

4.8 Hazards and Hazardous Materials

This section describes the hazards and hazardous materials in the area of the Proposed Project. The potential impacts for the Proposed Project and Alternative Project are also discussed. For purposes of this section, the Project Study Area is defined as locations where work described in Chapter 3.0, Project Description, would be performed, plus a buffer of up to 2.0 miles from the centerline of the WOD corridor, for a total buffer width of 4.0 miles. Schools within 0.25 mile of the Proposed Project are addressed. The buffer was selected for the purpose of addressing schools within 0.25 mile and airports within 2.0 miles of the Proposed Project, in accordance with California Environmental Quality Act (CEQA Guidelines, Appendix G Checklist). Database searches were also conducted within this buffer, at 0.125, 0.5 and 1.0 miles.

4.8.1 Environmental Setting

The Project Study Area includes the cities of Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, Palm Springs, Rancho Cucamonga, Redlands, San Bernardino, and Yucaipa, and unincorporated areas of Riverside and San Bernardino counties. The Proposed Project component in the City of Rancho Cucamonga is limited to improvements within the Mechanical Electrical Equipment Room (MEER) at Etiwanda Substation. The extent of this work within an existing facility would not have the potential to impact hazards and hazardous materials in the City of Rancho Cucamonga; therefore, the City of Rancho Cucamonga; is not included for further discussion.

For the purposes of this assessment, hazards include air traffic related to nearby airports or airstrips, wildland fires, and hazardous materials related to construction and operation of the Proposed Project.

This section describes any known hazardous sites in the Project Study Area; the airports and airstrips within 2 miles of the Proposed Project; the likelihood of and recent incidence of wildland fires in the Project Study Area; and all schools within 0.25 mile of the Proposed Project. Information was obtained from the Hazardous Materials Assessment (Appendix H), prepared by Ninyo and Moore Geotechnical and Environmental Science Consultants on June 10, 2013, the California Department of Forestry and Fire (CALFIRE) website, and from local General Plans and zoning maps.

4.8.1.1 Hazardous Waste

Federal, State, and local databases were reviewed on February 29, 2012, and May 22, 2013, to identify hazardous waste facilities. During the Hazardous Materials Assessment, database search radii were identified in general accordance with Section 8.2.1 of the ASTM International (ASTM) Standard Practice E-1527-05. The search radii for the databases were at least 0.125 mile from the Proposed Project. Environmental Data Resources, Inc. (EDR) conducted an area search with a search radius of 0.125 mile around the Proposed Project. The National Priorities List (NPL) and Resource

Conservation and Recovery Act (RCRA) Treatment, Storage and Disposal Facility (TSD) database searches were conducted for a 1-mile and a 0.5-mile search radius, respectively. The buffer zone search radii are appropriate due to the generally rural land use in the vicinity of much of the Proposed Project. Three facilities within the Project Study Area were listed in multiple databases. Table 4.8-1, Listed Sites within the Project Study Area, lists the sites, their locations, and on which databases the sites were listed.

Table 4.8-1: Listed Sites within the Project Study Area

Hazardous Site	Address	Distance from Proposed Project	Databases
Segment 1			
Mountain View Power Co., SCE Generating Station, Bechtel Mountain View Construction, EPTC San Bernardino (Mountain View Power Co.)	25770 San Bernardino Avenue, Redlands	Approximately 667 feet from the 220 kV transmission lines ROW	WDS, RCRA – LQG, CORTESE, LUST, CA FID UST, UST, HIST UST, SWEEPS UST, CHMIRS, AST, RESPONSE, HAZNET, EMI, DTSC ENVIROSTOR, HWP
Segment 2			
SCE Vista Substation	22200 Newport Avenue, Grand Terrace	Modifications to Vista Substation are part of the Proposed Project	RCRA-LQG, HIST UST, AST, San Bernardino County Permit
Segment 3			
None listed.	N/A	N/A	N/A
Segment 4			
San Gorgonio Memorial Park	2201 North San Gorgonio Avenue, Banning	Approximately 591 feet from the 66 kV subtransmission lines ROW	HIST UST, CORTESE, LUST
Segment 5			
None listed.	N/A	N/A	N/A
Segment 6			
None listed.	N/A	N/A	N/A

AST = Aboveground storage tank
 CA FID = California Facility Index
 CHMIRS = California Hazardous Materials Incident Report Systems
 CORTESE = Hazardous Waste and Substances Sites
 DTSC = Department of Toxic Substances Control
 EMI = Emissions Inventory Database
 ENVIROSTOR = DTSC database that identifies sites that have known contamination or sites for which there may be reason to investigate further
 HAZNET = Hazardous Waste Information System
 HIST UST = Historical Underground Storage Tanks
 HWP = Hazardous Waste Permit
 LQG = Large Quantity Generator
 LUST = leaking underground storage tanks
 N/A = not applicable
 RCRA = Resource Conservation and the Recovery Act
 RESPONSE = State Response Sites
 SWEEPS = State Environmental Evaluation and Planning System
 UST = underground storage tank
 WDS = waste discharge system

According to EDR, the Mountain View Power Co. facility had a release of gasoline to soil and was listed as “completed–case closed” on December 17, 1987. A violation regarding “TSD-IS-groundwater monitoring and surface impoundment standards” was determined on September 23, 1993, and was corrected in February 1995. This site is currently owned by SCE but was not owned by SCE at the time of the above-mentioned incidents. SCE’s Vista Substation has no reported releases or violations. The San Gorgonio Memorial Park facility was listed with a release of gasoline and was listed as “completed–cased closed” on April 28, 2000. Based on the statuses at these three sites, it is unlikely that the environmental integrity of the Project Study Area has been affected by these facilities.

No facilities within the Project Study Area were listed on the NPL database. However, the former Norton Air Force Base facility, now currently the San Bernardino International Airport, is located approximately 1.15 miles north of the San Bernardino-Redlands-Timoteo 66 kV Subtransmission Line corridor. The facility is currently on the NPL, because of a volatile organic compound (VOC) impact to groundwater. A preliminary close-out report was prepared on May 16, 2006. Based on information in the database, the plume of VOC-affected groundwater closest to the Project Study Area is mapped approximately 0.75 mile to the north. Construction of the Proposed Project would not be expected to encounter this VOC-affected groundwater plume. Based on the status of this facility, it is unlikely that the environmental integrity of the Project Study Area has been affected by this source.

No additional sites were identified within the Project Study Area after reviewing the following additional databases:

- Comprehensive Environmental Response, Compensation, and Liability Information System/No Further Remedial Action Planned (CERCLIS/NFRAP).
- Institutional Control: This database compiles Superfund sites that have either engineering or an institutional control. The data include the control and the media contaminated.
- Resource Conservation and Recovery Act (RCRA) Corrective Action Report/ Treatment Storage and Disposal (CORRACTS/TSD) or the RCRA Non-CORRACTS/TSD.
- Emergency Response Notification System (ERNS).
- Cal Sites: This database contains information on the DTSC Annual Work Plan sites, and both known and potentially contaminated properties. Two-thirds are classified as needing no further action by the DTSC. The remaining properties are in various stages of review and remediation.
- Solid Waste Landfill (SWLF)

Based on historical research, database review, and site reconnaissance, multiple sites along the Proposed Project alignment were classified as having moderate risk with regard to the potential for detrimental impacts during construction activities. Agricultural areas

along the Proposed Project alignment pose a moderate risk related to pesticides and herbicides. Interstate highways pose a moderate risk related to lead exposure.

4.8.1.2 Airports and Airstrips

As described in the Existing Setting, four airports are located in the general vicinity of the Proposed Project. These airports primarily serve general aviation operations. Redlands Municipal Airport and Palm Springs International Airport are more than 20,000 feet from the existing WOD corridor. The nearest runway at San Bernardino International Airport is approximately 5,000 feet from the nearest point of the Proposed Project. The nearest runway at Banning Municipal Airport is approximately 4,000 feet from the proposed 220 kV transmission line corridor, and approximately 6,000 feet from the existing WOD corridor. There are no private airstrips within the vicinity of the Proposed Project alignment.

4.8.1.3 Emergency Response Routes

The Proposed Project would transect roadways that are existing emergency response and evacuation routes, especially where the Proposed Project would be located in urbanized areas, such as for Segments 1 and 2 and portions of Segments 3, 4, and 5.

San Bernardino County has developed both an Operational Area Emergency Operations Plan (EOP) and an Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) to respond to a number of natural and human made disasters (San Bernardino County Fire Department [SBCFD], 2011). The Office of Emergency Services, a Division of the SBCFD, is responsible for disaster planning and emergency management coordination throughout the San Bernardino County Operational Area (OA) by functioning as the Lead Agency for the OA. While the Office of Emergency Services does not directly manage field operations, it ensures coordination of disaster response and recovery efforts through day-to-day program management and during a disaster or emergency. Riverside County has developed both an Operational Area EOP and an Operational Area Multi-Jurisdictional LHMP to respond to a number of natural and human made disasters (Riverside County Fire Department, 2006). Additional detail regarding emergency response services provided in the Project Study Area is provided in Section 4.14, Public Services.

4.8.1.4 Wildland Fires

Fire services in the Project Study Area are provided within the City of Banning, City of Beaumont, City of Calimesa, City of Colton, City of Grand Terrace, City of Loma Linda, City of Palm Springs, City of Redlands, County of Riverside, County of San Bernardino, the Reservation Trust Land of the Morongo Band of Mission Indians (Reservation), and the BLM. There are no fire stations located within the Project Study Area. More information on fire services can be found in Section 4.14.1.2, Fire Services, in Section 4.14, Public Services.

The adopted fire hazard maps for both San Bernardino and Riverside counties show that components of the Proposed Project are located in areas defined by CALFIRE as “Moderate” Fire Hazard Severity Zone (FHSZ), “High” FHSZ, and “Very High” FHSZ as presented below:

- Segment 1: Segment 1 does not have any areas of “Moderate,” “High,” or “Very High” FHSZ designations.
- Segment 2: Segment 2 transects an area with a “Very High” FHSZ designation.
- Segment 3: Segment 3 is located within “Very High,” “High,” and “Moderate” FHSZ areas.
- Segment 4: Segment 4 transects areas with “Very High,” “High,” and “Moderate” FHSZ designations.
- Segment 5: Segment 5 transects areas with “Very High,” “High,” and “Moderate” FHSZ designations.
- Segment 6: Segment 6 transects areas with a “Moderate” FHSZ designation.

El Casco Substation: El Casco Substation is located in a “Moderate” FHSZ designation.

Devers, Etiwanda, San Bernardino, Tennessee, Timoteo, and Vista substations: These substations are not located in a “Moderate,” “High,” or “Very High” FHSZ designations.

Figure 4.8-1, CALFIRE Fire Hazard Severity Zones, shows the CALFIRE FHSZs for the Proposed Project alignment.

According to CALFIRE, there have been several recent fires, one of which was near, but not within, the Project Study Area. The Summit Fire near the City of Banning began on the afternoon of May 1, 2013, and was contained on the evening of May 4, 2013 (CALFIRE 2013). The fire burned 3,166 acres in the vicinity of Mias Canyon and Bluff Road, which is located northeast of the City of Banning.

Within the Project Study Area, there have been several fires in 2013. The Hathaway Fire was located northeast of the City of Banning. The Wood Canyon fire was located in the northern portion of the Reservation at the southern end of Wood Canyon. The Viper Fire broke out near Viper Road along the southern edge of San Timoteo Canyon Road just west of Redlands Boulevard and north of the City of Moreno Valley.

4.8.1.5 Schools

As Table 4.8-2, Schools within 0.25 Mile of the Proposed Project, shows, there are 13 school campuses located within 0.25 mile of the Proposed Project (see Figure 4.14-1, Public Services and Schools).

Table 4.8-2: Schools within 0.25 Mile of the Proposed Project

School	Proximity to Proposed Project
Segment 1	
Montessori School of Redlands	1,200 feet from the 66 kV subtransmission and distribution lines
Grove Charter High School	1,000 feet from the 66 kV subtransmission and distribution lines
Barbara Phelps Community Day School	Adjacent to the 66 kV subtransmission and distribution lines
Segment 2	
Christian Center Academy Elementary/High School	WOD corridor bisects this property
Terrace View Elementary School	Adjacent to WOD corridor
Reche Canyon Elementary School	850 feet WOD corridor
Segment 3	
None	N/A
Segment 4	
Mountain View Middle School	1,320 feet from WOD corridor
San Gorgonio Middle School	840 feet from WOD corridor
Beaumont High School	1,300 feet from WOD corridor
Susan B. Coombs Middle School	1,020 feet from an access road
Three Rings Ranch Elementary School	1,160 feet from telecommunications facilities
Wellwood Elementary School	220 feet from telecommunications facilities
Segment 5	
Hoffer Elementary School	880 feet from telecommunications facilities
Segment 6	
None	N/A

kV = kilovolt
 N/A = not applicable
 ROW = right of way

4.8.2 Regulatory Setting

4.8.2.1 Federal Regulatory Setting

Clean Water Act

The Federal Clean Water Act (CWA) is the principal Federal statute protecting navigable waters and adjoining shorelines from pollution. The law was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States (U.S.). Since its enactment, the CWA has formed the foundation for regulations detailing specific requirements for pollution prevention and response measures. The United States Environmental Protection Agency (EPA) implements provisions of the CWA through a variety of regulations, including the National Contingency Plan and the Oil Pollution and Prevention Regulations. Implementation of the CWA is the responsibility of each state.

National Priorities List

The EPA maintains a database of sites that are included on the NPL 40 Code of Federal Regulations (C.F.R.) Part 300. The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the U.S. and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation and remediation. Sites are listed on the NPL upon completion of Hazard Ranking System screening, followed by consideration of public comments on proposed listings.

The Spill Prevention, Countermeasure, and Control (SPCC) rule requires facilities that could reasonably be expected to discharge oil in quantities that may be harmful into navigable waters to develop and implement SPCC plans. The EPA amended the SPCC Rule in 2006 to extend the SPCC compliance dates in Sections 112.3(a), (b), and (c) for all facilities until October 31, 2007. SPCC plans must be prepared, certified (by a professional engineer), and implemented by facilities that store, process, transfer, distribute, use, drill, produce, or refine oil or oil production.

Oil Pollution and Prevention Regulation

The goal of the oil pollution prevention regulation in 40 C.F.R. Part 112 is to prevent oil discharges from reaching navigable waters of the U.S. or adjoining shorelines. The rule was also written to ensure effective responses to oil discharges. The rule further specifies that proactive, and not passive, measures be used to respond to oil discharges. The oil pollution regulation contains two major types of requirements: prevention requirements (SPCC Rule) and Facility Response Plan (FRP) requirements.

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Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) provides a Federal Superfund to clean up uncontrolled or abandoned hazardous-waste sites, as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the EPA has the power to seek out those parties responsible for any release and ensure their cooperation in the cleanup.

The Superfund Amendments and Reauthorization Act of 1986

The Superfund Amendments and Reauthorization Act (SARA) amended CERCLA and established a nationwide emergency planning and response program, and imposed reporting requirements for businesses that store, handle, or produce significant quantities

of extremely hazardous materials. The SARA requires states to implement a comprehensive system to inform local agencies and the public when a significant quantity of such materials is stored or handled at a facility. Additionally, the SARA identifies requirements for planning, reporting, and notification concerning hazardous materials.

Occupational Safety and Health Administration

Federal occupational safety and health regulations contain provisions with respect to the management of hazardous materials. The applicable Federal law is the Occupational Safety and Health Act (OSHA) of 1970 as amended (29 United States Code [U.S.C.], § 651–678; 29 C.F.R. 1910). Federal OSHA requirements are designed to promote worker safety, worker training, and worker right-to-know. OSHA establishes regulatory requirements primarily by promulgating standards for occupational safety and health.

Resource Conservation and Recovery Act

RCRA (40 C.F.R. Parts 239–282), which amended the Solid Waste Disposal Act (42 U.S.C. Section 6901 et seq.), establishes a framework for the proper management of hazardous and nonhazardous solid waste. This act, along with the Toxic Substances Control Act of 1976, enacted a program administered by the EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes from their creation to disposal. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the HSWA. RCRA focuses on active and future facilities; it does not address abandoned or historical sites, which are managed under CERCLA.

The EPA has authorized the Department of Toxic Substances Control (DTSC) 543 to administer the RCRA program in California.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (15 U.S.C. § 2601 et seq.) was enacted by Congress to give the EPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. The EPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental human-health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Hazardous Materials Transportation Act

The United States Department of Transportation (USDOT) has the regulatory responsibility for the safe transportation of hazardous materials under the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 C.F.R. 171–180. These regulations identify the required shipping papers, package marking, labeling, transport vehicle placarding, training, and registrations applicable to the shipment and transportation of hazardous materials in 49 U.S.C. 5101 et seq.

Federal Aviation Act and Regulations

Title 49 C.F.R. Part 772 establishes standards and notification requirements for objects affecting navigable space. Title 49 C.F.R. Part 772 (i) requires an applicant to notify the Federal Aviation Administration (FAA) of the construction of structures within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet.

Title 49 C.F.R. Part 77 also requires an applicant to submit a Notice of Proposed Construction or Alteration (FAA Form No. 7460-1) to the FAA for construction within 20,000 feet of the nearest runway of an airport with at least one runway longer than 3,200 feet.

Hazard Management and Resource Restoration Program

The Hazard Management and Resource Restoration program is administered by the BLM. Its mission is to protect lives, resources, and property, and to improve the health of landscapes and watersheds by:

1. Minimizing the environmental contamination on public lands;
2. Reducing and eliminating risk associated with physical and environmental hazards;
3. Restoring resources affected by oil discharges and hazardous release; and
4. Administering CERCLA assessments.

4.8.2.2 State Regulatory Setting

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (“Porter-Cologne”) (California Water Code § 13000 et seq.) is a State law that provides a comprehensive water quality management system for the protection of California waters. Porter-Cologne designated the State Water Resources Control Board as the ultimate authority over State water rights and water quality policy and established nine Regional Water Quality Control Boards (RWQCBs) to oversee water quality on a day-to-day basis at the local/regional level. The RWQCBs have the responsibility of granting National Pollutant Discharge Elimination System (NPDES) permits for storm water runoff from construction sites.

State Department of Toxic Substances Control

Under Government Code § 65962.5(a), the DTSC is required to compile and update as appropriate, but at least annually, and submit to the Secretary for Environmental Protection a list of all of the following:

1. All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC).

2. All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the HSC.

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) is the California State agency responsible for developing, implementing, and enforcing the State's environmental protection laws that ensure clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction. CalEPA oversees the DTSC and SWRCB. CalEPA has implementation authority for the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) per CCR Title 27, Division 1, Subdivision 4, Chapter 1.

California Emergency Management Agency

The California Emergency Management Agency (CEMA) was formed January 1, 2009, as the result of a merger between the Governor's Office of Emergency Services and the Office of Homeland Security. The Hazardous Materials Unit of the CEMA is responsible for hazmat emergency planning and response, spill release and notification, and hazmat enforcement of the Unified Program.

CPUC General Orders 95, 128, and 165

General Orders (GOs) 95, 128, and 165, issued by the California Public Utilities Commission (CPUC) specify construction, operation and maintenance requirements for electrical facilities. Specifically, GO 95 provides rules for overhead electric line construction, GO 128 provides rules for construction of underground electric supply and communication systems, and GO 165 provides inspection cycles for electric distribution facilities.

California Health and Safety Code Section 25501

California law defines a hazardous material as any material that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may pose a present or potential hazard to human health and safety or to the environment if released in the workplace or the environment (California HSC § 25501). A hazardous waste is defined as a discarded material of any form (e.g., solid, liquid, gas) that may pose a present or potential hazard to human health and safety or to the environment when improperly treated, stored, transported, disposed of, or otherwise managed (California HSC § 25117).

California Code of Regulations

The California Code of Regulations (C.C.R.) is a catalog of State laws and regulations adopted by State agencies, including the following:

- 8 C.C.R. 2700 et seq., High Voltage Electrical Safety Orders, establishes essential requirements and minimum standards for installation, operation, and maintenance of electrical equipment to provide practical safety and freedom from danger.
- 14 C.C.R. 1250–1258, Fire Prevention Standards for Electric Utilities, provides specific exemptions from electric pole and tower firebreak and electric conductor clearance standards, and specifies when and where standards apply.

California Public Resources Code

California Public Resources Code (P.R.C.) § 4292 and 4293 specify requirements related to vegetation management in transmission line corridors.

P.R.C. § 4292 states:

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

P.R.C. § 4293 states:

“Any person that owns, controls, operates, or maintains any electrical transmission or distribution line upon any mountainous land, or in forest-covered land, brush-covered land, or grass-covered land shall, during such times and in such areas as are determined to be necessary by the director or the agency which has primary responsibility for the fire protection of such areas, maintain a clearance of the respective distances which are specified in this section in all directions between all vegetation and all conductors which are carrying electric current:

- (a) For any line which is operating at 2,400 or more volts, but less than 72,000 volts, four feet
- (b) For any line which is operating at 72,000 or more volts, but less than 110,000 volts, six feet
- (c) For any line which is operating at 110,000 or more volts, 10 feet

In every case, such distance shall be sufficiently great to furnish the required clearance at any position of the wire, or conductor when the adjacent air temperature is 120 degrees Fahrenheit, or less. Dead trees, old decadent or rotten trees, trees weakened by decay or disease and trees or portions thereof that are leaning toward the line which may contact the line from the side or may fall on the line shall be felled, cut, or trimmed so as to remove such hazard.”

4.8.2.3 Local Regulatory Setting

Certified Unified Program Agency

The Certified Unified Program Agency (CUPA) is the agency certified by the DTSC to conduct the Unified Program. The program consists of hazardous waste generator and on-site treatment programs, aboveground and underground storage tank programs, Hazardous Materials Management, Business Plans, and Inventory Statements, and the Risk Management and Prevention Program.

County of Riverside Certified Unified Program Agency

The County of Riverside CUPA is responsible for administering the hazardous materials program for the County for Riverside, as well as the cities of Banning, Beaumont, Calimesa, and Palm Springs.

San Bernardino County Fire Department

The San Bernardino County Fire Department, Hazardous Materials Division, is the CUPA responsible for administering the hazardous materials program within San Bernardino County.

Local General Plans

The CPUC has jurisdiction over the siting and design of the Proposed Project because the CPUC regulates and authorizes the construction of IOU facilities. Although such projects are exempt from local land use and zoning regulations and permitting, GO 131-D, Section III.C requires “the utility to communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any nondiscretionary local permits.” As part of its environmental review process, SCE considered public services and facilities policies from the County of Riverside General Plan, the County of San Bernardino General Plan, and the General Plans from the municipalities applicable to the Proposed Project (Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, Palm Springs, Redlands, San Bernardino, and Yucaipa).

Table 4.8-3, Local Land Use Documents Applicable to Hazards and Hazardous Materials for the Proposed Project, summarizes key policies in local land use plans applicable to hazards and hazardous materials.

Table 4.8-3: Local Land Use Documents Applicable to Hazards and Hazardous Materials for the Proposed Project

Document	Plans, Policies, Programs
City of Banning General Plan, Emergency Preparedness Element	<p>Policy 6: The City shall thoroughly consider and assess vulnerability to natural and manmade disasters or emergencies when reviewing proposals for the siting and development of critical and essential public/quasi-public facilities.</p> <p>Program 6.A: In order to assure the maximum possible protection from environmental and manmade hazards, including earthquakes and flooding, the City shall consider their vulnerability to natural and manmade disasters and</p>

Table 4.8-3: Local Land Use Documents Applicable to Hazards and Hazardous Materials for the Proposed Project

Document	Plans, Policies, Programs
	emergencies when reviewing proposals for critical and essential facilities, as well as sensitive land uses.
City of Banning General Plan, Circulation Element	Program 21.A: Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.
City of Banning General Plan, Wildland Fire Hazards Element	<p>Goal: Protect human life, land, and property from the effects of wildland fire hazards.</p> <p>Policy 1: The City shall establish and maintain an information database containing maps and other information which describe fire hazard severity zones, fire threat zone, and other wildfire hazards occurring within the City boundaries, sphere-of-influence and planning area.</p> <p>Program 2.D: Contact and establish working relationships and strategies with Banning Heights Mutual Water Company, High Valley Water District, public utilities, and other appropriate agencies to strengthen or relocate utility facilities, and take other appropriate measures to safeguard major utility distribution systems to the greatest extent practical.</p> <p>Program 3.A: New and substantially remodeled structures or developments shall incorporate wildfire prevention design techniques, such as the use of “defensible space,” fire retardant sidings, optimal site planning and building orientation, landscaping orientation, and other design approaches to reduce wildfire hazards.</p>
City of Beaumont General Plan, Safety Element	<p>Policy 20: The City of Beaumont will continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties and the general public through all available media.</p> <p>Goal 5: The City of Beaumont will cooperate with ongoing efforts to reduce the health and safety hazards related to the exposure of hazardous materials.</p> <p>Policy 28: The City of Beaumont shall continue to implement design measures that will mitigate the effects of high winds.</p>
City of Calimesa General Plan, Safety Element	Goal 4: Reduce threats to public safety and protect property from wildland and urban fire hazards.
City of Colton General Plan, Safety Element	<p>Policy Plan General Objectives</p> <ol style="list-style-type: none"> 1. Avoid or prevent damage from natural or man-made hazards by assessing their nature and location, taking steps to control them, and guiding human activities away from areas subject to hazards in which correction is not feasible. 3. Take emergency action to save lives and property during or immediately following a natural or man-made disaster.
City of Grand Terrace General Plan, Public Health and Safety Element	Goal 5.4: Reduce the risk to life and property resulting from the use, transportation, storage, treatment, or disposal of hazardous materials and wastes.
City of Loma Linda General Plan, Public Health and Safety Element	<p>Guiding Policy 10.4.2: Minimize the threat to persons, property, and the environment resulting from wildfires.</p> <p>Guiding Policy 10.5.2: Minimize the negative impacts associated with the storage, use, generation, transport, and disposal of hazardous materials.</p>

Table 4.8-3: Local Land Use Documents Applicable to Hazards and Hazardous Materials for the Proposed Project

Document	Plans, Policies, Programs
City of Palm Springs General Plan, Safety Element	<p>Goal SA4: Protect the lives and property of residents, business owners, and visitors from the hazards of urban and wildland fires.</p> <p>Policy SA4.2 Support brush removal and weed abatement in developed areas to minimize fire risk, and coordinate with the Riverside County Fire Department Hazard Reduction Office regarding jurisdictional issues relating to brush removal.</p> <p>Goal SA5: Decrease the risk of exposure of life, property, and the environment to hazardous and toxic materials and waste.</p> <p>Policy SA5.1: Promote the proper disposal, handling, transport, delivery, treatment, recovery, recycling, and storage of hazardous materials in accordance with applicable federal, State, and local regulations.</p>
City of Redlands General Plan, Health and Safety Element	<p>Goals: After several years of analysis of dozens of studies exploring a possible connection between cancer and extremely low frequency (ELF) electromagnetic fields, the EPA has concluded that a growing body of data suggests a causal link. Although measurable, the intensity of electromagnetic fields is not related to any yet-established health standards, and effects on human tissue are subtle, complex, and poorly understood. Some independent researchers state that cancer or other types of health risk may be associated with long-term residence close to high-voltage power lines and substations. Congressional bills that would boost Federal funds for research into the biological effects of electromagnetic fields, including fields from high voltage power lines in residential areas, are under consideration. Southern California Edison’s 220 kilovolt transmission lines traversing from the southwest to the northwest corner of the Planning Area are remote from existing housing.</p> <p>Guiding Policy 8.70b: Insist on adequate setbacks from schools, housing, and care facilities for any additional high voltage power lines or substations to be constructed in the Planning Area.</p>
City of San Bernardino General Plan, Safety Element	<p>Goal 10.1: Protect the environment, public health, safety, and welfare from hazardous wastes.</p> <p>Goal 10.2: Promote proper operations of hazardous waste facilities and ensure regulations applicable to these facilities are enforced.</p> <p>Goal 10.10: Protect people and property from the adverse impacts of winds.</p> <p>Goal 10.11: Protect people and property from urban and wildland fire hazards.</p> <p>Goal 10.12: Ensure the availability and effective response of emergency services in the event of a disaster.</p>
City of Yucaipa General Plan, Safety and Hazardous Waste Element	<p>Goal S1: Minimize the potential risks resulting from the exposure of City residents to man-made and natural hazards with the following priorities: loss of life or injury, damage to property, litigation, excessive maintenance, and other social and economic costs.</p> <p>Policy A: Aggressively enforce all federal, State, and local regulations pertaining to the transportation, storage, and use of all hazardous materials.</p> <p>Policy C: Inform and educate the public of the risks from natural and man-made hazards, of methods available for hazard abatement, prevention, mitigation and avoidance, and of procedures to follow during emergencies.</p> <p>Policy Y: Because rapid urban development has resulted in potential fire hazards</p>

Table 4.8-3: Local Land Use Documents Applicable to Hazards and Hazardous Materials for the Proposed Project

Document	Plans, Policies, Programs
	<p>in wildland/urban intermix areas County-wide, the City shall implement the following actions:</p> <p>Actions</p> <p>Apply the regulations of the “Greenbelt” Fire Safety Overlay Ordinance as found in the Development Code to all City areas subject to wildland/urban intermix fire hazards.</p> <p>Policy BB: Because developments can add to the wind hazard due to increased dust, the removal of windbreaks, and other factors, the City shall require developments subject to discretionary permits in areas identified as susceptible to wind hazards to address site-specific analysis of the following:</p> <ul style="list-style-type: none"> • Grading restrictions and/or controls on the basis of soil types, topography, or season. • Landscaping methods, plant varieties, and revegetation scheduling to achieve optimal revegetation success. • Dust-control measures during grading, trucking and other dust-generating activities.
<p>County of Riverside General Plan, Safety Element</p>	<p>Policy S 5.10: Continue to utilize the Riverside County Fire Protection Master Plan as the base document to implement the goals and objectives of the Safety Element.</p> <p>Policy S 7.8: Promote strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities.</p> <p>Policy S 7.11: Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that (AI 4):</p> <ul style="list-style-type: none"> • extend through areas of high liquefaction potential; • cross active faults; or • traverse earth cracks or landslides. <p>Policy S 7.12: Require extra design considerations for lifelines across subsidence areas.</p>
<p>County of San Bernardino General Plan, Safety Element</p>	<p>Goal S 1: The County will minimize the potential risks resulting from exposure of County residents to natural and man-made hazards in the following priority: loss of life or injury, damage to property, litigation, excessive maintenance and other social and economic costs.</p> <p>Goal S 2: The County will minimize the generation of hazardous waste in the County and reduce the risk posed by storage, handling, transportation, and disposal of hazardous wastes.</p> <p>Policy S 3.2: The County will endeavor to prevent wildfires and continue to provide public safety from wildfire hazards.</p>

Table 4.8-3: Local Land Use Documents Applicable to Hazards and Hazardous Materials for the Proposed Project

Document	Plans, Policies, Programs
County of San Bernardino General Plan, Land Use Element	Policy LU 7.2: Enact and enforce regulations that will limit development in environmentally sensitive areas, such as those adjacent to river or streamside areas, and hazardous areas, such as flood plains, steep slopes, high fire risk areas, and geologically hazardous areas.

EPA = United States Environmental Protection Agency

Morongo Reservation

The Proposed Project will traverse approximately 8 miles of the tribal trust lands of the Morongo Indian Reservation east of Banning, California. Except for approximately two miles of new corridor between Malki Road and the western boundary of the Reservation, the Proposed Project will utilize the transmission corridor that has been used by existing SCE 220 kV transmission lines starting in 1945, and as subsequently expanded. Matters concerning the use of the Reservation's trust lands are subject to approval by the Morongo Band's General Membership, which consists of all enrolled adult voting members. With limited exceptions, the Morongo Band does not release its internal ordinances and other laws to the public.

The Morongo Band's General Membership has voted to approve the Bureau of Indian Affairs' grants to SCE of the rights of way and easements necessary for SCE to continue operating its existing 220 kV facilities on the Morongo Reservation and to replace and upgrade those facilities with the WOD Project. The Morongo Band's approval of these grants of rights of way and easements includes relocating approximately two miles of the corridor west of Malki Road into a new corridor depicted on Figure 2-3, Proposed and Alternative Transmission Line Routes, as either the Proposed Project (Alternative 1) or the Alternative Project (1X). The existing corridor, plus either Alternative 1 or 1X, thus would be consistent with all applicable tribal laws, and are the only corridors approved by the Morongo Band for the continued operation and eventual replacement of SCE's 220 kV facilities on and across the trust lands of the Morongo Indian Reservation.

4.8.3 Significance Criteria

4.8.3.1 CEQA Significance Criteria

The significance criteria for assessing the impacts to hazards and hazardous materials come from the CEQA Environmental Checklist. According to the CEQA Checklist, a project causes a potentially significant impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.8.3.2 NEPA Analysis

Unlike CEQA, NEPA does not have specific significance criteria. However, NEPA regulations contain guidance regarding significance analysis. Specifically, consideration of “significance” involves an analysis of both context and intensity (Title 40 C.F.R. 1508.27).

4.8.4 Impact Analysis

4.8.4.1 CEQA Impact Assessment

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

No acutely hazardous materials (as defined in Title 22 C.C.R. § 66260.10) would be used or stored on location during construction of any component of the Proposed Project.¹ Hazardous materials that would be used during construction of the Proposed Project would include gasoline, diesel fuel, oil, solvents, and lubricants associated with construction equipment and other vehicles and construction activities. As discussed in Section 3.2.2.1, Staging Areas, the fuel and hydraulic fluids would be located at the

¹ Acutely hazardous materials are materials that are fatal to humans or animals at low doses.

construction staging yards (listed in Table 3.2-A, Potential Staging Yard Locations). The routine transport, use, and disposal of hazardous materials, such as fuels, during construction may result in inadvertent releases of these materials. Storm Water Pollution Prevention Plans (SWPPPs) would be prepared and implemented throughout construction and would include Best Management Practices (BMPs) to address the handling of hazardous materials during construction activities. Fuel from the construction staging yards may be transported to other portions of the project area (e.g., tower locations, access roads, or ROW) via mobile refuelers. When not in use (e.g., parked), mobile refuelers would be subject to general containment provisions (e.g., parking area with berms) to contain potential leaks or spills. Fuels and hydraulic fluids would be transported, used, and disposed of in accordance with applicable rules and regulations designed to protect the environment, workers, and the public.

Table 4.8-1, Listed Sites within the Project Study Area, include all listed sites within the Project Study Area. There are three sites identified, which is relatively few, considering the length of the Project Study Area. Of the three sites, construction activities will only occur on one of the sites (the SCE Vista Substation). Based on the current status of the site, risk of encountering significant contamination has been assessed as low. Therefore, the likelihood of encountering hazardous materials is generally low. In the event that contaminated soil is encountered during excavation or other ground disturbing activities, the soil would be segregated, sampled, and tested to determine the appropriate treatment and disposal options. If the soil is classified as hazardous, it would be properly managed on location and transported in accordance with USDOT regulations using a Uniform Hazardous Waste Manifest to a Class I Landfill or other appropriate soil treatment or recycling facility. All hazardous materials would be transported, used, and disposed of in accordance with applicable rules and regulations designed to protect the environment, workers, and the public. Therefore, impact to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Operation Impacts

Normal operation of the lines would be controlled remotely through SCE control systems, and manually in the field as required. SCE inspects the transmission, subtransmission, telecommunications and distribution overhead facilities in a manner consistent with CPUC GO 165, a minimum of once per year via ground and/or aerial observation. Maintenance would occur as needed and could include activities such as repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, replacing poles and structures, tree trimming, brush and weed control, and access road maintenance. Most regular operation and maintenance (O&M) activities of overhead facilities are performed from existing access roads with no surface disturbance. Repairs to existing facilities, such as repairing or replacing existing poles and structures, could occur in undisturbed areas.

No acutely hazardous materials would be used or stored on location during operation of the Proposed Project. Hazardous materials to be used during operation of the Proposed Project would include gasoline, diesel fuel, oil, solvents, and lubricants associated with vehicles and operation activities. Mineral oil is currently used and is expected to continue

to be used during operation of the substations. All hazardous materials would be transported, used, and disposed of in accordance with applicable rules and regulations, designed to protect the environment, workers, and the public. Therefore, less than significant impacts would occur under this criterion as a result of operation of the Proposed Project.

Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

Construction of the Proposed Project would require the limited use of hazardous materials such as fuels, lubricants, and cleaning solvents. Due to the low volume and low toxicity of the hazardous materials to be used during the construction of the Proposed Project, the potential for environmental impacts from hazardous material incidents is less than significant. All hazardous materials would be stored, handled, and used in accordance with applicable regulations, and Material Safety Data Sheets would be made available at the construction site for all crew workers.

The most likely incidents involving these hazardous materials are associated with minor spills or drips from vehicles and/or equipment. Impacts from such incidents would be avoided by thoroughly cleaning up minor spills as soon as they occur. A site-specific construction SWPPPs (see Section 3.2.1.2, Storm Water Pollution Prevention Plan, for more detail) would be prepared for the Proposed Project and would be implemented to ensure quick response to any spills to avoid impacts to the environment. The SWPPPs would provide the locations for storage of hazardous materials during construction, as well as protective measures, notifications, and cleanup requirements for any incidental spills or other potential releases of hazardous materials. Any potential impacts that would result from an accidental release would be addressed through the SWPPPs, and as a result, such impacts would be less than significant.

Based on historical research, database review, and site reconnaissance, multiple sites along the Proposed Project alignment were classified as having moderate risk with regard to the potential for detrimental impacts during construction activities. The agricultural uses in Segment 1 and orchard uses in Segment 3 are classified as a moderate risk because of likely pesticide and herbicide applications. Interstate 10 (I-10) in Segment 1 and Interstate 215 (I-215) in Segment 2 were classified as a moderate risk because of the potential that construction activities could expose the public and/or environment to soil contaminated with aerially deposited lead.

Per the Worker Environmental Awareness Program (WEAP), referenced in Section 3.9, Worker Environmental Awareness Training, of the Project Description, construction workers will receive:

- A list of phone numbers of SCE environmental specialist personnel associated with the Proposed Project (archaeologist, biologist, environmental compliance coordinator, and regional spill response coordinator); and
- Instructions to notify the foreman and regional spill response coordinator in case of a hazardous materials spill or leak from equipment, or upon the discovery of soil or groundwater contamination.

During construction activities for the Proposed Project, the potential exists that subsurface utilities (e.g., a natural gas line) or structures (e.g., an underground storage tank) might be encountered and damaged, resulting in a release of a hazardous material. Such incidents would be avoided by thoroughly screening for subsurface structures in areas prior to commencement of subsurface work. Screening activities would include use of Dig Alert and visual observations. Additional resources such as the use of buried line locating equipment would be utilized where it is deemed to be warranted. As a result, such impacts would be less than significant.

Operation Impacts

Hazardous materials that would be used during operation of the Proposed Project would include gasoline, diesel fuel, oil, solvents, and lubricants associated with construction SCE equipment and vehicles. Reasonably foreseeable upset and accident conditions during the operation phase could include minor spills or drips. Such incidents would be avoided by thoroughly cleaning up minor spills as soon as they occurred.

The Proposed Project is not installing any new or modifying any existing transformers; therefore, no potential exists for discharge of oil during operation of the Proposed Project and no SPCC plan is required.

As required by the OSHA, personnel handling any hazardous materials would be trained to understand the hazards associated with these materials and would be instructed in the proper methods for storing, handling, and using these hazardous materials. The on-site foreman would ensure that all on-site health and safety guidelines and regulations involving hazardous materials handling are followed during the operations phases of the Proposed Project. Material Safety Data Sheets (MSDSs) for on-site hazardous materials would be available for site workers at all times.

Due to the low volume and proper management of the hazardous materials that would be used during operation of the Proposed Project, the potential for creating a significant hazard to the public or environment from hazardous material incidents is low. Therefore, operation of the Proposed Project would result in a less than significant impact.

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

There are 13 schools located within 0.25 mile of the Proposed Project, as depicted in Figure 4.14-1, Schools. The closest school is Christian Center Academy, located adjacent to temporary construction areas and academy buildings are approximately 320 to 350 feet from proposed structures in Segment 2. Construction activities may require the use of hazardous materials such as fuels, lubricants, and cleaning solvents. These materials have the potential to spill or leak from equipment; however, the low volume of hazardous materials that would be used during construction make it unlikely that schools or preschools/daycare centers would be affected by an accidental release of hazardous materials. The most likely incidents involving these hazardous materials are associated with minor spills or drips from vehicles and/or equipment. Impacts from such incidents would be avoided by thoroughly cleaning up minor spills as soon as they occur. Site-specific construction SWPPPs (see Section 3.2.1.2, Storm Water Pollution Prevention Plan, for more detail) would be prepared for the Proposed Project and would be implemented to ensure quick response to any spills to avoid impacts to the environment. The SWPPPs would provide the locations for storage of hazardous materials during construction, as well as protective measures, notifications, and cleanup requirements for any incidental spills or other potential releases of hazardous materials. In the event of an accidental spill or leak from equipment, workers on site would notify the foreman and regional spill response coordinator and any potential impacts that would result from an accidental release would be addressed through the SWPPPs. As a result, such impacts would be less than significant.

Operation Impacts

There are 13 schools within 0.25 mile of the Proposed Project alignment. However, since operation of the Proposed Project would result in the minimal quantities of hazardous or acutely hazardous materials, substances, or waste, there would be less than significant impacts to existing or proposed schools within 0.25 mile of the Proposed Project during operation. Operation impacts associated with hazardous emissions or use of hazardous or acutely hazardous materials, substances, or waste on existing or proposed schools would be less than significant.

Would the project be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

The Proposed Project would not be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. Therefore, there would be no impact.

Operation Impacts

The Proposed Project would not be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. Therefore, there would be no impact.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

There are several public airports located in the vicinity of the Proposed Project corridor as depicted in Figure 4.8-2, Airports. Of these, only the San Bernardino and Banning airports are within 2 miles of the Proposed Project. Airports in the vicinity of the Proposed Project include:

- Redlands Municipal Airport, approximately 5 miles from the Proposed Project corridor;
- Palm Springs International Airport, approximately 8 miles from the Proposed Project corridor;
- San Bernardino International Airport, approximately 5,000 feet from the nearest point of the 66 kV subtransmission lines; and
- Banning Airport, approximately 4,000 feet from the nearest point of the 220 kV transmission lines.

The proximity of the San Bernardino and Banning Airports would require FAA notification due to the height above ground of the conductor or telecommunications cable between structures. The Proposed Project transects the FAA's Federal Aviation Regulations (FAR) Part 77 Conical Surface south of the San Bernardino International Airport and north of the Banning Municipal Airport. As explained above, Title 49 C.F.R. Part 772 (i) and 49 C.F.R. 77 require notification to the FAA for structures of a certain height and distance from airports. The alignment of the lines and terrain in the region would require FAA notification due to the height above ground of the conductor or telecommunications cable between towers. As of the time of the preparation of this Proponent's Environmental Assessment (PEA), SCE anticipates that over the entire length of the Proposed Project, approximately 165 structures would require FAA notification (49 structures in Segment 1; 8 structures in Segment 2; 0 structures in Segment 3; 16 structures in Segment 4; 84 structures in Segment 5; and 4 structures in Segment 6). The number of structures requiring FAA notifications will be updated following completion of final engineering.

SCE would file the necessary FAA Form 7460-1 for structures or lines as outlined in FAA Part 77 upon completion of final engineering and prior to construction, per FAR Part 77. To the extent practicable, FAA recommendations would be implemented into the design of the Proposed Project. At the time of the preparation of this PEA and subject to subsequent FAA review, SCE anticipates that the FAA may recommend marker balls be installed on approximately 110 spans and that lighting be installed on approximately 30 towers of the Proposed Project (220 kV transmission line component). However, the FAA has not conducted its review of the Proposed Project and thus has not issued any recommendations to date. The alignment of the relocated 66 kV subtransmission lines, proximity to the San Bernardino Airport, and terrain in the region could also require FAA notification for certain subtransmission structures. The FAA notification process and installation of marker ball and structure lighting is the same as described above. At this time, SCE has neither determined nor been informed by the FAA as to whether marking and/or lighting of the 66 kV subtransmission line route spans or poles would be recommended. SCE will submit all relevant information, including any required Forms 7460-1 to the FAA, for the 66 kV subtransmission line routes where the Proposed Project would be constructed. Thus, construction of the Proposed Project within 2 miles of a public airport or public use airport would be consistent with FAR Part 77 and would not result in a safety hazard for people residing or working in the area. Impacts would be less than significant.

Operation Impacts

There are several public airports that are within 2 miles of the Proposed Project as listed above. Operation of the Proposed Project would include routine inspections, maintenance, and emergency repair. Because personnel would only be present intermittently during operations, safety hazards resulting from the proximity of this airport to personnel associated with the Proposed Project during operations would be minor. Furthermore, the proposed structures are not anticipated to adversely affect airport operations. Therefore, the impact would be less than significant.

For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

There are no private airstrips within the vicinity of the Proposed Project alignment. No impact would occur under this criterion as a result of the Proposed Project.

Operation Impacts

There are no private airstrips within the vicinity of the Proposed Project alignment. No impact would occur under this criterion as a result of the Proposed Project.

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

Construction Impacts

As discussed in Section 4.14, Public Services, and in Section 4.16, Transportation and Traffic, the Proposed Project would not be expected to significantly affect traffic circulation or increase demands on existing emergency response services during temporary construction activities and would not significantly affect emergency access in the area or increase the demand for existing emergency response services. Although it is not anticipated that construction activities would result in the blockage of any roadways that could be used in the case of an emergency, in the event that any construction-related activity may result in such a blockage or closure, SCE would coordinate with local authorities, including emergency responders, regarding appropriate procedures. In the event that any lane closure would be necessary, the Proposed Project would employ a traffic control service, and such lane closures would be conducted consistent with local ordinances. Therefore, the impacts associated with construction activities would be less than significant.

Operation Impacts

The Proposed Project occurs primarily at and along existing facilities. The 3 miles of the Proposed Project that establishes a new route would traverse open space that is not readily accessible to the public. Upon completion of construction, operation of the Proposed Project would present a traffic and transportation condition nearly identical to the existing condition.

Operation of the Proposed Project would not affect emergency plans or evacuation routes. Every effort would be made by SCE to maintain electrical service during emergencies. Routine inspections and maintenance during operation of the Proposed Project would not be expected to require closure of roadways; however, if such work were to require temporary lane closures, the work would be coordinated in the same manner described for above for construction activities. Operation of the Proposed Project would not impair the implementation of emergency response or evacuation plans. The impact would be less than significant.

Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Construction Impacts

Substation Modifications. El Casco Substation is currently in a “Moderate” FHSZ. Since El Casco Substation is located within a moderate fire hazard areas would be grubbed of vegetation and graded before staging equipment, minimizing the potential for vehicles or equipment to start a fire. SCE would implement standard fire prevention protocols during construction activities. Additional standard protocols would be implemented when the National Weather Service issues a Red Flag Warning, such as measures to address smoking and fire rules, storage and parking areas, use of gasoline-powered tools, use of spark arresters on construction equipment, road closures, use of a fire guard, fire suppression tools, fire suppression equipment, and training requirements. With standard fire prevention protocol, impacts from substation modifications would be less than significant.

220 kV Transmission Lines. Much of the 220 kV transmission line corridor transects the CALFIRE FHSZs. Segment 2 passes through a “Very High” FHSZ; Segments 3, 4, and 5 transect areas with FHSZs of “Very High,” “High,” and “Moderate”; and Segment 6 transects areas designated as “Moderate” FHSZs. Vegetation (both natural and ornamental) at construction areas along access roads for the 220 kV transmission lines would be maintained to eliminate contact with equipment, and thus avoid potential for ignition. Standard protocols would be implemented when the National Weather Service issues a Red Flag Warning, such as measures to address smoking and fire rules, use of gasoline-powered tools, use of spark arresters on construction equipment, road closures, use of a fire guard, fire suppression tools, fire suppression equipment, and training requirements. With implementation of these standard protocols, construction of the 220 kV transmission line would have a less than significant impact to risk of loss, injury, or death involving wildland fires.

Relocation of existing distribution facilities would be required to accommodate relocation of 220 kV transmission infrastructure. The 12 kV distribution lines would not be located in a CALFIRE FHSZ and would not expose people or structures to significant risk of loss, injury, or death involving wildland fires.

66 kV Subtransmission Lines. The 66 kV subtransmission lines would not be located in a CALFIRE FHSZ and would not expose people or structures to significant risk of loss, injury, or death involving wildland fires.

Telecommunications. Like the 220 kV transmission lines, the telecommunications lines would pass through “Very High,” “High,” and “Moderate” FHSZs in Segment 3 and Segment 4. As with the 220 kV transmission lines, vegetation at construction areas would be maintained to eliminate contact with equipment that could potentially ignite a fire. SCE would implement standard fire prevention protocols during construction activities. Additional standard protocols would be implemented when the National Weather Service issues a Red Flag Warning, such as measures to address smoking and fire rules, storage and parking areas, use of gasoline-powered tools, use of spark arresters on construction equipment, road closures, use of a fire guard, fire suppression tools, fire suppression equipment, and training requirements. As a result of these measures, construction of the telecommunications line would have a less than significant impact to risk of loss, injury, or death involving wildland fires.

Staging Yards. SCE anticipates using one or more of the possible temporary staging yards listed in Table 3.2-A, Potential Staging Yard Locations, and seen in Figure 3.2-1, Potential Staging Yard Locations, as a reporting location for workers, vehicle and equipment parking, and material storage. The Poultry and San Timoteo potential staging yards are in a “High” FHSZ. The other potential staging yards are not within FHSZs. For those staging yards that are located within high fire hazard areas would be grubbed of vegetation and graded before staging equipment, minimizing the potential for vehicles or equipment to start a fire. SCE would implement standard fire prevention protocols during construction activities. Additional standard protocols would be implemented when the National Weather Service issues a Red Flag Warning, such as measures to address smoking and fire rules, storage and parking areas, use of gasoline-powered tools, use of spark arresters on construction equipment, road closures, use of a fire guard, fire suppression tools, fire suppression equipment, and training requirements. Impacts would be less than significant.

Taken together, the project components would have a less than significant impact related to risk of loss, injury, or death involving wildland fires.

Operation Impacts

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, and telecommunication facilities.

CPUC G.O. 95, G.O. 128, G.O. 165, and G.O. 1664. Consistent with these and other applicable State and Federal laws, SCE would maintain an area of cleared brush around the project components, minimizing the potential for fire. Therefore, implementing the Proposed Project would not pose a fire hazard as vegetation or other obstructions would not come into contact with energized electrical equipment.

SCE participates with CALFIRE, CEMA, the U.S. Forest Service, and various city and county fire agencies in the Red Flag Fire Prevention Program and complies with California P.R.C. § 4292 and 4293 related to vegetation management in transmission line corridors. As a result of these measures, operation of the Proposed Project would have a less than significant impact to risk of loss, injury, or death involving wildland fires.

4.8.4.2 NEPA Impact Assessment

Based on the analysis performed, it is anticipated that the Proposed Project would not result in significant effects under NEPA.

4.8.5 Applicant Proposed Measures

The Proposed Project would not result in impacts related to hazards and hazardous materials. Therefore, no Applicant Proposed Measures are proposed.

4.8.6 Alternative Project

The 220 kV Line Route Alternative 2 (Alternative Project) would include relocation of an approximately 3-mile section of Segment 5 of the existing WOD corridor pursuant to an agreement between SCE and Morongo. Both the Proposed Project and Alternative Project include the same common elements outside of Segment 5.

The Alternative Project would be approximately 3,500 feet from the Banning Airport. This alternative would transect the FAR Part 77 Horizontal Surface for the Banning Airport. Due to the proximity of the Alternative Project to this airport and associated FAA clearance requirements, this alternative may only be feasible with the closure of the Banning Airport (see Section 2.1.1.2, 220 kV Line Route Alternative 2, of this PEA.) Due to the closer proximity of the Alternative Project to the Banning Airport, the FAA may decide that it poses a hazard, in which case it could result in a significant impact.

According to the EDR database search, two additional sites were listed in the vicinity of the Alternative Project. The Chevron Station No. 207497 facility at 48320 Seminole Drive in Banning is listed on the Resource Conservation and Recovery Act-Small Quantity Generators (RCRA-SQG), underground storage tank (UST), EDR, U.S. Historical Auto Stations, and Facility Information Detail Search databases with no reported releases or violations, and the Banning Airport at 200 South Hathaway Street in Banning is listed on the NPDES, Statewide Environmental Evaluation and Planning System underground storage tanks (SWEEPS UST), ENVIROSTOR, and waste discharge system (WDS) databases. The Banning Airport is listed with an inactive status needing evaluation status dated July 1, 2005. However, based on the distance and downgradient location relative to groundwater flow from the Alternative Project, it is unlikely that the environmental integrity of the site has been affected by this facility.

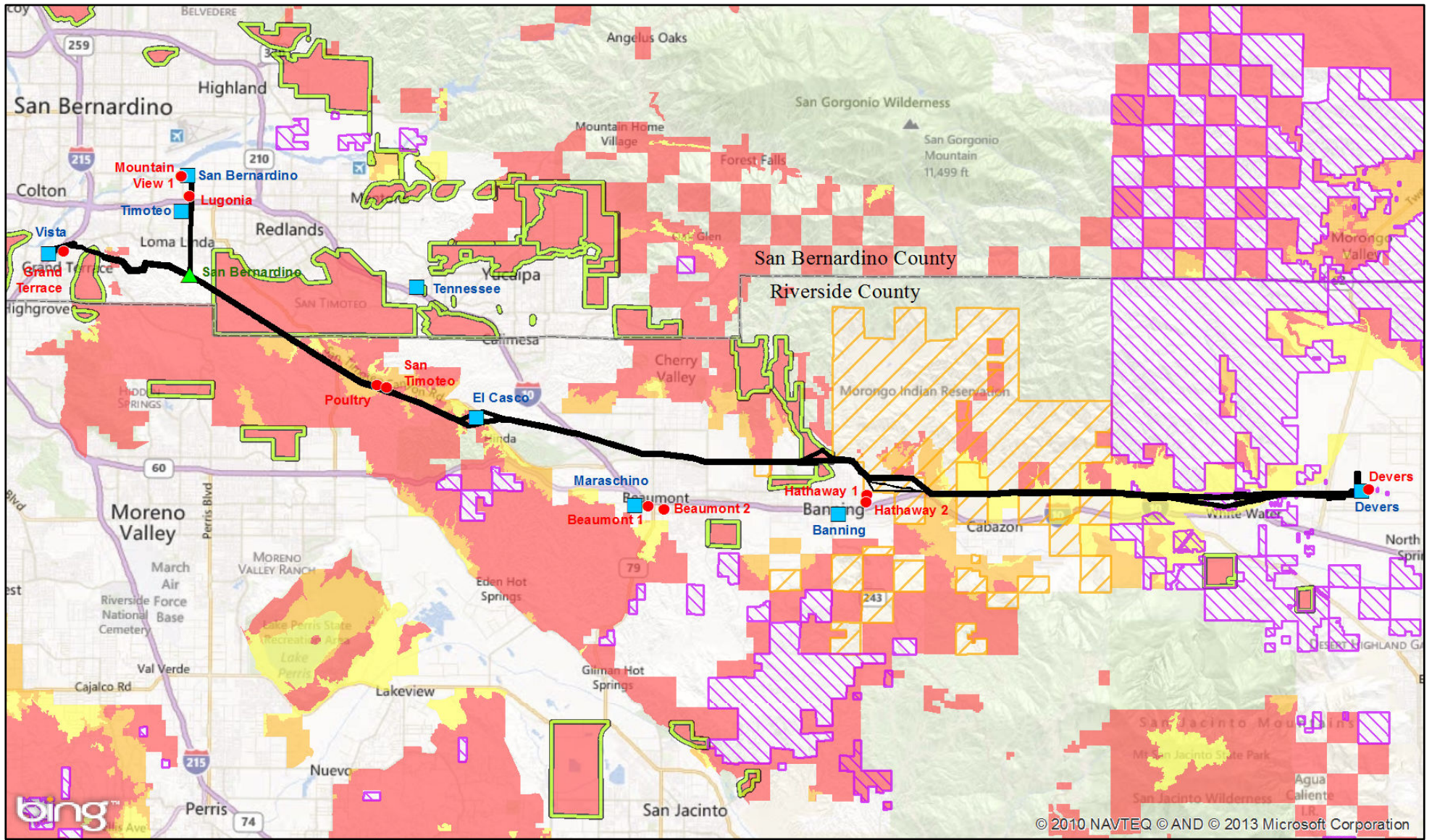
With the exception of the potential aviation conflict, the Alternative Project would have similar impacts to the Proposed Project. Both would have less than significant impacts regarding hazards and hazardous materials.

4.8.7 No Project Alternative

Under the No Project Alternative, existing conditions would remain in place. The existing transmission corridor and associated facilities would continue to operate. As the No Project Alternative would not result in the use of hazardous materials associated with construction, impacts from this alternative would be less than from the Proposed Project.

4.8.8 References Cited

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FIGURE 4.8-1



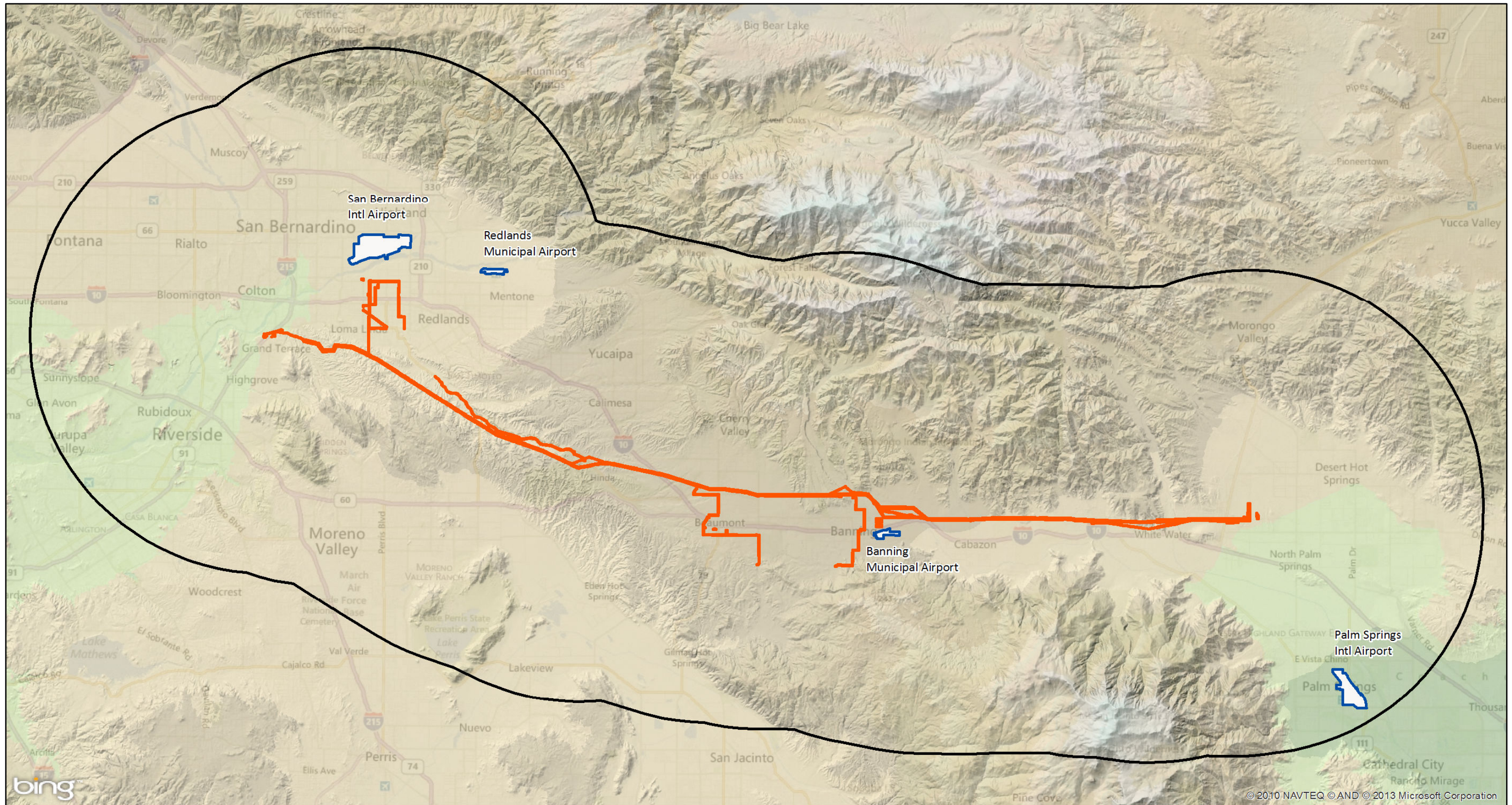
LEGEND

- Transmission Line Right-of-Way
- Staging Yards
- Substations
- Junction
- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Fire Hazard Severity Zones in Local Responsibility Area (LRA) Very High
- Fire Hazard Severity Zones in State Responsibility Area (SRA) Moderate
- Fire Hazard Severity Zones in State Responsibility Area (SRA) High
- Fire Hazard Severity Zones in State Responsibility Area (SRA) Very High

SOURCE: Bing Maps (c. 2008); BLM (2012); BIA (2012); SCE (2013); Cal Fire (11/2007, 5/2008)
 I:\SCE1110\GIS\MXD\GenEnvironmental\CalFire_SeverityZones.mxd (7/1/2013)

Southern California Edison
West of Devers Upgrade Project
CALFIRE Fire Hazard Severity Zones

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LEGEND

- West of Devers Study Area
- 10-mile Buffer of Transmission ROW
- Airports



SOURCE: Bing Maps (2013); ESRI (2013); SCE (1/2013); Thomas Bros. (2012)
 I:\SCE1110\GIS\MXD\GenEnvironmental\Airports.mxd (9/25/2013)

FIGURE 4.8-2

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