D.11 TRANSPORTATION AND TRAFFIC

D.11.1 Environmental Setting for the Proposed Project

This transportation and traffic analysis focuses on the evaluation of an increase in or disruption of traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections). In addition, any disruption to existing access, public transportation, rail, and aviation service is analyzed.

Highways

Several freeways and State highways provide east/west and north/south regional connections to the communities located along the Proposed Project route. The key freeways and State highways in the vicinity of the Proposed Project include:

- **Interstate 10 (I-10) –** I-10 provides regional access to the cities of Redlands, San Bernardino, and Los Angeles to the west, and to the cities of Beaumont, Banning, and the Coachella Valley to the east. In the vicinity of the Proposed Project, I-10 is a six-lane divided freeway.
- **State Route 38 (SR-38) –** SR-38 within the Proposed Project area connects with I-10 in the City of Redlands and proceeds east entering the City of Mentone.
- **State Route 60 (SR-60) –** SR-60 provides regional access to Moreno Valley and the cities of Riverside and Los Angeles to the west. SR-60 terminates at I-10 east of San Timoteo Canyon Road. In the vicinity of the Proposed Project, SR-60 is a four-lane divided freeway.
- **State Route 79 (SR-79) –** SR-79 connects to the I-10 and provides a regional connection to Murrieta and Temecula to the south.
- **State Route 210 (SR-210) –** SR-210 was formerly known as State Route 30, although CalTrans has not yet changed all the signs on this portion to SR-210 (Caltrans, 2007b). The segment of SR-210 within the Proposed Project area extends south to a junction with Interstate 10 within the City of Redlands.
- **State Route 243 (SR-243) –** SR-243 connects to the I-10 just north of the Proposed Project route and connects the Cahuilla and Santa Rosa Indian reservations to the southeast.

Table D.11-1 lists daily average traffic volumes for highways that could potentially be affected by the Proposed Project, specifically during construction activities.

Table D.11-1. Highways Serving the Proposed Project Area

Roadway	Jurisdiction	Lanes	ADT	Project Component
I-10	Caltrans	6	85,000	Proposed Fiber Optic Overhead Crossing
SR-38	Caltrans	4	N/A	Proposed Fiber Optic Overhead and Underground Crossing
SR-60	Caltrans	4	15,600	Replace 115kv Line Overhead Crossing
SR-79	Caltrans	4	27,000	Replace 115kv Line Overhead Crossing and Proposed Fiber Optic Overhead Crossing
SR-210	Caltrans	4	N/A	Proposed Fiber Optic Overhead Crossing
SR-243	Caltrans	2	2,700	Replace 115kv Line Overhead Crossing and Proposed Fiber Optic Overhead Crossing

Source: Caltrans, 2007a.
Notes: N/A = Data not available, ADT = Average Daily Traffic

Arterials and Local Streets

There are a number of arterial roadways that would be crossed by or located adjacent to components of the Proposed Project, including the El Casco Substation, 115 kV subtransmission line, and fiber optic cable lines. The primary function of arterial roadways is to move large volumes of traffic through one section of a city to other sections and beyond. Under existing conditions, the roadways located in the vicinity of the Proposed Project are generally either unpaved roadways or rural two-lane collector streets.

Figure D.11-1, Project Area Roadways, identifies the major roadways in the vicinity of the 115 kV subtransmission line upgrades beginning at the proposed El Casco Substation in the Norton Younglove Reserve and extending east to the existing Banning Substation. Figure D.11-2, Zanja Substation and Mill Creek Communications Site Roadways, identifies the arterial roadways and local streets within the vicinity of both the Zanja Substation and the Mill Creek Communications site within the San Bernardino National Forest. The Zanja Substation is located in the northwestern portion of the City of Yucaipa. Small collector streets connecting to Bryant Street provide direct access to the substation. Access to the existing Mill Creek Communications Site is provided by an unpaved fire road denoted as the Yucaipa Ridge Trail.

Key roadways in the vicinity of the Proposed Project route and facilities include:

- **San Bernardino Avenue** – San Bernardino Avenue is a two-lane roadway running east/west within the City of Redlands.
- **San Timoteo Canyon Road** – San Timoteo Canyon Road is currently a two-lane undivided roadway in portions of the cities of Calimesa and Beaumont, and an unincorporated area of Riverside County. East of SR-60, San Timoteo Canyon Road becomes Oak Valley Parkway in the City of Beaumont.
- **Beaumont Avenue** – Beaumont Avenue is currently a two-lane roadway within the City of Beaumont. South of I-10, Beaumont Avenue becomes SR-79.
- **Calimesa Boulevard** – Calimesa Boulevard is a four-lane road that provides a direct east/west connection to I-10 and runs adjacent to the freeway until it ends at Oak Glen Road.
- **Bryant Street** – Bryant Street primarily runs north/south except at the northern stretch of the Proposed Project area where it runs northwest/southeast and is a four-lane roadway until it crosses Yucaipa Boulevard where it becomes a two-lane roadway.
- **Highland Springs Avenue** – Highland Springs Avenue provides a direct north/south connection to I-10 separating the cities of Banning and Beaumont. Highland Springs Avenue is a two-lane undivided roadway to the south of I-10.
- **Live Oak Canyon Road** – Live Oak Canyon Road provides a northeast/southwest connection to I-10 within the City of Yucaipa.
- **Sunset Avenue** – Sunset Avenue within the City of Banning provides a direct north/south connection to I-10 and is a two-lane undivided roadway.
- **San Gorgonio Avenue** – San Gorgonio Avenue provides a direct north/south connection to I-10 just west of the Banning Airport. San Gorgonio Avenue is a two-lane undivided roadway. South of Wesley Avenue, San Gorgonio Avenue becomes SR-243.

Table D.11-2 lists daily average traffic volumes for arterials and collector roads that could be affected by the Proposed Project.

Click here for Figure D.11-1

Click here for Figure D.11-2

Table D.11-2. Public Roadways Serving the Proposed Project Area

Roadway	Jurisdiction	Lanes	ADT	Project Component
San Bernardino Avenue	San Bernardino County/Redlands	2	15,500	Proposed Fiber Optic Line Along Roadway
San Timoteo Canyon Road	Unincorporated Riverside County/Beaumont	2	nd	Proposed Fiber Optic Line Along Roadway
Beaumont Avenue	Riverside County/ Beaumont	2	1,500	Proposed Fiber Optic Line Along Roadway
Calimesa Boulevard	San Bernardino County/ Yucaipa	4	5,500	Proposed Fiber Optic Line Along Roadway
Bryant Street	San Bernardino County/Yucaipa	4/2	7,384	Proposed Fiber Optic Line Along Roadway
Highland Springs Avenue	Banning/Beaumont	2	2,300–11,800	Replace 115kv Line and Proposed Fiber Optic Line Along Roadway
Live Oak Canyon Road	Unincorporated Riverside County/Yucaipa	2	nd	Proposed Fiber Optic Line Along Roadway
Sunset Avenue	Banning	2	nd	Replace 115kv Line Overhead Crossing and Proposed Fiber Optic Line Overhead Crossing
San Gorgonio Avenue	Banning	2	nd	Proposed Fiber Optic Line Along Roadway

Sources: Riverside County, 2005. San Bernardino County, 2007. Banning, 2006. Beaumont, 2007.
Notes: nd = no data available; ADT = Average Daily Traffic

Mass Transit

The Riverside Transit Agency (RTA) operates both local and regional services within Riverside County. RTA operates 38 fixed routes, five Commuter Link rail routes, and Dial-A-Ride services for residents in the region. In addition, RTA also coordinates with the municipal transit services provided by the cities of Corona, Beaumont, and Banning. In the vicinity of the Proposed Project route, specifically the 115 kV subtransmission upgrades, three RTA bus routes are operated and serve the area, including Route 31, which connects Hemet Valley to the cities of Beaumont and Banning, Route 35, which connects Moreno Valley to the cities of Beaumont and Banning, and Route 36, which connects the City of Redlands to the to the cities of Beaumont and Banning.

Rail

Commuter rail service is not offered in the vicinity of the Proposed Project routes and facilities. Adjacent to San Timoteo Canyon Road, the Union Pacific Railroad utilizes a railroad line for multiple freight train operations on a daily basis.

Air Transportation

The nearest airport to the Project area is the Banning Municipal Airport, which is located approximately one mile east of the Banning Substation. The Banning Municipal Airport is located to the south of I-10, with runways in an east/west direction parallel to the I-10 freeway. Recently published air traffic data at the airport indicates that the airport averages 29 aircraft operations per day, consisting of 71 percent transient general aviation and 29 percent local general aviation (Airnav, 2007)

D.11.2 Applicable Regulations, Plans, and Standards

Construction of the Proposed Project and Alternatives could potentially affect transportation rights-of-way (ROWs) including roads and highways by limiting access, traffic flow, and parking on public streets. Therefore, it will be necessary for the Applicant and/or the construction contractor to obtain encroachment permits or similar legal agreements from the public agencies responsible for each affected roadway or other transportation ROW. Such permits are needed for ROWs that would be crossed by the subtransmission line as well as for where subtransmission line construction activities would require the use of public ROW for a parallel installation. These encroachment permits would be issued by Caltrans, San Bernardino County, Riverside County, City of Redlands, City of Yucaipa, City of Calimesa, City of Banning, and the City of Beaumont. In addition, construction of the Proposed Project and Alternatives, including all helicopter construction activities, would be required to be in compliance with all appropriate regulations of the Federal Aviation Administration (FAA).

D.11.3 Environmental Impacts and Mitigation Measures for the Proposed Project

D.11.3.1 Significance Criteria

The transportation and traffic significance criteria are based on the CEQA checklist in Appendix G of the State CEQA Guidelines, and a review of the environmental documentation for other utility Projects in proximity to the Proposed Project within California. Impacts to transportation and traffic would be significant if the Proposed Project resulted in one or more of the following conditions:

- The installation of the subtransmission line within, adjacent to, or across a roadway would reduce the number of, or the available width of, one or more travel lanes during the peak traffic periods, resulting in a temporary disruption to traffic flow and/or increased traffic congestion;
- An increase in vehicle trips associated with construction workers or equipment would result in an unacceptable reduction in level of service on the roadways in the Project vicinity, as defined by each affected jurisdiction;
- Construction activities would restrict the movements of emergency vehicles (police cars, fire trucks, ambulances, and paramedic units) and there would be no reasonable alternative access routes available;
- Construction activities would restrict access to or from adjacent land uses and there would be no suitable alternative access;
- Construction activities or staging activities would increase the demand for and/or reduce the supply of parking spaces and there would be no provisions for accommodating the resulting parking deficiencies;
- Construction activities would disrupt public transport service and there would be no suitable alternative routes or stops;
- Construction activities would disrupt rail service;
- Construction activities would impede pedestrian movements or bike trails in the construction area and there would be no suitable alternative pedestrian/bicycle access routes;
- An increase in roadway wear in the vicinity of the construction zone would occur as a result of heavy truck or construction equipment movements, resulting in noticeable deterioration of roadway surface; or
- Construction and operational activities of the Project would result in safety problems for aviation facilities.

D.11.3.2 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, no APMs are proposed for traffic-related impacts.

D.11.3.3 Proposed Project Impact Analysis

Impact T-1: Temporary road and lane closures (Class II).

Tables D.11-1 and D.11-2 show the major streets and highways that would be impacted by construction activities associated with the Proposed Project.

Stringing activities associated with the proposed 115 kV subtransmission line would cross a number of local roadways and a few arterial roadways. These roadways generally provide north/south access to Interstate 10 to the north of the proposed line route. Specifically, roadways located within the Cities of Calimesa, Banning, and Beaumont, as well as unincorporated Riverside County, would be impacted. In addition, the proposed 115 kV subtransmission line route would cross SR-79, SR-60, and SR-243. As discussed in the Project Description (Section B.6, 115 kV Subtransmission Line Work), a wire-stringing plan would be prepared and would include a sequenced program of events starting with the determination of the most effective wire pulls and pull equipment set-up positions. While any closures of roadways during stringing activities would be temporary, these impacts could still be potentially significant.

The proposed fiber optic system would cross I-10 in the City of Yucaipa, SR-210 (formerly SR-30) and SR-38 in the City of Redlands, and SR-60 in the City of Beaumont. Each of these crossings is on existing poles or towers, and would occur above ground. Portions of the proposed fiber optic system (approximately 8 miles) would be installed in underground conduits and structures. Table D.11-3 identifies the street crossings and city locations of the underground fiber optic cables. While any closures of roadways during fiber optic stringing activities would be temporary, and all underground work would utilize facilities that are either located in SCE franchise areas or along existing access and spur roads, these Project activities could still result in potentially significant impacts.

Table D.11-3. Underground Portions of Fiber Optic Route Intersection Crossings

Intersection	Jurisdiction
State Route 38	City of Redlands
East San Bernardino Avenue, west of SR-30	City of Redlands
Crafton Avenue and West Lugonia Avenue	West of City of Yucaipa
Crafton Avenue and East Colton	West of City of Yucaipa
Bryant Street and Oak Glen Road	City of Yucaipa

In addition, delivery of large and heavy pieces of material (e.g., lattice steel tower and tubular steel pole parts) via truck may require temporary street closures and would likely require issuance of a permit from the agency regulating the affected roadway. Temporary closures of this nature would likely occur for only up to a few minutes at a time. As discussed in Section B (Project Description), a traffic control service would be used for oversized material delivery. However, such closures could increase traffic levels and constrain circulation in the area, resulting in potentially significant impacts.

Mitigation Measures T-1a (Roadway Capacity Maintenance), T-1b (Work Zone Minimization), T-1c (Prepare Transportation Management Plans), and T-1d (Restrict Lane Closures) are recommended to ensure that potentially significant impacts associated with short-term lane closures during construction are reduced to less-than-significant levels (Class II).

Mitigation Measures for Impact T-1

T-1a **Roadway Capacity Maintenance.** SCE and its construction contractor shall maintain the maximum possible amount of travel lane capacity on roads during non-construction periods and shall provide traffic control (using flags) at all construction sites.

T-1b **Work Zone Minimization.** During construction, SCE and its construction contractor shall limit the work zone to a width that, at a minimum, maintains alternate one-way traffic flow past the construction zone. Alternatively, SCE and its construction contractor shall post detour signs on alternate access streets, where available, in the event that complete temporary street closures are required. Detour plans shall be submitted to the cities and Caltrans as part of the permit requirements.

T-1c **Prepare Transportation Management Plans**. Prior to the start of construction, SCE shall submit Traffic Management Plans (TMPs) to all agencies with jurisdiction over public roads that would be affected by overhead and underground construction activities. TMPs are required as part of the required traffic encroachment permits. TMPs shall define the locations of all roads that would need to be temporarily closed due to construction activities, including aerial hauling by helicopter, hauling of oversized loads by truck, and conductor stringing activities. Input and approval from the responsible public agencies shall be obtained; copies of approval letters from each jurisdiction must be provided to the CPUC prior to the start of construction within that jurisdiction. The TMPs shall define the use of flag persons, warning signs, lights, barricades, cones, etc. according to standard guidelines outlined in the Caltrans Traffic Manual, the Standard Specifications for Public Works Construction, and the *Work Area Traffic Control Handbook* (WATCH). Documentation of the approval of these plans and issuance of encroachment permits shall be provided to the CPUC prior to the start of construction activities that require temporary closure of a public roadway.

T-1d **Restrict Lane Closures**. SCE shall restrict all necessary lane closures or obstructions on major roadways associated with overhead or underground construction activities to off-peak periods in urbanized areas to mitigate traffic congestion and delays. Lane closures in urbanized areas must not occur between 6:00 and 9:30 a.m. and between 3:30 and 6:30 p.m., or as directed in writing by the affected public agency in the encroachment permit.

Impact T-2: Traffic generated by construction (Class III).

Construction of the Proposed Project would generate additional traffic on regional and local roadways. Construction worker commute trips; Project equipment deliveries; and hauling of materials such as support towers and poles, concrete, fill, and excavation spoils from construction sites would also increase existing traffic volumes in the Project area.

Workers commuting to construction sites would increase traffic in the Project area. Table B-2, Proposed Project Construction Personnel and Equipment Summary for Phase I (El Casco Substation), Table B-3, Proposed Project Construction Personnel and Equipment Summary for Phase II (El Casco Substation) summarize the daily Project workforce required for construction of the Proposed Project. For all subtransmission line work (which includes the 115kV lines and the fiber optic work), crews would marshal at SCE's Rialto Service Center (Service Center), and use multi-passenger work vehicles to get to the specific work sites each day along the lines. The Service Center is approximately 15 miles west of the El Casco Substation site on paved roads (nearest line location), and approximately 28 miles away west of Banning Substation (farthest 115 kV location). The existing 115kV lines are accessed using existing dirt

patrol roads. Distances from paved roads to typical 115kV line work sites locations would normally not exceed three miles to any particular construction site along the line. The dirt road length along the 115 kV line route is approximately 13 miles in length. The fiber optic work for the Project would be conducted adjacent to existing paved roads.

Due to the short-term and linear elements of the Proposed Project construction, subtransmission line workers would be dispersed throughout the Project area with workers located at multiple construction sites at a time. Assuming that each worker would commute to the work site in a personal vehicle and that several construction vehicles would also use the primary roadways in the Project area every day, only minimal traffic increases would result relative to existing background levels of traffic.

Haul truck traffic would include trucks carrying equipment and materials, spoils for disposal, and pole and tower support pieces. Trips would be made to and from various points along the subtransmission line route. As discussed in Section B.4.1, El Casco Substation, construction traffic would use San Timoteo Canyon Road and would be scheduled for off-peak traffic hours to the extent possible. Concrete truck deliveries may need to be made during peak hours for up to 90 days when substation foundations are being constructed. As discussed in Section B.4.2, Zanja Substation, and Section B.4.3, Banning Substation, all construction material to be used at Zanja Substation would be delivered by truck using Bryant Street and/or Mill Creek Road. Construction material to be used at Banning Substation would be delivered by truck using Lincoln Street and/or Hargrave Street. Construction traffic would be scheduled for off-peak traffic hours to the extent possible, but concrete truck deliveries may need to be made during peak hours when foundation work is being performed.

As all Project-related commute traffic and construction truck/equipment activity on local roadways would be dispersed over the entire Project area and dispersed over time, this traffic would only create short-term delays and account for minimal additional traffic volumes on study area roadways. Impacts related to Project construction traffic would be temporary and would be considered less than significant (Class III). No mitigation measures are required.

Impact T-3: Construction interference with emergency response (Class II).

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. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. To reduce potential impacts associated with emergency response activities, Mitigation Measure T-3 (Ensure Emergency Response Access) described below is recommended to reduce potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-3

T-3 **Ensure Emergency Response Access.** SCE and its construction contractor shall coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance by SCE of the proposed locations, nature, timing, and duration of any construction activities and shall be advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunction with local agencies. Traffic Control Plans (required under Mitigation Measure T-1c) shall include details regarding emergency services coordination and procedures, and copies shall be provided to all relevant service providers.

Documentation of coordination with service providers shall be provided to the CPUC prior to the start of construction.

Impact T-4: Loss of business and residential access (Class II).

Temporary lane closures during Proposed Project construction could potentially result in short-term impacts to business and residential access immediately adjacent to the construction ROW. To reduce potential impacts associated with loss of residential or business access, Mitigation Measure T-4 (Public Notification) is recommended to reduce potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-4

T-4 **Public Notification**. All property owners and residents on streets where construction occurs shall be notified prior to the start of construction. Advance public notification shall include postings of duration of construction disruption and appropriate signs detailing alternate access to impacted properties and/or clearly marked detours for vehicular traffic.

Impact T-5: Loss of parking (Class II).

Parking for workers' vehicles would be provided at the staging sites on SCE property. Therefore, construction workers would have no impact on local public parking. Temporary lane closures during Proposed Project construction could potentially result in short-term elimination of parking spaces within roadways immediately adjacent to the construction ROW. To reduce potential impacts associated with a loss of parking, Mitigation Measure T-5 (Parking Impact Provisions) is recommended to reduce potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-5

T-5 **Parking Impact Provisions.** As part of the Traffic Control Plans (required under Mitigation Measure T-1c), SCE shall develop for residential and business areas a notification process for temporary parking impacts and appropriate sign postings. SCE shall minimize the length of any temporary parking restrictions, develop appropriate sign postings, and specify the process for communicating with affected residents.

Impact T-6: Disruption of public transit (Class II).

Temporary lane closures during Proposed Project construction could potentially result in short-term disruption of public and school bus routes. To reduce potential impacts associated with public transportation and school bus activities, Mitigation Measure T-6 (Coordination with School Bus Routes and Transit Services) described below is recommended to reduce potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-6

T-6 **Coordination with School Bus Routes and Transit Services.** As part of the Traffic Control Plans (required under Mitigation Measure T-1c), SCE shall consult with all affected School Districts at least one month prior to construction to coordinate construction activities adjacent to school bus stops. If necessary, school bus stops shall be temporarily relocated or buses shall be temporarily detoured until construction in the vicinity is complete. SCE shall also consult with the Riverside Transit Agency (RTA) at least one month prior to construction to reduce potential interruption of transit services.

Impact T-7: Disruption of rail service (Class II).

Adjacent to San Timoteo Canyon Road at the proposed El Casco Substation site, the Union Pacific Railroad utilizes a railroad line for multiple freight train operations on a daily basis. At the northeast corner of the proposed substation site, duct banks would be installed underground for approximately 300 feet, beneath both San Timoteo Creek and the adjacent Union Pacific Railroad tracks, and then terminate in separate vaults on the south side of San Timoteo Canyon Road. The installation of the bore casings would be accomplished using horizontal directional drilling (HDD) techniques and would be designed so that the top of the casings would be approximately eight feet below the flow line of the creek. The depth of HDD under the Union Pacific Railroad ROW is unknown at this time. For use of HDD under the Union Pacific Railroad ROW, SCE would contact the railroad to secure permission for HDD activities, and to install and maintain the duct bank beneath the railroad tracks. Mitigation Measure T-7 (Coordination with Union Pacific Railroad) is recommended to reduce potentially significant impacts to rail service to less-than-significant levels (Class II).

Mitigation Measure for Impact T-7

T-7 **Coordination with Union Pacific Railroad.** As part of the Traffic Control Plans (required under Mitigation Measure T-1c), SCE shall consult with Union Pacific Railroad at least one month prior to construction to coordinate construction activities adjacent to any Union Pacific Railroad tracks.

Impact T-8: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class II).

Temporary lane closures during Proposed Project construction could potentially result in short-term disruption of pedestrian and bicycle routes. Mitigation Measure T-8 (Pedestrian and Bicycle Facility Provisions) is recommended to reduce potentially significant impacts to pedestrian and bicycle routes to less-than-significant levels (Class II).

Mitigation Measure for Impact T-8

T-8 **Pedestrian and Bicycle Facility Provisions.** Where construction requires temporary closures of sidewalks and other pedestrian/bicycle routes, SCE shall provide temporary access, through detours or safe areas along the construction zone. Any affected pedestrian/bicycle facilities and the alternative facilities or detours provided shall be identified in the Traffic Control Plans (required under Mitigation Measure T-1c). Where construction activity results in bike lane closures, appropriate detours and signs shall be provided. Where trenching disrupts bicycle travel on streets, for the use of plates to cover trenches shall be in accordance with the permit requirements of the local jurisdiction.

Impact T-9: Construction activities would cause physical damage to road ROWs (Class II).

New roadways included in the Proposed Project include converting an existing dirt road to a paved roadway connecting the proposed El Casco Substation site to San Timoteo Canyon Road to the east for approximately 0.6 mile. As this road would be a private roadway providing access to the new substation only, no physical impacts would occur to San Timoteo Canyon Road. In addition, multiple spur roads are proposed for construction. Spur roads are roads that lead from an access road and dead-end at one or more tower sites, providing SCE access to the towers. As all spur roads would be private roadways providing access to the towers only, no physical impacts would occur to existing public roadways.

However, there is the potential for unexpected physical damage to roads, sidewalks, medians, etc., within public roads or sidewalks to occur as a result of construction-related vehicle and equipment use. This would be potentially significant, but reduced to less-than-significant levels (Class II) with implementation of Mitigation Measure T-9 (Repair Damaged Road ROWs).

Mitigation Measure for Impact T-9

T-9 **Repair Damaged Road ROWs.** If Project-related activities cause damage to any roads, sidewalks, and/or medians (including irrigation systems for landscaped medians), SCE shall coordinate repairs with the affected public agencies to ensure that any damage is adequately repaired. Roads disturbed by construction activities or construction vehicles shall be properly restored to ensure long-term protection of road surfaces. Care shall be taken to prevent damage to roadside drainage structures. Said measures shall be incorporated into an access agreement/easement with the applicable governing agency prior to construction.

Impact T-10: Construction activities would affect aviation activities (Class II).

As described in Section B.8.1.2.3, Mill Creek Communications Site Antenna Tower, helicopters may be used at SCE's existing Mill Creek Communications Site within the San Bernardino National Forest (SBNF) for erection of the microwave towers. A helicopter landing zone would not be necessary at the Mill Creek Communications Site, and would occur at an appropriate location near the staging area behind SCE's existing Mill Creek 2 & 3 Hydroelectric Power plant. While carrying the individual tower sections to the Mill Creek Site, the helicopter would be limited to a path directly between the Mill Creek 2 & 3 Hydroelectric Plant and the Mill Creek Communications Site. However, travel from a base location to the hydroelectric plant would not be along a defined flight path. In the event SCE would utilize helicopters during construction, to ensure that helicopter use during Proposed Project construction would not disrupt the use of airspace, Mitigation Measure T-10 (Helicopter Lift Plan) is recommended to reduce this impact to less than significant (Class II).

Mitigation Measure for Impact T-10

T-10 **Helicopter Lift Plan.** A Helicopter Lift Plan shall be prepared and approved by the FAA prior to all helicopter construction activities. SCE shall provide documentation of FAA approval of the Helicopter Lift Plan to the CPUC prior to the start of any helicopter construction activities.

Impact T-11: Construction and operations would affect aviation activities associated with public airports (Class III).

A portion of the 115 kV subtransmission line would be located approximately 4,000-feet west of Banning's Municipal Airport runway. The presence of large cranes that would be required to install new towers could potentially affect aviation activities associated with Banning Municipal Airport. Pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the Project. Compliance with FAA guidelines would ensure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Approximately 225 new steel poles ranging in height from 65 to 85 feet would be installed for the 115 kV subtransmission lines, and three new double-circuit lattice steel towers (LSTs) ranging in height from 100 to 130 feet would be installed for the 220 kV transmission loop-in to the new El Casco Substation. The presence of these towers could impede aircraft firefighting activities. In addition, tower locations near the Banning Substation would be within 4,000 feet of Banning Municipal Airport runway. At the Banning

Substation, a new 27-foot tall 115 kV switchrack designed for eight bays would be installed, with four bays equipped as 115 kV line positions. The presence of a new 27 foot tall 115 kV switchrack is not expected to affect aviation activities at Banning Airport. However, the presence of new towers potentially impacting aircraft firefighting activities and the Banning Municipal Airport would require FAA approval. As discussed above, SCE would be required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the Project. Compliance with FAA guidelines would ensure that operational impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.11.4 CPUC's Northerly Route Alternative Option 3

As shown in Figure C-1, CPUC Northerly Route Alternative - Option 3, the main difference between the 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 roadways impacted by the Route Alternative Option 3 as compared to the Proposed Project.

D.11.4.1 CPUC's Northerly Route Alternative Option 3 – Environmental Setting

Figure D.11-3, Project Alternative Area Roadways, identifies the major roadways in the vicinity of the Route Alternative Option 3 proposed 115 kV subtransmission line route. The Route Alternative Option 3 transportation and traffic settings would be identical to those described above in Section D.11.1, Environmental Setting for the Proposed Project, with the exception of the new El Casco to Banning Subtransmission Line - Segment 1 (Red Line shown on Figure C-1), El Casco to Banning Subtransmission Line - Segment 2 (Grey Line shown on Figures C-1 and C-3), New El Casco to Banning Subtransmission Line - Segment 2 (Purple Line shown on Figures C-1 and C-3), and Existing Banning to Maraschino Subtransmission Line (Yellow Line shown on Figure C-1). The following outlines roadways along these 115 kV subtransmission line segments:

- **Summit Drive** – Summit Drive is a two-lane residential roadway running east/west within the City of Banning.
- **Blanchard Street** – Blanchard Street is a two-lane residential roadway running north/south within the City of Banning.
- **Hathaway Street** – Hathaway Street is a two-lane residential roadway running north/south within the City of Banning.
- **Williams Street** – Williams Street is a two-lane residential roadway running east/west within the City of Banning.
- **Highland Springs Avenue** – Highland Springs Avenue provides a direct north/south connection to I-10 separating the cities of Banning and Beaumont. Highland Springs Avenue is a two-lane undivided roadway to the south of I-10.
- **Sunset Avenue** – Sunset Avenue within the City of Banning provides a direct north/south connection to I-10 and is a two-lane undivided roadway.
- **Beaumont Avenue** – Beaumont Avenue is currently a two-lane roadway within the City of Beaumont. South of I-10, Beaumont Avenue becomes SR-79.
- **Interstate 10 (I-10) –**I-10 is a six-lane divided freeway through the City of Beaumont.

D.11.4.2 CPUC's Northerly Route Alternative Option 3 – Environmental Impacts and Mitigation Measures

The Route Alternative Option 3 transportation and traffic impacts would be identical to those described above in Section D.11.3.3, Proposed Project Impact Analysis, for all areas except the proposed 115 kV subtransmission line route. Transportation and traffic impacts associated with the fiber optic system and substation locations would be identical, as they remain unchanged. Therefore, the following analysis is focused on the proposed 115 kV subtransmission line route of the Route Alternative Option 3.

Impact T-1: Temporary road and lane closures (Class II).

Stringing activities associated with the Route Alternative Option 3 115 kV subtransmission line would cross a number of local roadways and larger arterial roadways, as well as the I-10 Freeway within the Cities of Banning and Beaumont. It is assumed that implementation of the Route Alternative Option 3 would include the preparation of a wire-stringing plan and would include a sequenced program of events starting with the determination of the most effective wire pulls and pull equipment set-up positions. While any closures of roadways during stringing activities would be temporary, these impacts could still be potentially significant.

In addition to short-term road closures as a result of subtransmission line stringing, delivery of large and heavy pieces of material (e.g., lattice steel tower and tubular steel pole parts) via truck may require temporary street closures and would likely require issuance of a permit from the agency regulating the affected roadway. In addition, the El Casco to Banning Subtransmission Line - Segment 2 (Grey Line shown on Figures C-1 and C-3) would be implemented within an existing SCE ROW and a City of Banning utility ROW directly adjacent to residential roadways. The replacement of existing single circuit wood poles with single circuit steel poles could result in temporary road or lane closures during installation due to the small size of the SCE and City of Banning utility ROWs and the proximity of local roadways. Temporary closures of this nature would likely occur for a short period of time. However, such closures could increase traffic levels and constrain circulation in the area, resulting in potentially significant impacts.

Mitigation Measures T-1a (Roadway Capacity Maintenance), T-1b (Work Zone Minimization), T-1c (Prepare Transportation Management Plans), and T-1d (Restrict Lane Closures) are recommended to ensure that potentially significant impacts associated with short-term lane closures during construction of the Route Alternative Option 3 are reduced to less-than-significant levels (Class II).

Mitigation Measures for Impact T-1

T-1a Roadway Capacity Maintenance

T-1b Work Zone Minimization

T-1c Prepare Transportation Management Plans

T-1d Restrict Lane Closures

Click here for Figure D.11-3

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Impact T-2: Traffic generated by construction (Class III).

Construction of the Route Alternative Option 3 would generate additional traffic on regional and local roadways. Construction worker commute trips; construction equipment deliveries; and hauling of materials such as support towers and poles, concrete, fill, and excavation spoils from construction sites would also increase existing traffic volumes in the work areas. As all construction-related commute traffic and truck/equipment activity on local roadways would be dispersed over the entire Route Alternative Option 3 area and dispersed over time, this traffic would only create short-term delays and account for minimal additional traffic volumes on study area roadways. Impacts related to Route Alternative Option 3 construction traffic would be temporary and would be considered less than significant (Class III). No mitigation measures are required.

Impact T-3: Construction interference with emergency response (Class II).

Temporary lane closures during Route Alternative Option 3 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. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. To reduce potential impacts associated with emergency response activities to a less-than-significant level (Class II), Mitigation Measure T-3 (Ensure Emergency Response Access) is recommended.

Mitigation Measure for Impact T-3

T-3 Ensure Emergency Response Access

Impact T-4: Loss of business and residential access (Class II).

Temporary lane closures during Route Alternative Option 3 construction could potentially result in short-term impacts to business and residential access immediately adjacent to the construction ROW. Mitigation Measure T-4 (Public Notification) is recommended to reduce potential impacts associated with loss of residential or business access to a less-than-significant level (Class II).

Mitigation Measure for Impact T-4

T-4 Public Notification

Impact T-5: Loss of parking (Class II).

It is assumed that all worker parking during Route Alternative Option 3 construction would be provided at construction staging sites on SCE property. Therefore, construction workers would have no impact on local public parking. However, temporary lane closures during Route Alternative Option 3 construction could potentially result in short-term elimination of parking spaces within public roadways immediately adjacent to the construction ROW. Mitigation Measure T-5 (Parking Impact Provisions) is recommended to reduce potentially significant public parking impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-5

T-5 Parking Impact Provisions

Impact T-6: Disruption of public transit (Class II).

Temporary lane closures during Route Alternative Option 3 construction could potentially result in short-term disruption of public and school bus routes. Mitigation Measure T-6 (Coordination with School Bus Routes and Transit Services) is recommended to reduce potentially significant impacts to public transportation and school bus activities to less-than-significant levels (Class II).

Mitigation Measure for Impact T-6

T-6 Coordination with School Bus Routes and Transit Services

Impact T-7: Disruption of rail service (Class II).

Route Alternative Option 3 construction activities would cross the Union Pacific Railroad line at two locations. Upgrades to the Existing Vista to Maraschino to San Bernardino 115 kV Subtransmission Lines (Blue Line shown on Figure C-1), would cross directly over the Union Pacific Railroad line in the City of Beaumont. In addition, proposed duct banks would be installed underground adjacent to the Union Pacific Railroad line at the proposed El Casco Substation Site, as described in Section B (Project Description). To ensure any potential impacts associated with disruption to rail service would be reduced, Mitigation Measure T-7 (Coordination with Union Pacific Railroad) is recommended to reduce potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-7

T-7 Coordination with Union Pacific Railroad

Impact T-8: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class II).

Temporary lane closures during Route Alternative Option 3 construction could potentially result in short-term disruption of pedestrian and bicycle routes. Mitigation Measure T-8 (Pedestrian and Bicycle Facility Provisions) is recommended to reduce potentially significant impacts to pedestrian and bicycle activities to less-than-significant levels (Class II).

Mitigation Measure for Impact T-8

T-8 Pedestrian and Bicycle Facility Provisions

Impact T-9: Construction activities would cause physical damage to road ROWs (Class II).

All substation access roads and spur roads leading to ROW and towers would be private roadways providing access to the SCE equipment and area only. Therefore, no physical impacts would occur to existing public roadways resulting from new access roads or spur roads. However, there is the potential for unexpected physical damage to roads, sidewalks, medians, etc., within public roads to occur as a result of Route Alternative Option 3 construction-related vehicle and equipment use. This would be potentially significant, but reduced to less-than-significant levels with implementation of Mitigation Measure T-9 (Repair Damaged Road ROWs) (Class II).

Mitigation Measure for Impact T-9

T-9 Repair Damaged Road ROWs

Impact T-10: Construction activities would affect aviation activities (Class II).

As the Route Alternative Option 3 would not alter the proposed telecommunications upgrades, as described in Section B.8.1.2.3, Mill Creek Communications Site Antenna Tower, helicopters may be used at SCE's existing Mill Creek Communications Site for erection of the microwave towers. To minimize any impacts to aviation as a result of helicopter use during construction, Mitigation Measure T-10 (Helicopter Lift Plan) is recommended to reduce this impact to less than significant (Class II).

Mitigation Measure for Impact T-10

T-10 Helicopter Lift Plan

Impact T-11: Construction and operations would affect aviation activities associated with public airports (Class III).

A portion of the 115 kV subtransmission line reroute associated with Route Alternative Option 3 would be located in close proximity to Banning's Municipal Airport runway. The presence of large cranes that would be required to install new towers could potentially affect aviation activities associated with Banning Municipal Airport. Furthermore, the replacement of existing single- and double-circuit wood poles to double-circuit steel poles within the New El Casco to Banning Subtransmission Line - Segment 2 (Purple Line shown on Figures C-1 and C-3) and the Existing Banning to Maraschino Subtransmission Line (Yellow Line shown on Figure C-1) segments could result in an increase in tower height over existing conditions.

Pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the Project. Compliance with FAA guidelines would ensure that construction and operational impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.11.5 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. While the placement of the subtransmission line underground within this segment would not change the local roadways potentially impacted by construction as compared to the Proposed Project, it would result in an increase in construction-related transportation and traffic impacts along this segment as compared to the Proposed Project.

D.11.5.1 Partial Underground Alternative – Environmental Setting

As the 115 kV subtransmission line underground segment would travel the identical ROW as the Proposed Project, the same roadways would be traversed within this segment. Figure D.11-3, Project Alternative Area Roadways, identifies the major roadways in the vicinity of the Partial Underground Alternative underground segment of the 115 kV subtransmission line route. Roadways along the one-mile portion of the underground alignment through the Sun Lakes community include Pine Valley Road, Birdie Drive, Fairway Oaks Avenue, and S. Riviera Avenue.

D.11.5.2 Partial Underground Alternative – Environmental Impacts and Mitigation Measures

The Partial Underground Alternative's transportation and traffic impacts would be identical to those described above in Section D.11.3.3, Proposed Project Impact Analysis, for all areas except the 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. Therefore, the following analysis focuses on the impacts associated with the construction and operation of the underground segment.

Impact T-1: Temporary road and lane closures (Class II).

During construction, road closures and detours would be required as trenching required for underground construction would cross Pine Valley Road, Birdie Drive, Fairway Oaks Avenue, and S. Riviera Avenue. During non-work hours, any open trench would be covered by either heavy-duty plywood (in non-traffic areas) or steel plates (in roadways). While this would eliminate any roadway or lane closures during non-working hours, Mitigation Measures T-1a (Roadway Capacity Maintenance), T-1b (Work Zone Minimization), T-1c (Prepare Transportation Management Plans), and T-1d (Restrict Lane Closures) are recommended to ensure that potentially significant impacts associated with short-term lane and road closures during construction of the Partial Underground Alternative are reduced to less-than-significant levels (Class II).

Mitigation Measures for Impact T-1

T-1a Roadway Capacity Maintenance

T-1b Work Zone Minimization

T-1c Prepare Transportation Management Plans

T-1d Restrict Lane Closures

Impact T-2: Traffic generated by construction (Class III).

Construction of the Partial Underground Alternative would generate additional traffic on regional and local roadways. As shown in Table C-2, Construction Personnel and Equipment Summary for Underground Construction, the number of construction workers and required construction equipment and materials would be extensive for underground construction. This would result in a large number of commute trips; construction equipment deliveries; and haul trips of equipment, fill, and excavation spoils within the Sun Lakes Community. While this construction-related commute traffic and truck/equipment activity on local roadways would be isolated within the Sun Lakes Community area, it would occur for a temporary timeframe thus only creating short-term delays to local roadways. Therefore, because construction-related traffic would be a temporary impact to local roadways, it is considered less than significant (Class III). No mitigation measures are required.

Impact T-3: Construction interference with emergency response (Class II).

Temporary lane closures during Partial Underground Alternative 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. Moreover, there is a possibility that emergency services may be needed at a location where access is temporarily blocked by the construction zone. To reduce potential impacts

associated with emergency response activities, Mitigation Measure T-3 (Ensure Emergency Response Access) is recommended to reduce this potentially significant impact to less-than-significant levels (Class II).

Mitigation Measure for Impact T-3

T-3 Ensure Emergency Response Access

Impact T-4: Loss of business and residential access (Class II).

Temporary lane closures during Partial Underground Alternative construction could potentially result in short-term impacts to residential access immediately adjacent to the construction ROW within the Sun Lakes Community. Mitigation Measure T-4 (Public Notification) is recommended to reduce this potentially significant impact to a less-than-significant level (Class II).

Mitigation Measure for Impact T-4

T-4 Public Notification

Impact T-5: Loss of parking (Class II).

It is assumed that all worker parking during Partial Underground Alternative construction would be provided at construction staging sites on SCE property. Therefore, construction workers would not impact local public parking. However, temporary lane closures during Partial Underground Alternative construction could potentially result in short-term elimination of parking spaces within public roadways immediately adjacent to the construction ROW. Mitigation Measure T-5 (Parking Impact Provisions) is recommended to reduce these potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-5

T-5 Parking Impact Provisions

Impact T-6: Disruption of public transit (Class II).

Temporary lane closures during Partial Underground Alternative construction could potentially result in short-term disruption of public and school bus routes. Mitigation Measure T-6 (Coordination with School Bus Routes and Transit Services) is recommended to reduce these potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-6

T-6 Coordination with School Bus Routes and Transit Services

Impact T-7: Disruption of rail service (Class II).

The underground 115 kV subtransmission line of the Partial Underground Alternative would be isolated within an approximately one-mile portion of the alignment through the Sun Lakes community, which contains no rail lines. However, as the remaining segments of the Partial Underground Alternative would be identical to that of the Proposed Project, potential conflicts with the Union Pacific Railroad tracks adjacent to the proposed El Casco Substation would still occur. Therefore, Mitigation Measure T-7 (Coordination with Union Pacific Railroad) would be recommended to reduce potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-7

T-7 Coordination with Union Pacific Railroad

Impact T-8: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class II).

Temporary lane closures during Partial Underground Alternative construction could potentially result in short-term disruption of pedestrian and bicycle routes. Mitigation Measure T-8 (Pedestrian and Bicycle Facility Provisions) is recommended to reduce these potentially significant impacts to less-than-significant levels (Class II).

Mitigation Measure for Impact T-8

T-8 Pedestrian and Bicycle Facility Provisions

Impact T-9: Construction activities would cause physical damage to road ROWs (Class II).

All substation access roads and spur roads leading to ROW area and towers would be private roadways providing access to the SCE equipment and area only. No physical impacts are expected to occur to existing public roadways resulting from new access roads or spur roads. However, there is the potential for unexpected physical damage to roads, sidewalks, medians, etc., within public roads or sidewalks to occur as a result of Partial Underground Alternative construction-related vehicle and equipment use. This would be potentially significant, but reduced to less-than-significant levels with implementation of Mitigation Measure T-9 (Repair Damaged Road ROWs) (Class II).

Mitigation Measure for Impact T-9

T-9 Repair Damaged Road ROWs

Impact T-10: Construction activities would affect aviation activities (Class II).

The Partial Underground Alternative would not alter the proposed telecommunications upgrades, as described in Section B.8.1.2.3, Mill Creek Communications Site Antenna Tower, and helicopters may be used at SCE's existing Mill Creek Communications Site for erection of the microwave towers. Mitigation Measure T-10 (Helicopter Lift Plan) is recommended to reduce impacts from helicopter construction to less than significant (Class II).

Mitigation Measure for Impact T-10

T-10 Helicopter Lift Plan

Impact T-11: Construction and operations would affect aviation activities associated with public airports (Class III).

The underground portion of the Partial Underground Alternative would be isolated within an approximately one-mile portion of the alignment through the Sun Lakes community, and this segment is not located in proximity to any public airports. However, as the remaining segments of the Partial Underground Alternative would be identical to that of the Proposed Project, potential conflicts with the Banning Municipal Airport from both construction and operational activities along the eastern section of the subtransmission line would still occur. Pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air

Traffic Division for review and approval of the Project. Compliance with FAA guidelines would ensure that construction and operational impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.11.6 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 temporary transportation and traffic impacts as described below.

D.11.6.1 Environmental Impacts of the No Project Alternative

The No Project Alternative would require the construction of two 12 kV distribution lines (each approximately nine miles in length) at Maraschino Substation. As the location of these ROWs is unknown, it is possible that these new 12 kV lines could cross existing roadways and result in short-term temporary road or lane closures during construction. Therefore, the No Project Alternative would result in construction-related temporary traffic impacts and potential roadway/lane closures requiring mitigation similar or identical to that described above as Mitigation Measures T-1a (Roadway Capacity Maintenance), T-1b (Work Zone Minimization), T-1c (Prepare Transportation Management Plans), and T-1d (Restrict Lane Closures). Furthermore, as temporary roadway and lane closures could interfere with access and alternative transportation modes, mitigation similar or identical to that described above as Mitigation Measures T-3 (Ensure Emergency Response Access), T-4 (Public Notification), T-5 (Parking Impact Provisions), T-6 (Coordination With School Bus Routes and Transit Services), and T-8 (Pedestrian and Bicycle Facility Provisions). 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).

In addition, construction-related traffic associated with the two required 12 kV lines as well as the construction of a third 28 MVA transformer at Maraschino Substation and switchrack rebuilds at Banning and Zanja Substations would generate short-term temporary construction related traffic trips to surrounding roadways. As this increase in construction related traffic would be temporary, it is considered a less-than-significant (Class III) impact of the No Project Alternative.

D.11.7 Mitigation Monitoring, Compliance, and Reporting Table

Table D.11-4 on the following page presents the mitigation monitoring recommendations to reduce potential impacts to traffic and transportation facilities associated with the Proposed Project. As indicated in Section B.9, Applicant-Proposed Measures, no APM's are proposed that would reduce impacts to traffic or transportation facilities. The mitigation measures identified in Table D.11-4 would be applicable to construction of the Proposed Project and all alternatives.

Table D.11-4. Mitigation Monitoring Program – Public Services and Utilities

Impact	Mitigation Measure	Location	Monitoring / Reporting Action	Effectiveness Criteria	Responsible Agency	Timing
T-1: Temporary Road and Lane Closures (Class II)	T-1a: Roadway Capacity Maintenance. SCE and its construction contractor shall maintain the maximum possible amount of travel lane capacity on roads during non-construction periods and shall provide traffic control (using flags) at all construction sites.	.All locations where Project construction would impact roadways	Documentation by onsite construction monitor of proper use of traffic control (flaggers) and maintenance of travel lanes	Traffic flows would be generally maintained without severe congestion	CPUC	During Construction
	T-1b: Work Zone Minimization. During construction, SCE and its construction contractor shall limit the work zone to a width that, at a minimum, maintains alternate one-way traffic flow past the construction zone. Alternatively, SCE and its construction contractor shall post detour signs on alternate access streets, where available, in the event that complete temporary street closures are required. Detour plans shall be submitted to the cities and Caltrans as part of the permit requirements.	All locations where Project construction would impact roadways.	Documentation by onsite construction monitor of proper use of traffic control (detour signs) and maintenance of travel lanes. Review of detour plans provided to affected jurisdictions.	Traffic flows would be generally maintained without severe congestion	CPUC	During Construction
	T-1c: Prepare Transportation Management Plans. Prior to the start of construction, SCE shall submit Traffic Management Plans (TMPs) to all agencies with jurisdiction over public roads that would be affected by overhead and underground construction activities. TMPs are required as part of the required traffic encroachment permits. TMPs shall define the locations of all roads that would need to be temporarily closed due to construction activities, including aerial hauling by helicopter, hauling of oversized loads by truck, and conductor stringing activities. Input and approval from the responsible public agencies shall be obtained; copies of approval letters from each jurisdiction must be provided to the CPUC prior to the start of construction within that jurisdiction. The TMPs shall define the use of flag persons, warning signs, lights, barricades, cones, etc. according to standard guidelines outlined in the Caltrans Traffic Manual, the Standard Specifications for Public Works Construction, and the *Work Area Traffic Control Handbook* (WATCH). Documentation of the approval of these plans and issuance of encroachment permits shall be provided to the CPUC prior to the start of construction activities that require temporary closure of a public roadway.	All locations where temporary road or lane closures would be required..	Review TMPs. Review documentation of SCE coordination with affected public agencies and compliance with all required conditions	Traffic flows would be generally maintained without severe congestion	CPUC and the applicable local jurisdictions	Prior to and during construction

Table D.11-4. Mitigation Monitoring Program – Public Services and Utilities

Impact	Mitigation Measure	Location	Monitoring / Reporting Action	Effectiveness Criteria	Responsible Agency	Timing
	T-1d: Restrict Lane Closures. SCE shall restrict all necessary lane closures or obstructions on major roadways associated with overhead or underground construction activities to off-peak periods in urbanized areas to mitigate traffic congestion and delays. Lane closures in urbanized areas must not occur between 6:00 and 9:30 a.m. and between 3:30 and 6:30 p.m., or as directed in writing by the affected public agency in the encroachment permit.	All locations where temporary road or lane closures would be required.	Review documentation of SCE coordination with affected public agencies and compliance with all required conditions	Traffic flows would be generally maintained without severe congestion	CPUC and the applicable local jurisdictions	Prior to and during construction
T-3: Construction Interference with Emergency Response (Class II)	T-3: Ensure Emergency Response Access. SCE and its construction contractor shall coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services shall be notified in advance by SCE of the proposed locations, nature, timing, and duration of any construction activities and shall be advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunction with local agencies. Traffic Control Plans (required under Mitigation Measure T-1c) shall include details regarding emergency services coordination and procedures, and copies shall be provided to all relevant service providers. Documentation of coordination with service providers shall be provided to the CPUC prior to the start of construction.	All locations where temporary road or lane closures would be required.	Review documentation of SCE notification and coordination with emergency service providers. Review SCE demonstration of capability to provide immediate access across excavations, subject to approval by affected police, medical, and fire agencies	Construction activities would not entirely preclude access to any area by emergency vehicles and/or personnel	CPUC and affected emergency service providers (fire, police, sheriff, CHP, and ambulance services)	Prior to and during construction
T-4: Loss of Business and Residential Access (Class II)	T-4: Public Notification. All property owners and residents on streets where construction occurs shall be notified prior to the start of construction. Advance public notification shall include postings of duration of construction disruption and appropriate signs detailing alternate access to impacted properties and/or detours.	All locations where access to businesses or residences would be restricted.	Review and approve public notification materials, mailing list, and alternate access/detour plans	Access to businesses, homes, and other facilities would be maintained at all times during construction	CPUC	Prior to and during construction

Table D.11-4. Mitigation Monitoring Program – Public Services and Utilities

Impact	Mitigation Measure	Location	Monitoring / Reporting Action	Effectiveness Criteria	Responsible Agency	Timing
T-5: Loss of Parking (Class II)	T-5: Parking Impact Provisions. As part of the Traffic Control Plans (required under Mitigation Measure T-1c), SCE shall develop for residential and business areas a notification process for temporary parking impacts and appropriate sign postings. SCE shall minimize the length of any temporary parking restrictions, develop appropriate sign postings, and specify the process for communicating with affected residents.	All locations where construction activities would limit public parking availability.	Review and approve TMP notification process for temporary parking impacts and appropriate sign postings	The length of temporary parking restrictions would be minimized and affected residents would be notified	CPUC	Prior to and during construction
T-6: Disruption of Public Transit (Class II)	T-6: Coordination with School Bus Routes and Transit Services. As part of the Traffic Control Plans (required under Mitigation Measure T-1c), SCE shall consult with all affected School Districts at least one month prior to construction to coordinate construction activities adjacent to school bus stops. If necessary, school bus stops shall be temporarily relocated or buses shall be temporarily detoured until construction in the vicinity is complete. SCE shall also consult with The Riverside Transit Agency (RTA) at least one month prior to construction to reduce potential interruption of transit services.	All locations where construction activities would be adjacent to school bus routes and/or transit services .	Review documentation of coordination with affected school districts and RTA	The Proposed Project would not disrupt public or school transit	CPUC, RTA, and affected school districts	Prior to and during construction
T-7: Disruption of Rail Service (Class II)	T-7: Coordination with Union Pacific Railroad. As part of the Traffic Control Plans (required under Mitigation Measure T-1c), SCE shall consult with Union Pacific Railroad at least one month prior to construction to coordinate construction activities adjacent to any Union Pacific Railroad tracks.	All locations where Project construction would occur adjacent to Union Pacific Railroad tracks.	Review documentation of coordination with Union Pacific Railroad	Project construction would not interfere with rail service on adjacent Union Pacific Railroad lines	CPUC	Prior to and during construction
T-8: Disruption of Pedestrian and Bicycle Facilities (Class II)	T-8: Pedestrian and Bicycle Facility Provisions. Where construction requires temporary closures of sidewalks and other pedestrian/bicycle routes, SCE shall provide temporary access, through detours or safe areas along the construction zone. Any affected pedestrian/bicycle facilities and the alternative facilities or detours provided shall be identified in the Traffic Control Plans (required under Mitigation Measure T-1c). Where construction activity results in bike lane closures, appropriate detours and signs shall be	All locations where Project construction would limit access to pedestrian and bicycle facilities.	Review and approve TMP for identified affected pedestrian and bicycle facilities and the alternative facilities or detours that will be provided	Pedestrian/bicycle circulation would be maintained	CPUC and affected local jurisdictions	Prior to and during construction

Table D.11-4. Mitigation Monitoring Program – Public Services and Utilities

Impact	Mitigation Measure	Location	Monitoring / Reporting Action	Effectiveness Criteria	Responsible Agency	Timing
	provided. Where trenching disrupts bicycle travel on streets, for the use of plates to cover trenches shall be in accordance with the permit requirements of the local jurisdiction.					
T-9: Physical Impacts to Road ROWs (Class II)	T-9: Repair Damaged Road ROWs. If Project-related activities cause damage to any roads, sidewalks, and/or medians (including irrigation systems for landscaped medians), SCE shall coordinate repairs with the affected public agencies to ensure that any damage is adequately repaired. Roads disturbed by construction activities or construction vehicles shall be properly restored to ensure long-term protection of road surfaces. Care shall be taken to prevent damage to roadside drainage structures. Said measures shall be incorporated into an access agreement/easement with the applicable governing agency prior to construction.	Roads used to access the construction sites and roads in which the fiber optic cable is buried.	Review documentation that SCE obtained permits for construction within each road ROW prior to construction, and that each affected roadway has been satisfactorily restored and/or constructed within 30 days of roadway damage.	Restoration/ maintenance of roads to pre-construction conditions as determined by the affected public agency	CPUC, affected local jurisdictions, and Caltrans	After construction is completed on each affected roadway
T-10: Construction Activities Would Affect Aviation Activities (Class II)	T-10: Helicopter Lift Plan. A Lift Plan shall be prepared and approved by the FAA prior to all "skycrane" construction helicopter operations. SCE shall provide to CPUC approval of the Helicopter Lift Plan prior to any helicopter construction activities.	All locations where helicopter construction techniques would be utilized.	Review Lift Plan and documentation that indicates that FAA approved the Plan	Helicopter construction activities would be conducted safely and would not interfere with other aviation activities	CPUC and FAA	Prior to and during construction