side of the property which was covered with a fine growth of short grass, and the northeast corner which was occupied by Russian thistle.

As provided in the request burrows along the eastern side of the property will be flagged for avoidance by the Biological Monitor immediately prior to use of the site for parking and storage of material pursuant to Mitigation Measure B-26.

Prior to occupying the site for use of equipment and material storage, these structures will be inspected for any bird nesting activity. If none is observed, equipment and materials will be moved onto the site. PAR will not use any of the structures on-site and will be prohibited from entering them.

There is no vegetation on the property that will necessitate any form of cutting, clearing, or grubbing. The entire area is comprised of compacted soil that appears to have been used for driving and parking equipment. The yard may be used as-is, with no grading necessary. There are no native plant communities on site. Therefore, a restoration and rehabilitation plan will not be required.

The proposed yard is nearly flat with no apparent drainages except for ditch lines along Avenue I to the north and 73rd Street to the east. Surface water from rainfall events would run off the property as sheet flow. Aside from the owner's homes, the closest sensitive receptor is a house within 200 feet of the southeastern corner of the property. The next closest receptor is 650 beyond that point. Notification of both the owner and the closest residence to the south will be made prior to construction as required under Mitigation Measure N-1b.

No encroachment permits or other traffic permits are necessary for the use of this yard. Use of the Avenue I yard will result in short-term increases in construction traffic along both east and west-bound Avenue I to the entry to the yard. Avenue I is a very lightly traveled two lane roadway, with one lane in each direction. The anticipated increase in traffic can be accommodated due to the current low volume of traffic on Avenue I.

- In regard to cultural resources for all of the yard sites reviews of site archives, historical maps, and documents maintained at the South Central Coastal Information Center, California State University, Fullerton were conducted. In addition Class III pedestrian surveys of the sites were conducted. No cultural resources or potential historic properties were observed at or near any of the proposed yard sites, or within the confines of immediate approach corridors. Therefore, use of the yards will not affect any potential historic properties in accordance with 36 CFR Part 800, and no impacts to cultural resources or paleontological resources are expected to occur.
- Per the request submittal conditions of the The Fugitive Dust Control Plan (Mitigation Measure A-1a) shall be implemented at all of the yard locations. Equipment on site will not be idled for more than 10 minutes. Use of equipment will be conducted according to the air quality mitigation measures specified in the Final EIR/EIS. If track out occurs, it will be removed before the end of the day per the guidelines established in the Fugitive Dust Emissions Control Plan.
- Per the request, in addition to the site specific conditions provided in the yard discussions Erosion and sediment controls (for runoff) will be established per the guidelines of the SWPPP. Reducing the potential for contamination will be accomplished by utilizing BMPs (established in the SWPPP) and spill prevention methods (established in the Hazardous Substance Control and Emergency Response Plan). The Hazardous Substance Control and Emergency Response Plan (HSCERP) states. "Petroleum products and other hazardous materials must not be stored or transferred, including fueling of vehicles and equipment within 100 feet of water bodies, wetlands, rare plant or unique natural community locations, and within 200 feet from water supply wells. A copy of the SWPPP and HSCERP will be available on-site for reference. In addition, some restrictions on use may be necessary during periods of rainfall (Mitigation Measure H-4) when heavy construction equipment may create large ruts or track excess mud onto nearby roads: An environmental monitor will regularly inspect installed erosion controls to ensure continued function
- As provided in the request, welding and torch work activities will be limited to emergency and mechanical needs only. Open flame activities that may be performed on this property will have a

water truck and fire watch present at all times and will be undertaken consistent with the project Fire Plan.

The conditions noted below shall be met by PG&E and its contractors:

- All project mitigation measures, compliance plans, and permit conditions shall be implemented during construction activities and use of the proposed yard spaces. Some measures are on-going/time-sensitive requirements and shall be implemented prior to and during construction where applicable.
- Copies of all relevant permits, compliance plans, and this Notice to Proceed shall be available on site for the duration of construction activities.
- As required by mitigation, a biologist shall be on-site to monitor all work and will conduct sweeps of the approved areas especially areas with high burrow concentrations which will be impacted. If rodents arise as with all other encountered wildlife on project areas the monitor will stop work in the area and move them to an appropriate location outside of the work area.
- As identified in APM BIO-5 and Mitigation Measure B-6 in the EIR/EIS, SCE is required to conduct surveys prior to construction of the project. SCE would assign Biological Monitors to the Project. They would be responsible for ensuring that impacts to special-status species, native vegetation, wildlife habitat, or unique resources would be minimized to the fullest extent possible. Where appropriate, monitors would flag the boundaries of areas where activities need to be restricted in order to protect native plants and wildlife, or special-status species. These restricted areas would be monitored to ensure their protection during construction. This will include protecting species covered under the MBTA and CDFG codes regarding the protection of nests and eggs. If breeding birds with active nests are found, a biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer until the young have fledged from the nest or the nest fails. The 300-foot buffer may be adjusted to reflect existing conditions including ambient noise and disturbance with the approval of the CPUC and USFS (as well as CDFG). The biological monitor shall conduct regular monitoring of the nest to determine success/failure and to ensure that project activities are not conducted within the buffer until the nesting cycle is complete or the nest fails. In regard to the proposed laydown areas if a bird decides to move into a yard (i.e. the barn owls in the old structure) SCE will have to monitor the nest to ensure that their activities do not result in the loss or failure of the nest. A preliminary buffer area around the nest will be established and SCE shall coordinate with the CPUC, CDFG and/or USFWS regarding the presence of the nest. Obviously a 300 foot buffer in a staging yard would likely preclude the use of the site but the mitigation provides flexibility in reducing this on a case by case basis. This will be made by coordination with the agencies.
- Prior to the commencement of construction activities, all crew personnel including haul truck and concrete truck drivers shall be appropriately trained on environmental issues including protocols for air quality, hazardous materials, biological resources, known and unanticipated cultural materials, as well as SWPPP BMPs. A log shall be maintained on-site with the names of all crew personnel trained.
- No movement or staging of construction vehicles or equipment shall be allowed outside of the approved areas. If additional temporary workspace areas or access routes, or changes to construction technique or mitigation implementation to a lesser level are required, a Variance Request shall be submitted for CPUC review and approval.

- If construction debris or spills enter into environmentally sensitive areas, the jurisdictional agencies and CPUC EM shall be notified immediately.
- If not already provided copies of all landowner agreements/lease agreements shall be submitted to the CPUC prior to use.
- Yard use shall adhere to County noise regulations. If nearby resident complaints arise, SCE shall implement noise reduction technologies and noise monitoring shall be conducted to verify the functioning of said mitigation.

Sincerely,

John Boccio
CPUC Environmental Project Manager

cc: V. Strong, Aspen