# D.10 PUBLIC SERVICES AND UTILITIES

## D.10.1 Environmental Setting for the Proposed Project

### D.10.1.1 Public Services

The El Casco System Project study area includes the Cities of Redlands and Yucaipa within San Bernardino County and the Cities of Calimesa, Banning, and Beaumont within Riverside County. In addition, part of the Proposed Project route travels though unincorporated areas of San Bernardino and Riverside Counties. Table D.10-1 lists applicable public service providers by jurisdiction.

Table D.10-1: Service Providers by Jurisdiction

| Jurisdiction | Public Service System Provider |
|---|---|
| San Bernardino County | Fire Protection – San Bernardino County Fire Department<br>Police Protection – San Bernardino County Sheriff's Department<br>Hospitals – None within 0.5 mile of Project route<br>Schools – San Bernardino County Superintendent of Schools - No schools within 0.5 mile of Project route |
| *City of Redlands* | Fire Protection – City of Redlands Fire Department. Stations Serving the City of Redlands - Station 261 (252 East Citrus Avenue) and Station 262 (1690 Garden Road)<br>Police Protection – City of Redlands Police Department. Station Serving the City of Redlands - Headquarters (212 Brookside Avenue)<br>Hospitals – None within 0.5 mile of Project route<br>Schools – Redlands Unified School District. No schools within 0.5 mile of Project route |
| *City of Yucaipa* | Fire Protection – San Bernardino County Fire Department. Station Serving the City of Yucaipa - Station 13 (11416 Bryant St)<br>Police Protection – San Bernardino County Sheriff's Department. Station Serving the City of Yucaipa – Yucaipa Station (34282 Yucaipa Boulevard)<br>Hospitals – None within 0.5 mile of Project route<br>Schools – Yucaipa-Calimesa Joint Unified School District. No schools within 0.5 mile of Project route |
| Riverside County | Fire Protection – Riverside County Fire Department<br>Police Protection – Riverside County Sheriff's Department<br>Hospitals – None within 0.5 mile of Project route<br>Schools – Riverside County Office of Education. No schools within 0.5 mile of Project route |
| *City of Banning* | Fire Protection – Riverside County Fire Department. Station Serving the City of Banning - Station 89 (172 North Murray Road)<br>Police Protection – City of Banning Police Department. Station Serving the City of Banning - Headquarters (321 West Ramsey Street)<br>Hospitals – None within 0.5 mile of Project route<br>Schools – Banning Unified School District. No schools within 0.5 mile of Project route |
| *City of Calimesa* | Fire Protection – Riverside County Fire Department. Station Serving the City of Calimesa - Station 21 (906 Park Avenue)<br>Police Protection – Riverside County Sheriff's Department. Station Serving the City of Calimesa – Cabazon Station (50290 Main Street)<br>Hospitals – None within 0.5 mile of Project route<br>Schools – Yucaipa-Calimesa Joint Unified School District - no schools within 0.5 mile of Project route |
| *City of Beaumont* | Fire Protection – Riverside County Fire Department. Station Serving the City of Beaumont - Station 20 (1550 E. 6th Street))<br>Police Protection – City of Beaumont Police Department. Station Serving the City of Beaumont - Headquarters (660 Orange Avenue)<br>Hospitals – None within 0.5 mile of Project route<br>Schools – Beaumont Unified School District - no schools within 0.5 mile of Project route |

Sources: SCSD, 2007. SBFD, 2007. SBCSS, 2007. Redlands, 2007. RUSD, 2007. RFD, 2007. RPD, 2007. YCJUSD, 2007. RCSD, 2007. RCFD, 2007. RCOE, 2007. Banning, 2007. Banning USD, 2007. BPD, 2007. Beaumont, 2007. BFD, 2007. BPD, 2007. Beaumont USD, 2007.

### D.10.1.2 Utilities and Solid Waste Facilities

Utility and service system facilities associated with electricity, domestic (potable) water, stormwater, solid waste, communications, and natural gas are typically provided and maintained by a variety of local purveyors, including cities, counties, special districts, water agencies, and private companies. Utilities such as domestic water, wastewater and stormwater sewers, and natural gas are usually transmitted via underground pipelines or conduits. Electricity and telecommunication services can also be installed underground or overhead on utility poles. The vast majority of the urban utility and public service infrastructure exists within public rights-of–way (ROWs). Table D.10-2 lists applicable utility providers by jurisdiction.

Table D.10-2: Utility Providers by Jurisdiction

| Jurisdiction | Utility System Provider |
|---|---|
| San Bernardino County | Natural Gas & Electricity – Southern California Edison (SCE), Southern California Gas (SCG)<br>Water – East Valley Water District<br>Wastewater – San Bernardino County Public Works Department<br>Telecommunications - Verizon, Adelphia, Wiltel Communications<br>Solid Waste (Landfills) – San Bernardino County Solid Waste Management Division |
| *City of Redlands* | Natural Gas & Electricity – SCE, SCG<br>Water – Redlands Municipal Utilities Department<br>Wastewater – Redlands Municipal Utilities Department<br>Telecommunications – Verizon<br>Solid Waste (Landfills) – California Street Landfill, San Timoteo Sanitary Landfill |
| *City of Yucaipa* | Natural Gas & Electricity – SCE, SCG<br>Water – Yucaipa Valley Water District, South Mesa Mutual Water Company, Western Heights Mutual Water Company<br>Wastewater – Yucaipa Valley Water District<br>Telecommunications – Verizon<br>Solid Waste (Landfills) – Badlands Landfill |
| Riverside County | Natural Gas & Electricity – SCE, Southwest Gas Corporation (SGC)<br>Water – Eastern Municipal Water District<br>Wastewater – Eastern Municipal Water District<br>Telecommunications - Verizon, SBC<br>Solid Waste (Landfills) – Riverside County Waste Management Department |
| *City of Banning* | Natural Gas & Electricity – SCE, SCG<br>Water – City of Banning Public Works Department<br>Wastewater – City of Banning Public Works Department<br>Telecommunications – Verizon<br>Solid Waste (Landfills) – Mecca Landfill II |
| *City of Calimesa* | Natural Gas & Electricity – SCE, SCG<br>Water – Yucaipa Valley Water District, South Mesa Mutual Water Company, Western Heights Mutual Water Company<br>Wastewater – Yucaipa Valley Water District<br>Telecommunications – Verizon<br>Solid Waste (Landfills) – Badlands Landfill |
| *City of Beaumont* | Natural Gas & Electricity – SCE, SCG<br>Water – City of Beaumont Water District<br>Wastewater – City of Beaumont Wastewater Treatment Plant<br>Telecommunications – Verizon<br>Solid Waste (Landfills) – Lamb Canyon Landfill |

Sources: Banning, 2007. Beaumont, 2007. CIWMB, 2007. EVWD, 2007. Redlands, 2007. SBCSWMD, 2007. SCE, 2007. SRWCB, 2007.

Sanitary landfills (Class III) are facilities that accept typical municipal solid waste as well as other wastes high in organic materials. Unclassified landfills accept only inert waste that is chemically and physically stable and does not undergo decomposition, including soil, concrete, asphalt, and other construction and demolition debris, as defined by California Code of Regulations, Title 23, Section 2554. As unclassified landfills typically have no daily disposal limits, the quantity of construction-related materials transported to these landfills would be minor relative to the daily volumes handled by the facility and would not substantially affect their remaining capacities. Table D.10-3 lists the total and remaining capacities of both sanitary and unclassified landfills serving the cities of Redlands, Yucaipa, Calimesa, Banning, and Beaumont, as well as those located near the Proposed Project route in San Bernardino and Riverside Counties.

Table D.10-3: Landfill Capacities

| Landfill Name | Total Capacity (cubic yards) | Remaining Capacity (cubic yards) | Remaining Capacity (%) | Maximum Throughput (Tons per day) |
|---|---|---|---|---|
| Class III Sanitary Landfills | | | | |
| Badlands Landfill (Moreno Valley) | 30,386,332 | 21,866,092 | 72% | 4,000 |
| Barstow Sanitary Landfill (San Bernardino County) | 3,584,500 | 924,401 | 26% | 750 |
| Blythe Landfill (City of Blythe) | 4,633,000 | 2,289,139 | 49% | 400 |
| California Street Landfill (City of Redlands) | 10,000,000 | 6,800,000 | 68% | 829 |
| Desert Center Sanitary Landfill (Riverside County) | 117,032 | 23,246 | 20% | 60 |
| El Sobrante Landfill (City of Corona) | 184,930,000 | 158,857,714 | 86% | 10,000 |
| Lamb Canyon Landfill (City of Beaumont) | 34,292,000 | 20,908,171 | 61% | 3,000 |
| Mecca Landfill II (City of Banning) | 372,480 | 34,786 | 9% | 400 |
| Oasis Sanitary Landfill (Riverside County) | 870,000 | 75,727 | 9% | 400 |
| San Timoteo Sanitary Landfill (San Bernardino County) | 20,400,000 | 9,491,163 | 47% | 1,000 |
| Unclassified Landfills | | | | |
| Azusa | 179,000 | 25,999 | 15% | -- |
| Nu-Way Live Oak | 1,340,000 | 546,000 | 41% | -- |
| Peck Road | 7,000 | 1,210 | 17% | -- |

Source: CIWMB, 2007

## D.10.2 Applicable Regulations, Plans, and Standards

The following section presents the State, regional, and local utility and service system regulations, plans, and standards that are directly applicable to the Proposed Project and alternatives.

### D.10.2.1 State

The responsibilities of utility operators and other excavators working in the vicinity of utilities are detailed in Section 1, Chapter 3.1 "Protection of Underground Infrastructure", Article 2 of California Code 4216. This law requires that an excavator must contact a regional notification center at least two days prior to excavation of any subsurface installations. The notification center for southern California is Underground Service Alert (also known as “DigAlert”). Anyone seeking to begin an excavation project must call

Underground Service Alert's toll-free hotline. Underground Service Alert, in turn, will notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific location of their facilities within the work area prior to the start of excavation. The excavator is required to probe and expose the underground facilities by hand prior to using power equipment.

### D.10.2.2 Regional and Local

The municipal plans for counties and cities in the study area, as well as plans for the San Bernardino National Forest recreational lands, have a variety of goals and policies related to utilities and public service systems and generally describe the municipalities' provision and management of fire and police protection services and activities, water and sewer systems, and the visual and safety aspects of the location of utilities, in particular the burial of utility lines to reduce visual impacts. The location, safety (including fire hazards), and visual issues are discussed in Section D.3, Land Use, Section D.7, Hazards and Hazardous Materials, and Section D.12, Visual Resources, respectively. While the provision of fire and police protection services is described within the plans for local jurisdictions and general goals and policies are laid out for these services, none of the plans directly address the public service issues associated with this Project in particular.

## D.10.3 Environmental Impacts and Mitigation Measures for the Proposed Project

### D.10.3.1 Significance Criteria

Significant impacts to public services and utilities would occur under the following conditions:

- The Proposed Project would disrupt the existing utility systems or would cause a co-location accident through the crossing or shared location with another utility line;
- The Proposed Project would require the need for new or physically altered public service facilities in order to maintain acceptable service ratios, response times, or other performance objectives; or
- The Proposed Project would require water, generate solid waste or wastewater that exceeds the ability of existing facilities to accommodate the new capacities, or generate a need for public services requiring the expansion of existing facilities.

### D.10.3.2 Applicant-Proposed Measures

Southern California Edison (SCE) has committed to implementing the Applicant-Proposed Measures (APMs) presented in Section B (Project Description) to reduce impacts associated with the Proposed Project and alternatives. As indicated in Section B.9, Applicant-Proposed Measures, Table B-14, no APMs are proposed for impacts to public services or utilities.

### D.10.3.3 Proposed Project Impact Analysis

#### Impact U-1: Utility system disruptions (Class II).

The Proposed Project would replace a total of 15.4 miles of existing single-circuit 115 kV subtransmission lines with new, higher capacity single and double-circuit 115 kV subtransmission lines and replace support structures within existing SCE rights-of-way (ROW) Although the existing foundations would be left in place after the existing towers are removed, installation of the new towers would require drilling and excavation for new TSP foundations. Proposed Project components would occur within existing SCE ROWs. Co-located utilities such as natural gas or water pipelines may be within the utility easement underneath the existing 115 kV subtransmission line.

The proposed El Casco System Project ROW between milepost 10.0 and 11.0 contains a 100-foot utility corridor that runs east-west through the Sun Lakes community on the east side of Highland Springs Avenue. SCE retains an easement along the northern 50-feet of the corridor, while the Southern California Gas Company retains the easement along the southern 50-feet of the corridor. Located within the Southern California Gas Company corridor is a high-pressure natural gas line. While Proposed Project components would occur within the SCE easement of the corridor, the distance between the two easements provides adequate separation between the existing high-pressure gas line and any Proposed Project activities (i.e., removal of existing wood H-frames and siting of the new TSPs) that could cause a co-location incident or disruption to the existing natural gas line (SCE, 2007j).

As described above, SCE is required by State law to contact Underground Service Alert and manually probe for existing buried utilities in the Proposed Project corridor prior to any powered-equipment drilling or excavation. After probing within the corridor for existing utilities, exact placement of the tower and pole foundations would be determined so that they would not conflict with other co-located utilities. Therefore, less-than-significant (Class III) impacts to utility systems would occur as a result of the replacement of the existing 115 kV subtransmission line.

In addition to replacement of the existing 115 kV subtransmission line, the Proposed Project would install fiber optic cables within public streets and on existing SCE structures between the Cities of Redlands and Banning. As described above, SCE is required by State law to contact Underground Service Alert and manually probe for existing buried utilities in the Proposed Project corridor prior to any powered-equipment drilling or excavation. Therefore, the risk of accidental upset of existing utility lines within the street is unlikely. However, natural gas and water pipelines are likely located within public streets and service could potentially be temporarily disrupted during planned construction of the underground fiber optic cable installation if required. Therefore, there could be potential for service interruptions of these utilities during construction of the Proposed Project. While any disruption in service would be expected to be temporary in nature, these disruptions would hinder activities in the surrounding area. These impacts are considered potentially significant, but they can be mitigated to a level that is less than significant. Implementation of Mitigation Measure U-1a would inform those affected by planned utility service outages and would reduce this impact to a less-than-significant level (Class II).

#### *Mitigation Measure for Impact U-1*

**U-1a** **Notification of Utility Service Interruption.** Prior to construction in which a utility service interruption is known to be unavoidable, SCE shall notify members of the public affected by the planned outage by mail of the impending interruption, and shall post flyers informing the public of the service interruption in neighborhoods affected by the planned outage. Copies of notices and dates of public notification shall be provided to the CPUC.

### Impact U-2: Require the need for new or physically altered public service facilities in order to maintain acceptable service ratios, response times, or other performance objectives (Class III).

Fire protection or other emergency service providers could be required at a Project construction site in the event of a construction accident. The likelihood of an accident requiring such a response would be low. Overall, Project construction would not occur in dangerous areas; the biggest potential hazard would be fire associated with the dry habitat along the route in the southern overhead segment. However, the watering associated with dust suppression would make the potential for accidental ignition low. Furthermore, the risk associated with fire as a result of the Proposed Project operation is discussed in Section D.7, Hazards and Hazardous Materials, and is found to be less than significant (Class II) with the implementation of Mitigation Measures HAZ-8a (Prepare and Implement Fire Management Plan),

HAZ-8b (County Fire Department Review of Construction Methods), HAZ-8c (Practice Safe Welding Procedures), and HAZ-8d (Fire Preventive Construction Equipment Requirements). Therefore, the service capacities of local fire departments in areas where accidents could occur would not be affected. Since the potential for a construction accident is low and the respective fire departments are prepared to respond to accidents across their jurisdictions, this would represent an adverse, but less-than-significant impact (Class III) and mitigation measures would not be required.

As discussed in Section D.11, Transportation and Traffic, temporary lane closures during Proposed Project construction could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. However, the inclusion of Mitigation Measure T-3, Ensure Emergency Response Access, (as identified in Section D.11, Transportation and Traffic) would reduce potential impacts associated with emergency response to a less-than-significant level (Class II).

As discussed in Section D.13 (Effects Found Not to Be Significant), neither construction nor operation of the Proposed Project is expected to result in an increase in the local population. Construction personnel are not expected to relocate to the area for construction of the Proposed Project, and no new workers are required for operation of the Project. Therefore, the Proposed Project would not increase any demands on schools or lower the long-term level of service for fire protection or police protection. Less–than-significant (Class III) impacts to schools, fire, and police departments would occur.

### Impact U-3: Project-required utility and public service demands (Class III).

Construction of the Proposed Project would require water on a daily basis at construction sites for dust suppression, and would generate waste largely in the form of soil, concrete from existing foundations, and scrap metal from the existing towers.

The amount of water used per day for dust suppression would depend on the length of access roads used, weather conditions, road surface conditions, and other site-specific conditions. SCE does not expect to use significant amounts of water for foundation construction or other activities. Water required for consumption by construction crews would be minimal. Water use during Proposed Project construction is assumed to be a minute fraction of the total water supply for the jurisdictions affected by the Proposed Project and would not change the ability of the water suppliers identified in Table D.10-2 to serve Proposed Project area demands. The Proposed Project would be constructed in two phases (Phase 1 and Phase 2) from approximately June 2008 to June 2010, thereby dispersing water use over a two-year period. Therefore, the water demand for construction of the Proposed Project would be less than significant (Class III) on the regional water supply, and no mitigation is recommended. Once constructed, the Proposed Project would require no water.

The replacement of the existing 115 kV subtransmission line would incrementally increase non-permeable surfaces along the ROW with the construction of new tower foundations and new footings. In addition, access roads to the proposed El Casco Substation would be paved with asphalt concrete over a compacted layer of aggregate base material placed on the sub-grade. However, as discussed in Section D.8 (Hydrology and Water Quality), Impact HYD-5 (Increased runoff from the creation of new impervious areas), there would be little change in the amount of stormwater runoff resulting from the Proposed Project to the wastewater treatment providers identified in Table D.10-2 that serve the Proposed Project area. Portable toilets brought to staging areas for construction crews would be emptied into septic tanks or municipal sewage systems. No part of construction or operation of the Proposed Project would generate wastewater in amounts exceeding the capacity of local facilities identified in Table D.10-2. Impacts due to demands on wastewater facilities would be less than significant (Class III) and no mitigation measures would be required. As described in Section B (Project Description), approximately 6,900 pounds of

sanitary waste (including that identified as "Miscellaneous") would be generated during Proposed Project construction. This waste would likely be disposed of at the sanitary landfills identified in Table D.10-3. This amount of sanitary waste generated and disposed of regularly over a two-year period is not expected to result in a significant percentage of the daily disposal limit or remaining capacity of the sanitary landfills identified in Table D.10-3. Metal and wood waste material identified in Section B (Project Description) would be transported by truck to staging areas for dismantling and hauling of the debris to a recycling plant. Soil generated by excavation of tower foundations and grading for the proposed El Casco Substation would be screened and separated for use as backfill material at the site of origin to the maximum extent possible. Soil unsuitable for backfill or left over would be disposed of at unclassified landfills. As the existing wood H-frame poles to be replaced are direct-buried, there are no footings to be removed, thus resulting in a minimal amount of concrete waste. Unclassified landfills accept only inert waste, including soil, concrete, asphalt, and other construction and demolition debris, as defined by California Code of Regulations, Title 23, Section 2554. As unclassified landfills have no daily disposal limits, the quantity of construction-related materials transported to these landfills would not affect any daily volume thresholds established by the facility. As shown in Table D.10-3, unclassified landfills serving the Proposed Project area have remaining capacities estimated to handle the inert waste generated by the Proposed Project. Once constructed, Project operations would not generate solid waste and would therefore not affect existing landfill capacities. Impacts to solid waste facilities would be less than significant (Class III) and no mitigation measures would be required.

## D.10.4 CPUC's Northerly Route Alternative Option 3

As shown in Figure C-1, CPUC Northerly Route Alternative - Option 3, the main difference between CPUC's Northerly Route Alternative Option 3 (also referred to as Route Alternative Option 3) and the Proposed Project is the routing of the 115 kV subtransmission line. This new routing of the 115 kV subtransmission line would result in a slight change to the ROW in which potential public services and utilities impacts could occur and the amount of solid waste generated during construction as compared to the Proposed Project.

### D.10.4.1 CPUC's Northerly Route Alternative Option 3 – Environmental Setting

The Route Alternative Option 3 public services and utilities settings would be identical as those described above in Section D.10.1, Environmental Setting for the Proposed Project. The Route Alternative Option 3 115 kV subtransmission line would be located within the Cities of Banning, Beaumont, and Calimesa. The public services, utility, and solid waste facilities serving these communities is presented above in Tables D.10-1 (Service Providers by Jurisdiction), D.10-2 (Utility Providers by Jurisdiction), and D.10-3 (Landfill Capacities).

### D.10.4.2 CPUC's Northerly Route Alternative Option 3 – Environmental Impacts and Mitigation Measures

Route Alternative Option 3 public services and utilities impacts would be identical to those described above in Section D.10.3.3, Proposed Project Impact Analysis, for all areas except the proposed 115 kV subtransmission line route. Therefore, the following analysis is focused on the Route Alternative Option 3 115 kV subtransmission line route.

#### Impact U-1: Utility system disruptions (Class II).

Route Alternative Option 3 would rebuild and reconductor a total of 21.8 miles of existing single-circuit 115 kV subtransmission lines with new, higher capacity single- and double-circuit 115 kV subtransmission lines and replace existing wood poles with new steel poles. Installation of the new poles would require

drilling and excavation for new foundations, and co-located utilities such as natural gas or water pipelines may be present within the utility easement underneath the existing 115 kV subtransmission line. However, SCE is required by State law to contact Underground Service Alert and manually probe for existing buried utilities in the Route Alternative Option 3 corridor prior to any powered-equipment drilling or excavation. After probing within the corridor for existing utilities, exact placement of the pole foundations would be determined so that they would not conflict with other co-located utilities.

The existing Banning to Maraschino 115 kV Subtransmission Line (Green Line shown on Figure C-1) is located in a 100-foot utility corridor that runs east-west through the Sun Lakes community on the east side of Highland Springs Avenue. SCE retains an easement along the northern 50-feet of the corridor, while the Southern California Gas Company (SCG) retains the easement along the southern 50-feet of the corridor. Located within the Southern California Gas Company corridor is a high-pressure natural gas line. However, under the Route Alternative Option 3, no construction would occur within this segment; therefore, no impacts to the SCG pipeline would occur.

Route Alternative Option 3 activities within the new El Casco to Banning subtransmission line Segment 2 (Grey Line shown on Figures C-1 and C-3) would result in 5.6 miles of existing 115 kV single-circuit subtransmission line being replaced with new, higher capacity single-circuit 115 kV subtransmission line. Along this segment, support structures would be replaced within new and existing ROWs to increase the capacity of the new El Casco-Banning 115 kV. In several locations along this segment, new single-circuit 115 kV line would be overbuilt on existing City of Banning distribution poles containing active electrical line. The construction of proposed new 115 kV subtransmission infrastructure in these locations could require temporary disruptions to the existing City of Banning electrical infrastructure that would be co-located with the new 115 kV subtransmission line. Implementation of Mitigation Measure U-1a would inform those affected by planned utility service outages and would reduce this impact to a less-than-significant level (Class II).

Route Alternative Option 3 would also include the installation of fiber optic cables within public streets and on existing SCE structures between the Cities of Redlands and Banning. As discussed above in Section D.10.3.3, Proposed Project Impact Analysis, any disruption in other public services during construction is considered significant, but can be mitigated to a level that is less than significant. Implementation of Mitigation Measure U-1a would inform those affected by planned utility service outages and would reduce this impact to a less-than-significant level (Class II).

#### *Mitigation Measure for Impact U-1*

**U-1a Notification of Utility Service Interruption**

### Impact U-2: Require the need for new or physically altered public service facilities in order to maintain acceptable service ratios, response times, or other performance objectives (Class III).

Fire Protection or other emergency service providers could be required at a construction site in the event of a construction accident. The likelihood of an accident requiring such a response is considered to be low. As the entire Route Alternative Option 3 115 kV subtransmission line corridor would occur within existing SCE and City of Banning utility ROW, the construction area would be clear of brush and other fire sources. Furthermore, required dust suppression watering activities during construction would further reduce any potential fire ignition. The risk associated with fire as a result of Route Alternative Option 3 operation is discussed in Section D.7, Hazards and Hazardous Materials, and is found to be less than significant (Class II) with the implementation of Mitigation Measures HAZ-8a (Prepare and Implement Fire Management Plan), HAZ-8b (County Fire Department Review of Construction Methods), HAZ-8c (Practice Safe Welding Procedures), and HAZ-8d (Fire Preventive Construction Equipment

Requirements). Therefore, the service capacities of local fire departments in areas where accidents could occur would not be affected. Since the potential for a construction accident is low and the respective fire departments are prepared to respond to accidents across their jurisdictions, this would represent an adverse, but less-than-significant impact (Class III) and mitigation measures would not be required.

As discussed in Section D.11.4.2, CPUC's Northerly Route Alternative Option 3 – Environmental Impacts and Mitigation Measures, temporary lane closures during construction could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. However, the inclusion of Mitigation Measure T-3a, Ensure Emergency Response Access, (as identified in Section D.11, Transportation and Traffic) would be applicable to Route Alternative Option 3 and reduce potential impacts associated with emergency response to a less-than-significant level (Class II).

As discussed in Section D.13 (Effects Found Not to Be Significant), neither construction nor operation of Route Alternative Option 3 would result in an increase in the local population. Construction personnel are not expected to relocate to the area for construction of the Route Alternative Option 3, and no new workers are required for operation of the Project. Therefore, Route Alternative Option 3 would not increase any demands on schools or lower the long-term level of service for fire protection or police protection. Less–than-significant (Class III) impacts to schools, fire, and police departments would occur.

### Impact U-3: Project-required utility and public service demands (Class III).

Construction of the Route Alternative Option 3 would require water on a daily basis at construction sites for dust suppression, and would generate waste largely in the form of soil, concrete from existing foundations, and scrap wood from the replacement of existing wood poles.

Route Alternative Option 3 would be constructed in two phases (Phase 1 and Phase 2) from approximately June 2008 to June 2010, thereby dispersing water used during construction over a two-year period. Once completed, no water consumption would occur. As the use of water during construction would be short-term and temporary, the water demand for construction of Route Alternative Option 3 would be less than significant (Class III) on the regional water supply, and no mitigation is recommended.

The replacement of the existing wood poles with steel poles would incrementally increase non-permeable surfaces along the ROW with the construction of new larger concrete foundations. In addition, access roads to the proposed El Casco Substation would be paved with asphalt concrete over a compacted layer of aggregate base material placed on the sub-grade. However, as discussed in Section D.8 (Hydrology and Water Quality), Impact HYD-5 (increased runoff from the creation of new impervious areas), there would be little change in the amount of stormwater runoff resulting from Route Alternative Option 3 to the wastewater treatment providers identified in Table D.10-2 that serve the Route Alternative Option 3 area. Portable toilets brought to staging areas for construction crews would be emptied into septic tanks or municipal sewage systems. No part of construction or operation of Route Alternative Option 3 would generate wastewater in amounts exceeding the capacity of local facilities identified in Table D.10-2. Impacts due to demands on wastewater facilities would be less than significant (Class III) and no mitigation measures would be required.

Metal and wood waste material from replaced wood poles and replaced subtransmission line would be transported by truck to staging areas for dismantling and hauling of the debris to a recycling plant. Soil generated by excavation of tower foundations and grading would be screened and separated for use as backfill material at the site of origin to the maximum extent feasible. Soil unsuitable for backfill or left over would be disposed of at unclassified landfills. As unclassified landfills have no daily disposal limits, the quantity of construction-related materials transported to these landfills would not affect any daily

volume thresholds established by the facility. As shown in Table D.10-3, unclassified landfills serving the Route Alternative Option 3 area have remaining capacities estimated to handle the inert waste generated during construction. The amount of sanitary waste generated and disposed of during construction would occur over a two-year period is not expected to result in a significant percentage of the daily disposal limit or remaining capacity of the sanitary landfills identified in Table D.10-3. Once constructed, Route Alternative Option 3 operations would not generate solid waste and would therefore not affect existing landfill capacities. Impacts to solid waste facilities would be less than significant (Class III) and no mitigation measures would be required.

## D.10.5 Partial Underground Alternative

This alternative would contain the same elements as the proposed El Casco System Project (see Section B, Project Description), except for an approximately one-mile portion of the alignment through the Sun Lakes community beginning just east of Highland Springs Avenue and ending just east of S. Riviera Avenue and west of S. Highland Home Road. The Partial Underground Alternative would place this segment of 115 kV subtransmission line underground, which would result in a slight change to the potential for impacts to co-located utilities and the amount of solid waste generated during construction as compared to the Proposed Project.

### D.10.5.1 Partial Underground Alternative – Environmental Setting

The Partial Underground Alternative public services and utilities settings would be identical as those described above in Section D.10.1, Environment Setting for the Proposed Project. While a segment of the proposed 115 kV subtransmission line would be placed underground, it would be located within the same ROW as the Proposed Project. Therefore, the public services, utility, and solid waste facilities presented above in Tables D.10-1 (Service Providers by Jurisdiction), D.10-2 (Utility Providers by Jurisdiction), and D.10-3 (Landfill Capacities) serve the Partial Underground Alternative area.

### D.10.5.2 Partial Underground Alternative – Environmental Impacts and Mitigation Measures

#### Impact U-1: Utility system disruptions (Class II).

Within the underground segment of the proposed Partial Underground Alternative, there is a high-pressure natural gas line co-located with SCE's existing 115 kV subtransmission line through the Sun Lakes community. Both the existing 115 kV line and the natural gas line are within a 100-foot utility corridor that runs east to west through the Sun Lakes community. SCE retains an easement along the northern 50 feet of the corridor, while the Southern California Gas Company retains the easement along the southern 50 feet of the corridor. These distances provide adequate separation between the existing high-pressure gas line and any proposed underground electric facilities (i.e., new ducts and vaults). While SCE is required by State law to contact Underground Service Alert and manually probe for existing buried utilities in the ROW prior to any powered-equipment drilling or excavation, this alternative would result in extensive underground trenching near this existing high-pressure gas line. Mitigation Measure U-1b (Coordination with Southern California Gas) is recommended for the Partial Underground Alternative to ensure impacts to co-located utilities would be less than significant (Class II).

As the Partial Underground Alternative would not alter the proposed telecommunications upgrades, this alternative would also include the installation of fiber optic cables within public streets and on existing SCE structures between the Cities of Redlands and Banning. As discussed above in Section D.10.3.3, Proposed Project Impact Analysis, any disruption in other public services during construction is considered potentially significant, but can be mitigated to a level that is less than significant.

Implementation of Mitigation Measure U-1a (Notification of Utility Service Interruption) would inform those affected by planned utility service outages and would reduce this impact to a less-than-significant level (Class II).

***Mitigation Measures for Impact U-1***

**U-1a Notification of Utility Service Interruption**

**U-1b Coordination with Southern California Gas.** SCE shall consult with Southern California Gas at least one month prior to any underground subtransmission line construction to coordinate construction activities adjacent to any Southern California Gas line. Proof that coordination has occurred shall be provided to CPUC prior to start of construction.

### Impact U-2: Require the need for new or physically altered public service facilities in order to maintain acceptable service ratios, response times, or other performance objectives (Class III)

While the placement of a segment of proposed new 115 kV subtransmission line underground would require extensive construction, the risk associated with fire as a result of the Partial Underground Alternative construction and operation would be identical to that as discussed above in Section D.10.3.3, Proposed Project Impact Analysis. Therefore, the service capacities of local fire departments in areas where accidents could occur would not be affected. Since the potential for a construction accident is low and the respective fire departments are prepared to respond to accidents across their jurisdictions, this would represent an adverse, but less-than-significant impact (Class III) and mitigation measures would not be required.

As discussed in Section D.11.4.2, CPUC's Northerly Route Alternative Option 3 – Environmental Impacts and Mitigation Measures, temporary lane closures during construction could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles. The loss of a lane and the resulting increase in congestion could lengthen the response time required for emergency vehicles passing through the construction zone. However, the inclusion of Mitigation Measure T-3, Ensure Emergency Response Access, (as identified in Section D.11, Transportation and Traffic) would be applicable to the Partial Underground Alternative and would reduce potential impacts associated with emergency response to a less-than-significant level (Class II).

As discussed in Section D.13 (Effects Found Not to Be Significant), neither construction nor operation of the Partial Underground Alternative would result in an increase in the local population. Few workers are expected to relocate to the area temporarily for construction and no new workers are required for operation of the Project. Therefore, the Partial Underground Alternative would not increase any demands on schools or lower the long-term level of service for fire protection or police protection. Less–than-significant (Class III) impacts to schools, fire, and police departments would occur.

### Impact U-3: Project-required utility and public service demands (Class III)

While the placement of a segment of proposed new 115 kV subtransmission line underground would require extensive construction, the demands placed on local water and wastewater service providers as a result of the Partial Underground Alternative construction and operation would be identical to that discussed above in Section D.10.3.3, Proposed Project Impact Analysis. Therefore, no part of construction or operation of the Partial Underground Alternative would use water or generate wastewater in amounts exceeding the capacity of local facilities identified in Table D.10-2 serving the area. Impacts due to demands on water and wastewater facilities would be less than significant (Class III) and no mitigation measures would be required.

As discussed in Section C.4.2.2, Partial Underground Alternative, construction of the underground subtransmission line would require extensive grading. Soil generated during trenching activities would be screened and separated for use as backfill material at the site of origin to the maximum extent feasible. Soil unsuitable for backfill or left over would be disposed of at unclassified landfills. As unclassified landfills have no daily disposal limits, the quantity of construction-related materials transported to these landfills would not affect any daily volume thresholds established by the facility. As shown in Table D.10-3, unclassified landfills serving the Partial Underground Alternative area have remaining capacities estimated to handle the inert waste generated during construction. Construction of the remaining aspects of the alternative and operation would be identical to those discussed above in Section D.10.3.3, Proposed Project Impact Analysis. Therefore, impacts to solid waste facilities would be less than significant (Class III) and no mitigation measures would be required.

## D.10.6 No Project Alternative

If the Proposed Project or an alternative to the Proposed Project would not be constructed, SCE would implement temporary operating procedures within the Vista and Devers Systems, which could include contracting local generation, temporarily transferring Vista and Devers Systems substations to adjacent 115 kV systems, and/or implementing rolling blackouts. These activities could result in public services and utilities impacts as described below.

### D.10.6.1 Environmental Impacts of the No Project Alternative

The No Project Alternative would require the construction of two 12 kV distribution lines (each approximately 9 miles in length) at Maraschino Substation. As the location of these ROWs is unknown, it is possible that these new 12 kV lines could result in co-location impacts with existing utilities and result in short-term temporary road or lane closures during construction disrupting emergency vehicle access. Therefore, the No Project Alternative would require mitigation similar to Mitigation Measures U-1a (Notification of Utility Service Interruption) as described above in Section D.10.3.3, and Mitigation Measures T-3 (Ensure Emergency Response Access) as described in Section D.11 (Transportation and Traffic). Mitigation of this nature would be recommended to reduce potentially significant impacts associated with the No Project Alternative to less-than-significant levels (Class II).

## D.10.7 Mitigation Monitoring, Compliance, and Reporting Table

Table D.10-4 on the following page presents the mitigation monitoring recommendations for Public Services and Utilities. As indicated in Section B.9, Applicant Proposed Measures, no APM's are proposed that would reduce impacts to public services or utilities. Therefore, the mitigation measures identified in Table D.10-4 would be applicable to construction of the Proposed Project and alternatives.

Table D.10-4. Mitigation Monitoring Program – Public Services and Utilities

| Impact | Mitigation Measure | Location | Monitoring / Reporting Action | Effectiveness Criteria | Responsible Agency | Timing |
|---|---|---|---|---|---|---|
| U-1: Disrupt utility systems (Class II) | U-1a Notification of Utility Service Interruption. Prior to construction in which a utility service interruption is known to be unavoidable, SCE shall notify members of the public affected by the planned outage by mail of the impending interruption, and shall post flyers informing the public of the service interruption in neighborhoods affected by the planned outage. Copies of notices and dates of public notification shall be provided to the CPUC. | Any location in which construction activities are expected to interrupt utility services | Review notification and mailing list | Utility system disruptions are minimized with proper notification | CPUC | During construction, 7 days prior to planned outage |
| U-1: Disrupt utility systems (Class II) – Partial Underground Alternative | U-1b Coordination With Southern California Gas. SCE shall consult with Southern California Gas at least one month prior to any underground subtransmission line construction to coordinate construction activities adjacent to any Southern California Gas line. Proof that coordination has occurred shall be provided to CPUC prior to start of construction. | One-mile portion of the alignment through the Sun Lakes community beginning just east of Highland Springs Avenue and ending just east of S. Riviera Avenue and west of S. Highland Home Road | Review records of consultation, including construction plans provided to SCG | Existing underground high-pressure gas line is protected during construction | CPUC | At least 1 month prior to construction of underground segment of 115 kV line |