

## **M. Response to Comments**

### **M.1 Introduction**

Southern California Edison Company (SCE or the applicant) filed an application (A. 12-10-018) with the California Public Utilities Commission (CPUC) for a Permit to Construct (PTC) the Santa Barbara County Reliability Project (the proposed project) on October 26, 2012. The proposed project would include removal and/or replacement of existing 66-kilovolt (kV) subtransmission structures facilities, modifications to existing substations, installation of telecommunications facilities, and removal of subtransmission infrastructure decommissioned during past work activities between 1999 and 2004 (described further in Chapter 1 and Chapter 2 of the EIR). New construction and modifications to existing systems would occur in Santa Barbara County and Ventura County (see Chapter 1, Figure 1-1).

A Notice of Availability for the Draft Environmental Impact Report (Draft EIR) for the proposed project was prepared and distributed for public review on September 26, 2014, by the CPUC, as the lead agency under the California Environmental Quality Act (CEQA). This Final EIR addresses comments on the Draft EIR and modifies that document. The findings and a statement of overriding considerations (if required) are included in the public record but not in the Final EIR.

### **M.2 Purpose of Final EIR**

The Final EIR has been prepared in compliance with CEQA, including the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act), and guidance provided by the CPUC. The responses to comments contained in this document provide clarification on the content of the Draft EIR, including the project description, alternatives, the assessment of impacts associated with the project, and mitigation measures that will address those impacts. The responses to comments address physical environmental impacts associated with the proposed project. Some of the comments received during the public review period for the Draft EIR address social or economic impacts that would not have a corresponding physical impact; consistent with CEQA (CEQA Guidelines Section 15131), these, and the responses to comments of this nature, are generally limited to a statement that the comment is included in the public record and will be taken into account by decision-makers when they consider the proposed project.

### **M.3 Comments on the Draft EIR**

The Draft EIR was submitted to the State Clearinghouse for distribution to state agencies (SCH# 2013041070); it was available to agencies and the public for review and comment for a 45-day period, starting September 26, 2014, and ending November 12, 2014. Comments received after the close of the comment period were also considered. The CPUC held one public meeting on October 29, 2014, to explain the proposed project, discuss the impacts expected to result from the project and the mitigation measures to address such impacts, and receive public comments on the Draft EIR. The public meeting was held at the following location:

Carpinteria City Hall  
5775 Carpinteria Avenue  
Carpinteria, CA 93013

In addition to the public meeting, agencies and the public were encouraged to leave comments through the following methods as stated on the project website:

**Email:** SBCRP.CPUC@ene.com

**Fax:** 415-398-5326

**Voicemail:** 855-894-8054 (toll free)

**Website:** <http://www.cpuc.ca.gov/Environment/info/ene/sbcrrp/sbcrrp.html>

Comments received on the Draft EIR included letters (including emails) and oral comments made during the public meetings. No comments were received on the project hotline. Comments were received from regional and local agencies, individuals, and the project applicant. No comments were received by state or federal agencies. Comments are listed below by number and author.

### **Written Comments Received**

1. Southern California Edison
2. Ventura County Agencies
  - 2a. Ventura County Resource Management Agency, Planning Division
  - 2b. Ventura County Air Pollution Control District
  - 2c. Ventura County Public Works Agency, Integrated Waste Management Division
  - 2d. Ventura County Resource Management Agency, Planning Division
  - 2e. Ventura County Public Works Agency, Transportation Department
  - 2f. Ventura County Watershed Protection District
  - 2g. Ventura County Resource Management Agency, Planning Division, Cultural Heritage Program Administrator
3. Law Office of Marc Chytilo (Representing Mr. William Kerstetter)
4. City of Carpinteria

### **Oral Comments Made at Public Meeting**

- 5a. Fred Shaw
- 5b. Phil Eckert

## **M.4 Decision-Making Process**

Pursuant to Article XII of the Constitution of the State of California, the CPUC oversees the regulation of investor-owned public utilities, including those of the applicant. The CPUC is the lead state agency ensuring compliance of the project with CEQA regulations. This Final EIR will be used by the CPUC, in conjunction with other information developed in the CPUC's formal record, to act on the applicant's application for a PTC. The CPUC will determine whether this Final EIR is adequate, and, if it does, will certify the document as complying with CEQA. If the project is approved, the CPUC will be required to adopt CEQA findings and the MMCRP to ensure that the mitigation measures identified in the Final EIR will be implemented. Consistent with CEQA Guidelines Section 15097, the MMCRP is a program designed to ensure that the mitigation measures identified in the Final EIR and adopted by the CPUC are implemented.

The Final EIR is also an informational document that may be used by other responsible and trustee government agencies and the public to aid the planning and decision-making process by disclosing

the physical effects of the project and identifying measures and actions that would reduce or avoid any significant impacts.

## **M.5 Responses to Comments**

This section presents responses to issues raised in comments received on the Draft EIR during the review period related to environmental effects of the proposed project. The CEQA Guidelines indicate that a Final EIR should address comments on the Draft EIR. Comments that state opinions about the overall merit of the project are included in the CPUC's public record and will be taken into account by decision-makers when they consider the proposed project but are generally not responded to unless a specific environmental issue is also raised.

Each letter received is reproduced at the end of this appendix in its entirety. Responses are provided for each comment; the comment numbers are shown within each letter. Changes to the Draft EIR are referenced in the response. Added text is underlined in the Final EIR, and deleted text is stricken.

### **1: Southern California Edison**

- 1-1: The EIR concludes that aesthetics and noise mitigation would be required to reduce impacts associated with the proposed project. Modifications have been made to the language of the mitigation measures per Response 1-84 and 1-50. The County Options presented in Chapter 7 are intended as options that could reduce the long-term significant impacts of the past work at the County's discretion in connection with its consideration of a Coastal Development Permit (CDP). They are not intended to reduce the impacts of the proposed project as defined in the EIR. Past Impact AE-B has been reduced to less than significant per Response 1-37, but Impact AE-C is considered a significant long-term impact for the reasons stated in Responses 1-40, 1-41, and 1-42 and in the text of the impact analysis. Therefore, the County options in Section 7.4 could be implemented at the County's discretion to mitigate this impact.
- 1-2: The options presented in Chapter 7 are intended as optional means to reduce the significant long-term impacts that resulted from the past work in Segment 3A. The EIR recognizes that the options may result in temporary increases in impacts due to the additional work required to modify the project design. The analysis in Section 7.4.5 is intended to place the impacts of each option in the proper context. For example, while it is true that additional ground disturbance may be required in order to replace LWS poles with wood poles, which would result in temporary increases in impacts on agriculture and biology, the County will consider whether the reduction in the significant long-term aesthetic impact outweighs the temporary increase of other impacts.
- 1-3: Comment noted. Your comment has become a part of the official record for this project.
- 1-4: Comment noted. Your comment has become a part of the official record for this project.
- 1-5: Santa Barbara County is a Responsible Agency for this EIR and will consider both the proposed project and the County options. The County may choose to reject all of the options listed in Chapter 7 in favor of the proposed project. No changes have been made to Chapter 7 with respect to this comment.

- 1-6: See Response 1-34, 1-35, 1-36, and 1-5.
- 1-7: See Response 1-5 and Responses 1-8 through 1-26.
- 1-8: Alternatives to traditional paint are available that provide the desired color change without the durability and consistency limitations that may be associated with traditional paint within coastal areas. Paint alternatives, such as Natina stains, can provide a more durable solution.
- 1-9: If a painted pole is replaced with an unpainted pole during an emergency condition, it is assumed that the pole could be painted at a later date as part of any regular maintenance procedures associated with this option.
- 1-10: Alternatives to traditional paint are available that provide the desired color change without the use of hazardous materials that would be associated with traditional paint and paint thinners. Paint alternatives, such as Natina stains, are non-hazardous products that would be a more environmentally friendly alternative.
- 1-11: See Response 1-8. Chapter 7 does identify that Option A would result in operation and maintenance emissions above what was described for the proposed project as a result of periodically repainting poles. However, as discussed in Chapter 7, “this impact would occur infrequently over the long-term and would be temporary. Therefore, long-term impacts related to air quality and GHGs would be less than significant.”
- 1-12: See Responses 1-8 through 1-11 and 1-34, 1-35, and 1-36.
- 1-13: See Responses 1-14 through 1-16.
- 1-14: Option B would replace LWS poles with wood poles, similar to the wood poles that existed prior to the past work between 1999 and 2004. The description of Option B has been modified to clarify that the TSP would not be replaced.
- 1-15: Although the CPUC concurs that wood poles can be subject to climate-related deterioration and impairment from woodpeckers, Comment 1-15 implies that wood poles might not be adequate to support the existing conductor in Segment 3A. During the past work between 1999 and 2004, many of the wood poles in Segment 3A were not replaced and are not proposed to be replaced with new steel poles as part of the proposed project. Therefore, it is assumed that some or all of the LWS poles, with the exception of the TSP, could be replaced with wood poles as described in Option B.
- 1-16: The CPUC concurs that replacing existing LWS poles with wood poles would impact agricultural lands in Shepard Mesa; however, as described under Agriculture and Forestry in Section 7.4.5.2., this impact would be temporary and less than significant.
- 1-17: See Responses 1-14 through 1-16.
- 1-18: The CPUC concurs that SCE’s existing easement may not be adequate to accommodate an underground subtransmission line given the potential existence of other underground infrastructure in the area and the need to offset the new aboveground distribution line that would be required as part of this option. As described in Section 7, implementation of Option C would likely require SCE to acquire new ROW; however, the description under 7.4.4.3 has

been modified to clarify that new ROW may be required for both the aboveground and underground portions of the option. It is expected that the line could be placed underneath roads and driveways, if necessary; however, SCE may have to modify the route of the underground subtransmission line depending upon the exact locations of water, sewer, and natural gas lines. See also changes under “Agriculture” in Section 7.4.5.2.

- 1-19: The estimated disturbance numbers have been added to the “Agriculture” analysis under Section 7.4.5.2. No changes have been made to the text with respect to increased economic demands from private farmers because purely economic effects are not treated as significant effects on the environment under CEQA (CEQA Guidelines § 15131). As part of their decision-making process, it is expected that Santa Barbara County will evaluate all factors related to the feasibility of Option C.
- 1-20: The description for Option C in Section 7.4.4.3 has been clarified to explain that TSP riser poles would be required to transition the line above and belowground.
- 1-21: While the CPUC concurs that it can be more difficult to locate underground infrastructure in the event that repairs are needed, and that longer outages may result during emergency situations, underground transmission lines are not subject to many of the environmental factors that result in more frequent outages, such as weather-related wear and tear or damage during major storm events or wildfires. As a result, while it would be more difficult to repair the line should maintenance be necessary, underground infrastructure typically requires less maintenance than overhead lines. Considering the short length of the underground components of Option C, it is not expected that placing this segment underground would have a large impact on the overall reliability of electrical service in the Electrical Needs Area.
- 1-22: See Responses 1-18 to 1-20.
- 1-23: Section 7.4.4.4 has been revised to account for the necessary TSP riser poles to transition the undergrounded line above and below ground. In addition, the description of Option D has been modified to clarify that the existence of overhead electrical facilities and possible underground infrastructure may require deviating outside of Caltrans ROW and acquiring additional easements on private land, as needed.
- 1-24: Although the CPUC concurs that road closures associated with Option D would cause greater traffic and air impacts than the proposed project, trenching activities are not likely to occur over the entire length of Segment 3A for the full 91 days. Rather, it is expected that activities would be temporary in various locations along the Segment 3A route over a 91-day period. In addition, MM TT-1 requires that the Traffic Control Plan be reviewed by local jurisdictions, which would include review by Santa Barbara County. Therefore, if Santa Barbara County implements Option D, specific recommendations to reduce traffic impacts near Carpinteria High School and in the Shepard Mesa area would be implemented prior to construction. However, the analysis of Traffic and Transportation impacts under Option D has been modified to clarify that temporary impacts would be greater. In addition, Option D would be implemented at the discretion of Santa Barbara County. As part of their decision-making process, it is expected that Santa Barbara County will weigh the benefits of Option D (i.e., a reduction of significant long-term aesthetic impacts related to past work in the project area) against the realities of its implementation (e.g., a temporary increase in traffic and air impacts above what is expected for the proposed project).

- 1-25: The options included in Chapter 7 were included at the request of Santa Barbara County to satisfy their Coastal Development Permit process. Options discussed in Chapter 7 would be implemented at the discretion of Santa Barbara County and are not under consideration by the CPUC as part of the CPUC CEQA review process.
- 1-26: See Responses 1-23 through 1-25 regarding Option D. The evaluation of aesthetics is subjective and dependent on many variables. The Santa Barbara County Coastal Land Use Plan states, “[i]ndustrial and energy facilities, particularly when sited within view corridors, may represent major impacts on scenic and visual resources” (Santa Barbara County 2009, p. 59). It is the opinion of the CPUC and the professional opinion of Ecology and Environment, Inc.’s aesthetic specialist, Joseph Donaldson, a California Registered Landscape Architect, that the past work in the Santa Barbara County Coastal Zone did result in a significant impact on aesthetics for reasons discussed under Section 7.3.1 “Aesthetics.” The Options were created at the request of Santa Barbara County to mitigate long-term significant impacts of the past work in the Santa Barbara County Coastal Zone.
- 1-27: Comment noted. Your comment has become a part of the official record for this project.
- 1-28: On November 21, 2013, SCE submitted a response to data gap requests pertaining to air emissions. In this response, SCE provided helicopter emissions from two types of helicopters, the A-Star AS350 and KMAN K-MAX helicopters that could be used to construct the proposed project. Based on the data provided by SCE, the KMAN K-MAX helicopter is capable of carrying poles for removal and/or installation. The CPUC used the Applicant provided emission estimates for the KMAN K-MAX helicopter to support assumptions made in Alternative B regarding the overall air estimates that may occur under Alternative B. Regardless, the conclusion that Alternative B’s increased NO<sub>x</sub> and ROG emissions could be considered more impactful than the proposed project’s fugitive dust impacts remains unchanged and the proposed project is still considered the environmentally superior alternative to Alternative B.
- 1-29: The CPUC acknowledges that access roads may still need to be improved to allow for maintenance during operations under Alternative B. However, planned maintenance would typically require the use of a work truck versus the use of heavy construction equipment, staging areas, pull sites, etc. Therefore, it can reasonably be assumed that the overall land disturbance to meet standards for operational activities or emergency access versus construction activities may be reduced. However, text in Chapter 5, Alternative B, has been revised to reflect that some improvements to access roads would still be required even if helicopter operations were to increase.
- 1-30: Chapter 5, Section 5.2.2.1 has been revised to address this comment.
- 1-31: Comment noted. Your comment has become a part of the official record.
- 1-32: See Responses 1-34 through 1-36 and Responses 1-38 through 1-46.
- 1-33: See Responses 1-34 through 1-36 and Responses 1-38 through 1-46.
- 1-34: CEQA Guidelines Appendix G, criterion 1. B addresses potential impacts to scenic highways and does not distinguish between those identified as eligible and those identified as designated. The lead agency (CPUC) has discretion to set its own significance criteria. “The

determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An iron clad definition of significant effect is not always possible because the significance of an activity may vary with the setting” (CEQA Guidelines § 15064(b)). Considering the aesthetic quality of the Coastal Zone and the surrounding areas, it is the CPUC's position that a highway identified as eligible for designation as a scenic highway in this area should be protected similar to a designated scenic highway in order to protect its eligibility.

- 1-35: Section 7.3 has been revised to reflect that the new poles visible from SR 150 were no more than 5 feet taller than the wood poles. The CPUC acknowledges that although these metal poles contrast more with their surroundings than the previous wood poles, based on the presence of existing, dense vegetation within the vicinity of these poles, the fact that these five poles are approximately 5 feet taller than the wood poles that they replaced, and given the short duration for which they would be visible to passing motorists and others along SR 150, potential impacts under Impact AE-B in Chapter 7 have been re-categorized as less than significant. Section 7-3 of the DEIR has been revised accordingly.
- 1-36: See Response 1-33. The evaluation of aesthetics is subjective and dependent on many variables. Impacts on aesthetics does not just consider the visual change that is made, it also considers the surrounding environment of where the visual change is made. As stated above, “[t]he determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An iron clad definition of significant effect is not always possible because the significance of an activity may vary with the setting” (CEQA Guidelines § 15064(b)). Therefore, it is not accurate to assume that the replacement of wood poles for steel poles would have no impact on the aesthetics for one area because the replacement of wood poles for steel poles had no impact on the aesthetics in another area. The fact that the CPUC approved Advice Letter 2947-A-E, which stated that the replacement of two wood poles with two steel poles that were 15 feet taller to span the freeway Interstate 605 within the City of Cerrito are exempt from CPUC’s General Order 131-D, sets no precedent for an unrelated project that is larger in size and located in a rural landscape that is also under the jurisdiction of the Coastal Commission. The Santa Barbara County Coastal Land Use Plan states, “[i]ndustrial and energy facilities, particularly when sited within view corridors, may represent major impacts on scenic and visual resources” (Santa Barbara County 2009, p. 59).
- 1-37: See Responses 1-34 through 1-36.
- 1-38: The evaluation of aesthetics is subjective and dependent on many variables. It is the professional opinion of Ecology and Environment, Inc.’s aesthetic specialist, Joseph Donaldson, a California Registered Landscape Architect, that the past work in the Santa Barbara County Coastal Zone did result in a significant impact on aesthetics; however, text regarding private views under Impact AE-C has been modified.
- 1-39: The evaluation of aesthetics is subjective and dependent on many variables. It is the professional opinion of Ecology and Environment, Inc.’s aesthetic specialist, Joseph Donaldson, a California Registered Landscape Architect, that the past work in the Santa Barbara County Coastal Zone did result in a significant impact on aesthetics as described under Impact AE-C.

1-40: Most of the poles along Segment 3A would be viewed by motorists traveling along SR 192/Casitas Pass Road. These motorists would largely be comprised of residents and commuters that are local to the area. These motorists would be very familiar with the visual quality of the area as they have consistent exposure to it; therefore, their sensitivity to visual resource changes would not be less than recreationalists or sightseers who are less familiar with the area.

1-41: See Responses 1-38.

1-42: See Responses 1-34 and 1-81.

1-43: See Response 1-34.

1-44: See Response 1-81.

1-45: See Response 1-81.

1-46: See Response 1-81.

1-47: As discussed further in Response 1-147 through 1-49, the identified APMs do not provide sufficient mitigation because they do not include firm commitments to enforce implementation of noise reductions measures or outline how the Applicant would verify compliance. The commenter correctly states that the *County Manual* identifies limiting construction activities to weekdays between the hours of 8 a.m. and 5 p.m. as one method of mitigating noise impacts. However, the County Manual also states that "Noise attenuation barriers and muffling of grading equipment may also be required." The CPUC has concluded that additional mitigation, beyond limiting construction hours, is warranted to reduce the impacts associated with the temporary or periodic increase in ambient noise levels to less than significant. Because the identified APMs do not include firm commitments to enforce implementation of any additional noise reduction measures, MM NV-1 requires the implementation of these additional measures to reduce impacts to less than significant.

1-48: As discussed under Impact NS-4, and in Response 1-147 through 1-149, potential noise levels during construction may at times range between 75 to 80 dBA Leq for sensitive receptors located within 200 feet of the proposed project construction areas. Most of the closest sensitive receptors would be exposed to a temporary increase in noise levels over 10 dBA above existing ambient levels (Table 4.11-3), which is above the 3- to 5-dBA range identified as a threshold by all jurisdictions in the proposed project area. In particular, Santa Barbara County identifies an increase of 10 dBA as potentially significant when existing ambient noise levels are below 55 dBA.

APMs do not provide sufficient mitigation because they do not include firm commitments to enforce implementation of noise reductions measures or outline how the Applicant would verify compliance. MM NV-1 more specifically defines requirements for implementation of noise reduction measures and verification of compliance to ensure that Impact NS-4 would be reduced to less than significant. However, as discussed in response to comment 1-152, the CPUC acknowledges that some noise abatement techniques, such as installation of temporary acoustic barriers or sound curtains, may only be warranted if noise levels remain above the applicable threshold with the required implementation of all other identified noise reduction measures. To outline the appropriate measures that would be taken to reduce noise based on



the location where work would be performed, MM NV-1 has been revised. The requirements of MM NV-1 are proportional to the impacts of the project, and there is an essential nexus between MM NV-1 and the project's noise impacts, in compliance with CEQA.

- 1-49: A new cumulative project (E9) has been added to Chapter 6. The CPUC concurs that the addition of the new project does not result in any new significant cumulative impacts.
- 1-50: See Response 1-49. The CPUC concurs that recirculation of the Draft EIR is not necessary.
- 1-51: Modifications have been made throughout the EIR, including Chapter 7, where appropriate. See Response 1-25 with respect to the County options.
- 1-52: The Executive Summary and Chapter 1.0, "Introduction," have been revised consistent with changes made to Chapters 2.0, 4.0, and 7.0.
- 1-53: Source footnote added to all tables in Chapter 2.
- 1-54: Additional bullet with suggested text added to Table 2-1 under Segment 3A
- 1-55: Table 2-1 has been modified as suggested.
- 1-56: Section 2.2.1.3 has been modified as suggested.
- 1-57: Section 2.2.1.5 has been modified as suggested.
- 1-58: Section 2.2.1.6 has been modified as suggested.
- 1-59: Section 2.2.1.7 has been modified as suggested.
- 1-60: Section 2.2.1.10 has been modified as suggested.
- 1-61: Section 2.2.3.2 has been modified as suggested.
- 1-62: Section 2.2.5 has been modified as suggested.
- 1-63: Table 2-4 has been modified as suggested.
- 1-64: Section 2.3.1.2 has been modified as suggested.
- 1-65: Section 2.3.1.1 has been modified as suggested.
- 1-66: Section 2.3.1.3 and Table 2-5 have been modified as suggested.
- 1-67: Section 2.3.2.1 has been modified as suggested.
- 1-68: Section 2.3.2.1 has been revised to reflect that the road grades may exceed 12 percent grade and may have a turning radius of less than 50 feet. However, additional text has been included to reflect that the grade of the road would not exceed applicable agency requirements (e.g., fire agency standards for the applicable jurisdiction in which the road is located).

- 1-69: Duplicate comment. See Response 1-64.
- 1-70: Section 2.3.2.4 has been modified as suggested.
- 1-71: Section 2.3.2.6 has been modified as suggested.
- 1-72: Section 2.3.4.2 has been modified as suggested.
- 1-73: Section 2.3.4.2 has been modified as suggested.
- 1-74: The title of Section 2.3.5 has been modified as suggested.
- 1-75: Section 2.3.7 has been modified as suggested.
- 1-76: The title of Table 2-7 has been modified as suggested.
- 1-77: Table 2-8 has been modified as suggested.
- 1-78: The GIS data used to prepare Figures 3-1a and 3-1b was provided by SCE and shows all of the foundations and topped poles that were left in place from the past work in the Project Area. Although the CPUC acknowledges that fewer foundations and topped poles would be removed than the total number left in place along the route, SCE has not identified which of the up to 30 foundations and 17 topped poles would be removed. Therefore, Figures 3-1a and 3-1b show all of the foundations and topped poles that could be replaced rather than those that would be removed. Accordingly, no changes have been made to these figures.
- 1-79: Section 4.1.1.4 has been modified as suggested. The KOP 7a description was then inserted before KOP 7b.
- 1-80: In the "Description and Analysis of Refined Activities " submitted to the CPUC on November 15, 2013, SCE stated that "At both construction sites [97 and 99], the installation of a J-Tower would result in a minor additional impact to aesthetics given the slightly taller height of the J-Tower compared with the proposed TSP; this would result in more of the structure protruding above the natural and agricultural vegetation in the area, and thus being more visible to motorists and others traveling SR-150." The CPUC used this applicant provided information to assist in preparing the DEIR analysis for this section. However, the CPUC acknowledges that the planned J-towers are anticipated to be only slightly taller than the existing LSTs that they would be replacing. Therefore, the text in section 4.1.3.3 has been revised accordingly.

Although the visual simulation for KOP 6 shows the replacement of four lattice towers with two TSP subtransmission structures for Segment 4 within the vicinity of SR 150, two LSTs were removed as part of a separate SCE action in between the time the existing conditions photo was taken and the application was submitted. Therefore, the existence of two sets of 66-kV LSTs in the existing view photo is inaccurate and did not reflect baseline conditions at the time of the NOP's publication. The absence of two of the LSTs in the simulation is considered baseline conditions, and the Project analysis reflects the removal of only two LSTs and their replacement with two TSPs as well as the addition of the crib wall. References to the visual simulation for KOP 6 in Section 4.1.3.3 have been revised for clarity.

1-81: The CPUC acknowledges that because the J-towers would replace existing galvanized steel structures, which are currently visible from the same viewpoints at which the J-towers would be visible, the use of galvanized steel J-towers, provided that they are treated to create a dulled finish, would not create a new substantial contrast. Therefore, MM AE-4 has been revised to reflect this. All new transmission conductors will still be required to be non-specular to minimize conductor reflectivity and help blend them into the landscape setting.

1-82: Section 4.2.3.3 has been modified as suggested.

1-83: Table 4.3-3 and Impact AQ-3 have been modified as suggested.

1-84: Rule was incorrectly cited. Changed reference to Rule 211.

1-85: CEQA Section 15064(g) establishes that “(...) *in marginal cases where it is not clear whether there is substantial evidence that the project may have a significant effect on the environment, the lead agency shall be guided by the following principle: If there is disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR.*” Additionally, CEQA Section 15064.7 (c) indicates that “*a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.*”

In the absence of quantitative thresholds of significance for short-term construction emissions in both SBCAPCD and VCAPCD jurisdictions, the CPUC as Lead Agency reviewed thresholds of significance previously adopted or recommended by other public agencies, especially state air quality management districts and air pollution control districts in Southern California and opted to use the South Coast Air Quality Management District (SCAQMD) Air Quality Significance Thresholds for Construction as conservative criteria for evaluating potential air quality effects based on the following facts:

- The proposed project would be located in the South Central Coast Air Basin, which borders the South Coast Air Basin and presents similar critical air pollution problems for which ambient air quality standards have been promulgated at federal and state levels, such as Ozone and Particulate Matter concentrations.
- The SCAQMD’s Air Quality Significance Thresholds are among the most stringent in the country and have been defined to address critical air pollution problems caused by the operation of millions of motor vehicles in the South Coast basin, stationary sources of pollution, frequent atmospheric inversions that trap aerial contaminants, and the large amount of sunshine that transforms vehicular and non-vehicular emissions into a variety of deleterious chemicals. These issues are also identified as critical issues in Ventura and Santa Barbara Counties.
- Both VCAPCD and SBAPCD jurisdictions have been designated as non-attainment for Ozone, PM10, and PM2.5 under federal or state ambient air quality standards.

1-86: Table 4.3-8 was prepared using the Year 2015 and Year 2016 mitigated construction emissions calculations provided in Appendix C, adding the concurrent emissions based on the proposed construction schedule and expected sequencing of activities in 2015 and 2016. The following breakdown was used for analysis:

Year	Proposed Project Component	Maximum Daily Emissions (lbs/day)			
		ROG	NOx	PM10	PM2.5
2015	66-kV Subtransmission Line	94.25	849.94	275.30	59.18
	<i>Subtransmission line construction</i>	<i>35.07</i>	<i>404.85</i>	<i>157.58</i>	<i>29.94</i>
	<i>J-Tower Construction (Ground)</i>	<i>12.11</i>	<i>138.17</i>	<i>68.34</i>	<i>11.45</i>
	<i>J-Tower Construction (Helicopters)</i>	<i>34.66</i>	<i>163.83</i>	<i>8.82</i>	<i>8.82</i>
	<i>Segment 4 Removal of Existing Facilities</i>	<i>12.42</i>	<i>143.08</i>	<i>40.56</i>	<i>8.97</i>
	Substations	3.93	44.25	25.13	4.22
	<b>Total 2015</b>	<b>98.18</b>	<b>894.19</b>	<b>300.44</b>	<b>63.40</b>
2016	66-kV Subtransmission Line	3.75	41.56	22.32	3.74
	Substations	0.44	4.40	4.63	0.63
	<b>Total 2016</b>	<b>4.18</b>	<b>45.96</b>	<b>26.95</b>	<b>4.37</b>

Subtransmission Line construction emissions were estimated based on the construction activities that would take place in years 2015 and 2016, as detailed in Appendix C.

1-87: Table 4.3-9 has been revised to reflect mitigated emissions as reported in page 48 of Appendix C (applicable to years 2015 and 2016), and helicopter emissions reported in Pages 378-379 of Appendix C (applicable to Year 2015 only). As shown in Appendix C Page 48, only PM 10 and PM2.5 emissions would be reduced as a result of implementing Applicant Proposed Measures.

1-88: Table 4.3-13 and Section 4.3.3.3 have been modified as suggested.

1-89: Table 4.3-12 has been modified as suggested.

1-90: Section 4.4.2.1 has been modified as suggested. Impacts to special status natural communities including Southern Coast Live Oak Riparian Forest would be addressed in the Habitat Restoration and Mitigation Plan (HRMP).

1-91: Section 4.4.2.4 has been modified as suggested.

1-92: Section 4.4.4.3 has been modified as suggested.

1-93: Section 4.4.4.3 has been modified as suggested.

1-94: Section 4.4.4.3 has been modified as suggested.

1-95: Section 4.4.4.3 has been modified as suggested.

1-96: Section 4.4.4.3 has been modified as suggested.

1-97: Section 4.4.4.3 has been modified. References to MM BIO-11 have been removed, and numbering for subsequent mitigation measures has been updated.

1-98: Section 4.4.4.3 has been modified as suggested. Appendix E has also been modified.

- 1-99: Section 4.4.4.3 has been revised to indicate that potential impacts to an individual may not be considered a significant impact to the population. However, the comment related to MM BIO-14 (now MM BIO-13) related to ringtail and badger has been noted but no change is required as the revision would not correct an erroneous statement or provide additional clarification to the existing text because both the ringtail and badger are protected by the measure.
- 1-100: The applicant has stated that herbicides will not be used for fire protection and weed control. Therefore, Section 4.4.4.3 has been modified as suggested.
- 1-101: The commenter suggests that compliance with applicable permit conditions would ensure potentially significant impacts on special status species during operation and maintenance would be less than significant. However, ground disturbance, vegetation clearing, or tree trimming during operations and maintenance could result in direct impacts on species that inhabit or migrate through the proposed project area. Although conditions of approval for state and federal permits would be under the purview of the permitting agency and would include measures to reduce impacts on special status species, MM BIO-14 has been added to clarify that APMs and MMs intended to reduce impacts associated with ground disturbance and vegetation clearance would also be adhered to during operations. The text has been modified accordingly.
- 1-102: Table 4.4-3 has been revised to reflect new potential impact acreages provided by the applicant in their 2/4/15 Letter Report, based on their revised 2015 Biological Resources Assessment.
- 1-103: Section 4.4.4.3 has been revised to reflect new potential impact acreages provided by the applicant in their 2/4/15 Letter Report, based on their revised 2015 Biological Resources Assessment.
- 1-104: Section 4.4.4.3 has been modified as suggested.
- 1-105: See Response to Comment 1-101.
- 1-106: See Response to Comment 1-101.
- 1-107: See Response to Comment 1-101.
- 1-108: MM BIO-1 has been modified to incorporate some of the suggested changes in order to clarify that SCE will consult with the CPUC and not SCE's biological contractor (the CPUC-approved biological consultant).
- 1-109: MM BIO-2 has been modified as suggested.
- 1-110: MM BIO-3 has been modified as suggested, with the addition of text clarifying that the final plan must be approved by the CPUC before construction.
- 1-111: MM BIO-5 has been modified as suggested, with the addition of text clarifying that the final plan must be approved by the CPUC before construction.
- 1-112: MM BIO-6 has been modified as suggested.

- 1-113: The purpose of MM BIO-8 is to protect aquatic habitat as well as the aquatic feature. The CPUC has clarified MM BIO-8 by including that the 50-foot exclusionary buffer will be from the delineated bed/bank of a drainage feature “or associated riparian habitat.” In addition, the mitigation measure has been clarified by specifying that the applicant will “consult with” the appropriate agencies “about the need to obtain necessary permits.” In particular, CDFW, USFWS, and NMFS are concerned with impacts on habitat, not only water quality, and impacts on the jurisdictional feature or riparian habitat could occur due to activities within 50 feet from the jurisdiction feature or riparian habitat. Thus this area must be protected.
- 1-114: MM BIO-8 has been modified as suggested, with the addition of text clarifying that the final plan will be approved by the CPUC before construction.
- 1-115: MM BIO-9 has been modified consistent with the suggested revision, with the clarification that evidence of the USFWS’s approval of red-legged frog biologists will be submitted to the CPUC.
- 1-116: MM BIO-10 has been modified as suggested.
- 1-117: MM BIO-11 has been removed because the requirements for this measure will be incorporated in the nesting bird management plan, applicable conditions of approval listed in state and federal permits, and any measures required by the wildlife agency(ies) resulting from the consultation process.
- 1-118: The fifth bullet of MM BIO-11 (previously MM BIO-12) regarding CDFW and CPUC notification has been modified as suggested, with the exception of adding the CDFW letter to PG&E 2013 as a reference as this letter was not provided by the commenter.
- 1-119: The comment has been noted. No revisions are warranted to MM BIO-13 (previously MM BIO-14) because the badger is a CDFW species of special concern and protective burrow buffers will remain as described.
- 1-120: Section 4.5.1.3 has been modified as suggested.
- 1-121: Table 4.5-4 has been modified as suggested.
- 1-122: Section 4.5.1.1 has been modified as suggested.
- 1-123: Section 4.5.3.2 has been modified as suggested.
- 1-124: Section 4.5.3.3 has been modified as suggested.
- 1-125: Section 4.5.3.3 has been modified as suggested.
- 1-126: Section 4.5.4 has been modified as suggested.
- 1-127: MM CR-2 is intended to require a 50-foot buffer for resources within 100-feet of construction areas. The language of MM CR-2 has been modified to clarify buffer requirements and to indicate that either signs or temporary fencing may be used, as appropriate, with sign-off by the CPUC.

1-128: MM CR-4 has been modified as suggested.

1-129: MM CR-5 has been modified as suggested.

1-130: MM CR-5 has been modified as suggested.

1-131: MM CR-7 has been modified as suggested. A phrase was added to first paragraph to clarify that the CPUC will be notified if unidentified cultural resources are uncovered.

1-132: MM CR-5 has been modified as suggested.

1-133: During the scoping period for the proposed project, a member of the public commented on recent SCE emergency maintenance, voicing concern that SCE may not be properly maintaining equipment and asking for better oversight over SCE's operations. Considering these comments and considering the fact that four towers located adjacent to the Santa Barbara project were removed as part of an emergency maintenance procedure around the time the application was submitted for this project due to landslide concerns, the DEIR included MM GEO-1.

The CPUC acknowledges that SCE complies with GO 95. However, while GO 95 requires utilities to maintain an auditable maintenance program, it does not include requirements related to the frequency with which maintenance patrols are conducted and does not require submittal of any annual documentation to the CPUC. Therefore, the CPUC has retained MM GEO-1, which would reduce impacts related to landslides and soil erosion issues in the project area to less than significant.

1-134: Section 4.6.3.2 has been modified as suggested.

1-135: Section 4.8.3.2 has been modified as suggested.

1-136: Section 4.8.3.2 has been modified as suggested.

1-137: Please refer to Section 4.8.3.3, *Environmental Impacts*, under Impact HZ-1, which has been revised to address this comment. Text was also added to clarify that the landfill chosen must have available capacity.

1-138: Section 4.8.3.2 has been modified as suggested.

1-139: Section 4.8.3.2 has been modified as suggested.

1-140: Section 4.8.3.2 has been modified as suggested.

1-141: Section 4.10.3.3 has been modified as suggested. The suggested footnote text was appended to the text instead of adding as a footnote.

1-142: Section 4.10.3.3 has been modified as suggested.

1-143: In response to this comment, text has been included under Impact LU-2 which states:

**Local Jurisdictions**

The CPUC has sole and exclusive jurisdiction over the siting and design of the proposed project with the exception of development within the Coastal Zone. General Order 131-D states that local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to the CPUC's jurisdiction. However, in locating such projects, the CPUC and public utilities consult with local agencies regarding land use matters.

1-144: Although nature and wildlife preserves and parks were not specifically identified as sensitive receptors in applicable County and City noise regulations; recreational users may experience short-term impacts if they are present during construction activities.

1-145: Section 4.11.2.3 has been modified to include Santa Barbara County Code of Ordinance Section 14-22. City of Santa Barbara (previously under Santa Barbara County) Municipal Code has been deleted.

1-146: Section 4.11.33 has been modified to reflect values shown in Table 4.11-8.

1-147: Construction noise levels would exceed 75 dBA within 200 feet of sensitive receptors. While the Ventura County threshold is 75 dBA for construction up to 3 days, the thresholds for the other jurisdictions are stricter than Ventura County. Noise exceeding 75 dBA within 200 feet of sensitive receptors would exceed all jurisdictions' thresholds. Therefore, Section 4.11.33 was not modified.

1-148: APM NV-1 generally states that SCE will comply with the County of Santa Barbara construction noise regulation, which the commenter notes includes construction time limitations. However, consistent with Santa Barbara County's Environmental Thresholds and Guidelines Manual, MM NV-1 addresses the fact that impacts could still occur as a result of a temporary increase in ambient noise levels in Santa Barbara County. Specifically the guidelines state that "a proposed development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact" and states that "a project will generally have a significant effect on the environment if it will increase substantially the ambient noise levels for noise-sensitive receptors in adjoining areas...this may generally be presumed when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL." Furthermore, Santa Barbara County's thresholds state that noise attenuation barriers and muffling equipment may be required for construction activities within 1,600 feet of sensitive receptors. Table 4.11-8 shows that receptors located within approximately 200 feet from construction activities along the proposed 66-kV subtransmission lines could perceive noise levels that exceed 75 dBA Leq. MM NV-1 more specifically defines requirements to ensure compliance with Santa Barbara County regulations. However, the CPUC acknowledges that some noise abatement techniques, such as installation of temporary acoustic barriers or sound curtains, may only be warranted if noise levels remain above the applicable threshold with the required implementation of all other identified noise reduction measures. To outline the appropriate measures that would be taken to reduce noise based on the location where work would be performed and to verify compliance, MM NV-1 has been revised to require preparation of a



Noise Plan prior to construction and monitoring prior to and during various construction activities. MM NV-1 has been revised and the text in Section 4.11.3 has been updated accordingly.

1-149: As discussed above in Comment 1-152, and as discussed under Impact NS-4, potential noise levels during construction may at times range between 75 to 80 dBA Leq for sensitive receptors located within 200 feet of the proposed project construction areas. Most of the closest sensitive receptors would be exposed to a temporary increase in noise levels over 10 dBA above existing ambient levels (Table 4.11-3), which is above the 3- to 5-dBA range identified as a threshold by all jurisdictions in the proposed project area. In particular, Santa Barbara County identifies an increase of 10 dBA as potentially significant when existing ambient noise levels are below 55 dBA. APMs do not provide sufficient mitigation because they do not include firm commitments to enforce implementation of noise reduction measures or outline how the Applicant would verify compliance. MM NV-1 more specifically defines requirements for implementation of noise reduction measures and verification of compliance.

1-150: Please refer to Response 1-147 through 1-49. Noise attenuation barriers are suggested mitigation for noise within 1,600 feet of sensitive receptors in the Santa Barbara County Environmental Thresholds and Guidelines Manual.

1-151: Section 4.12.3.3 has been modified as suggested.

1-152: Section 4.13 has been modified as suggested.

1-153: Please refer to Section 4.13.3.3, Environmental Impacts, Impacts PS-4 and PS-5, which have been revised to address this comment. In addition, revisions were made to Section 4.8.3.3 for consistency. Text was also added to clarify that the landfill chosen must have available capacity.

1-154: Section 4.14.1 has been modified as suggested.

1-155: Impact RE-2 text has been modified as suggested.

1-156: Impact RE-2 text has been modified as suggested.

1-157: Section 4.15.1.1 has been modified as suggested.

1-158: Section 4.15.1.1 has been modified as suggested.

1-159: Section 4.15.3.3 has been modified as suggested.

1-160: Section 4.15.3.3 has been modified as suggested.

1-161: Section 4.15.3.3 has been modified as suggested.

1-162: Chapters 5 and 6 have been updated, as necessary, for consistency with Chapters 2.0, 4.0, and 7.0.

1-163: Table 6-1 has been modified as suggested.

- 1-164: Section 7.2 has been modified as suggested except with minor changes in suggested punctuation.
- 1-165: Section 7.2 has been modified as suggested.
- 1-166: Section 7.3.1 has been modified as suggested.
- 1-167: See Response 1-35.
- 1-168: See Response 1-35.
- 1-169: The photo has been deleted, and the photo caption has been updated accordingly.
- 1-170: See Response 1-39.
- 1-171: See Responses 1-39 and 1-40.
- 1-172: See Response 1-38.
- 1-173: Impact AE-D has been modified as suggested.
- 1-174: The purpose of Chapter 7 is to identify long-term significant impacts that resulted from the past work. Regardless of the fact that the topped poles would be removed as part of the proposed project, the CPUC determined that their presence in the project area has not caused a significant long-term impact on agriculture. The removal of the topped poles is included in the project description and analyzed in Chapter 4. No changes have been made to the text of Chapter 7.
- 1-175: Section 7.3.5 has been modified as suggested.
- 1-176: Section 7.3.10 has been modified as suggested.
- 1-177: See Response 1-39. The CPUC has determined that past work in the project area resulted in a significant long-term impact on aesthetics. Therefore, no changes have been made to the discussion of Land Use and Planning in Section 7.4.5.1. See also Response 1-1.
- 1-178: See Response 1-39. The CPUC has determined that past work in the project area resulted in a significant long-term impact on aesthetics. Therefore, no changes have been made to the discussion of Land Use and Planning in Section 7.4.5.2. See also Response 1-1.
- 1-179: Section 7.4.5.3 has been modified as suggested.
- 1-180: See Response 1-39. The CPUC has determined that past work in the project area resulted in a significant long-term impact on aesthetics. Therefore, no changes have been made to the discussion of Land Use and Planning in Section 7.4.5.3. See also Response 1-1. The heading number has been corrected from Section 7.4.5.2. to 7.4.5.3.
- 1-181: Section 7.4.5.4 has been modified as suggested. The heading number has also been corrected from Section 7.4.5.2 to 7.4.5.4.

- 1-182: See Response 1-39. The CPUC and Santa Barbara County have determined that past work in the project area resulted in a significant long-term impact on aesthetics. Therefore, no changes have been made to the discussion of Land Use and Planning in Section 7.4.5.4. See also Response 1-1.
- 1-183: Mitigation measures in Chapter 10.0 (formerly Chapter 9.0) have been updated as indicated in responses to comments.
- 1-184: The conservation status for Nuttall's scrub oak has been updated in Appendix E.
- 1-185: Table 1, "Special Status Plant Species with the Potential to Occur in the Project Area", Appendix E has been revised to reflect the CNPS language and organization and to provide additional clarity in response to this comment.
- 1-186: Table 1, "Special Status Plant Species with the Potential to Occur in the Project Area", Appendix E has been revised to reflect that no suitable roost trees for monarch butterflies were observed during field surveys, therefore the species is not assumed to be present. The potential for occurrence was revised to "low" and the suggested language was added to the table.
- 1-187: Table 2, "Special Status Wildlife Species with the Potential to Occur in the Project Area", in Appendix E has been revised accordingly.
- 1-188: Table 2, "Special Status Wildlife Species with the Potential to Occur in the Project Area", has been revised to reflect additional data provided by SCE for condors based on information they obtained from the Hopper Mountain National Wildlife Refuge for the years 2008-2014.

## **2: Ventura County**

### **Commenter 2a: Planning Division, Resource Management Agency**

2a-1: Thank you for your comment.

2a-2: All responses to comments will be incorporated into the Final Environmental Impact Report (FEIR).

### **Commenter 2b: Air Pollution Control District**

2b-1: Thank you for your comment. The DEIR includes the proposed project included in the VCAPCD letter.

2b-2: Thank you for your comment.

2b-3: As discussed in the Draft Environmental Impact Report and in accordance with the Ventura County Air Pollution Control District's recommendations, SCE will be required to implement Applicant Proposed Measures (APMs) AQ-1 and AQ-2, which are included in Table 2-9, as well as Mitigation Measure (MM) AQ-1. In addition to these APMs and MM, SCE will comply with all applicable regulations, requirements and policies for construction and operation of the

proposed project, including Ventura County Air Pollution Control District Rule 55, as applicable.

2b-4: The federal General Conformity Rule (40 CFR Parts 6, 51, and 93, Determining Conformity of General Federal Actions to State or Federal Implementation Plans) establishes the criteria and procedures governing the determination of conformity for all federal actions. Although several components are located on Los Padres National Forest land and a staging yard is located on Bureau of Reclamation land, the NEPA review for these components is being conducted separate from the CEQA EIR process. Therefore, the federal General Conformity Rule would be applicable to the NEPA review and not the CEQA review. A conformity analysis is not required as part of the proposed project DEIR.

### **Commenter 2c: Integrated Waste Management District**

2c-1: As noted in Section 4.13.3.3, Environmental Analysis, under Impact PS-4 (Page 4.13-13 of the DEIR), "The applicant would recycle and salvage construction waste materials, where feasible, to comply with Assembly Bill 939 and local Source Reduction and Recycling Elements." In addition, a discussion of Ventura County Ordinance #4421 has been included in Section 4.13.2.3 of the FEIR. A discussion of this ordinance has also been incorporated into Section 4.13.3.3, Environmental Impacts, under Impact PS-6, and MM PS-2 has been revised to require the preparation of a Solid Waste Management Plan to outline how the applicant will sort, measure, and record the disposal of solid waste to ensure that at least 60% (by weight) of construction debris generated in unincorporated Ventura County will be diverted through either reuse or recycling, consistent with Ordinance #4421 requirements. Ventura County Ordinance #4445 outlines requirements for solid waste collectors and collection facilities and is not applicable to the proposed Project. The applicant would use licensed contractors for transportation and disposal of solid waste generated by the project to licensed disposal facilities.

2c-2: As noted in Section 4.13.3.3 Environmental Analysis under Impact PS-4 (Page 4.13-13 of the DEIR), "The applicant would recycle and salvage construction waste materials, where feasible." In addition, MM PS-2 has been revised to require preparation of a Solid Waste Management Plan to divert a minimum 60% (by weight) of construction debris generated in unincorporated Ventura County through either reuse or recycling.

2c-3: Section 2.3.2.2 notes that "The excavated material would be distributed at each structure site, used to backfill excavations from the removal of nearby structures (if any), or used in the rehabilitation of existing access roads. Alternatively, the excavated soil may be provided to the property owner, upon request, or disposed of at an off-site disposal facility in accordance with all applicable laws." Therefore, no soil would be illegally disposed of in a landfill or otherwise. Additional text has been included in Section 2.3.2.2 to specifically identify that the soil may also be recycled. In Section 4.13.3.3 Environmental Analysis (Page 4.13-13 of the DEIR) the applicant has already committed to recycling construction waste material where feasible. Specifically, it states "the applicant would recycle and salvage construction waste materials, where feasible, to comply with Assembly Bill 939 and local Source Reduction and Recycling Elements." MM PS-2 has also been revised to require preparation of a Solid Waste Management Plan to divert a minimum 60% (by weight) of construction debris generated in unincorporated Ventura County through either reuse or recycling.

2c-4: As noted in Section 4.13.3.3, Environmental Analysis, "The applicant would recycle and salvage construction waste materials, where feasible." This includes wood and vegetation removed during the construction phase of the Project, which would be diverted from the landfill, if feasible, either through reuse/application on site or by transporting the materials to a permitted greenwaste facility. However, it should be noted that many of the existing poles are treated, and must be removed as wood waste in accordance with agency regulations and SCE standards. As noted in Section 4.13.3.3, Environmental Impacts, Impacts PS-4 and PS-5, "Utility wood waste (poles and cross arms) removed during construction of the project would be refurbished or disposed of at a landfill with available capacity approved by the RWQCB or other relevant local authority for the disposal of treated wood/utility wood waste, and pursuant to SCE waste management and agency requirements."

2c-5: Mitigation Measure (MM) PS-2 has been revised to require preparation of a Solid Waste Management Plan. This will outline the applicant's plan for diverting construction debris generated by portions of the project in unincorporated Ventura County through reuse or recycling, consistent with Ventura County Ordinance #4421. As stated in the Mitigation Measure, this plan will include a reporting component, and Ventura County will be provided the opportunity to comment on this plan, including reporting requirements, prior to construction.

2c-6: See response to comment 2c-5

2c-7: See response to comment 2c-5

2c-8: Thank you for your comment. Commenter has been added to the mailing list.

**Commenter 2d: Long-Range Planning Section, Planning Division, Resource Management Agency**

2d-1: Thank you for your comment.

2d-2: Thank you for your comment

2d-3: Please refer to Sections 4.2.2.3 and 4.2.3.3, which have been revised to address this comment. The Project would primarily cross areas designated as Rural or Open Space and would not cross areas designated as Agricultural under the Ventura County General Plan. Therefore, loss of Prime and Unique farmland in Ventura County should be assessed in accordance with the thresholds identified for the Open Space/Rural Land Use Designation, which are 10 acres and 15 acres, respectively. In addition, the CPUC notes that 9.98 acres of permanent impacts was determined using conservative assumptions of proposed disturbance, and actual disturbance is likely to be less than that identified in the EIR.

2d-4: Thank you for your comment. Commenter has been added to the mailing list.

**Commenter 2e: Transportation Department, Public Works Agency**

2e-1: The County of Ventura submitted a consolidated set of comments from Ventura County departments on the Notice of Preparation on May 23, 2013. No comments were received from the Ventura Public Works Agency Transportation Department on the NOP either as part of the consolidated set of comments or as part of a separate submittal.

- 2e-2: Thank you for your comment. Your comment is included in the public record and will be taken into account by decision-makers when they consider the proposed project.
- 2e-3: As discussed in section 4.15.3.3, Environmental Impacts and Mitigation Measures, under Impact TT-2, the temporary increase in traffic during construction of the proposed project would not result in permanent impacts that would require road improvements. In addition, SCE has been notified that the County of Ventura will require that the applicant obtain an encroachment permit for any work or traffic impacts within a County road, as discussed in Response 2e-5.
- 2e-4: A copy of the Notice of Availability of the Draft Environmental Impact Report was sent to the Ventura County Parks Department on September 24, 2014. No comment was received.
- 2e-5: SCE will comply with all applicable regulations, requirements, and policies for construction and operation of the proposed project. SCE has been notified that the County of Ventura will require that SCE obtain an encroachment permit for any work or traffic impacts within the right-of-way of a County road.
- 2e-6: The commenter's statement is noted. MM TT-1 requires Preparation of a Traffic Control Plan. As stated in MM TT-1 "[the plan] shall be developed to minimize short-term construction-related impacts on local traffic (including motorists, bicyclists, and pedestrians) and potential traffic safety hazards." This would include any road closures, partial road closures, or detours.
- 2e-7: The proposed project does not include trenching activities within a County roadway.
- 2e-8: A copy of the Notice of Availability of the Draft Environmental Impact Report was sent to the Caltrans Districts 5 and 7 on September 24, 2014. No comments were received.
- 2e-9: As stated in Section 4.15.3.3, Environmental Analysis, on page 4.15-29 of the DEIR, of the total 182 anticipated daily vehicle trips "the proposed project would generate no more than 44 vehicle trips in both the AM and PM peak periods during construction." This assumption applies to all AM and PM peak hour trips that could potentially occur across the entire project on a given day, including areas in Santa Barbara and Ventura County. Therefore, it is anticipated that on a given day throughout construction, few, if any, peak hour vehicle trips would occur along State Route 33 between the City of Ojai and the proposed project. In addition, it should be noted that heavy haul trips associated with construction are not generally anticipated to occur along State Route 33 heading southbound from the City of Ojai in the morning and northbound in the afternoon/evening.
- 2e-10: Cumulative traffic impacts were determined to be less than significant due to the dispersed nature of subtransmission construction as discussed in Chapter 6. The commenter has not identified any new cumulative projects that would overlap with construction of the proposed project. Note that the project is located on the border of Santa Barbara and Ventura Counties, and the areas where major work would be conducted would be accessed primarily from the Carpinteria area. Therefore, the CPUC cannot assume that all traffic trips would originate in the Ojai area. In addition, the work being conducted along Segments 1 and 2—the portions of the project that are most likely to be accessed from SR 33—require minimal work and do not represent the bulk of truck trips. In addition, the proposed project construction would be temporary, and upon completion, operation and maintenance would be similar to existing

conditions. Therefore, operation of the project would not result in a permanent increase in traffic levels in Ventura County.

2e-11: The Ventura County Transportation Department has been added to the mailing list and will be provided with a copy of the Final EIR when it becomes available.

2e-12: Your statement is noted in the public record.

### **Commenter 2f: Watershed Protection District**

2f-1: Comment noted. Your comment has become a part of the official record for this project.

2f-2: All red-line channels in the vicinity of the proposed project have been added to Figure 4.9-1 in Section 4.9.2.3.

2f-3: Section 1.4.3, "Other Public Agencies," has been revised to include a discussion that recognizes the reviewing and permitting authority of the Ventura County Watershed Protection district relative to all affected jurisdictional red-line channels and facilities.

2f-4: All watercourses that the proposed project would cross have been named and added to Figure 4.9-1.

2f-5: Comment noted. Your comment has become a part of the official record for this project.

2f-6: Comment noted. Your comment has become a part of the official record for this project.

### **Commenter 2g: Cultural Heritage Program, Planning Division**

2g-1: Ecology and Environment, Inc.'s cultural resource specialist, Tim Gross, PhD, RPA, contacted Ms. Doner and forwarded a copy of the applicant's technical report to the address provided on October 7, 2014. Per Dr. Gross' conversation with Ms. Doner, two survey reports were prepared by archaeologists: one for the majority of the proposed project and one for the portion on Los Padres National Forest. In addition, a report was prepared that evaluated the historic nature of the existing transmission lines and the existing substations.

2g-2: The applicant is working directly with the Forest Service to satisfy project NEPA requirements. The CPUC forwarded the commenter's request to the applicant.

2g-3: See Response 2g-1.

2g-4: See Response 2g-2.

2g-5: See Response 2g-2. The CPUC is not a participant in the Section 106 process.

### **3: Law Office of Marc Chytilo**

3-1: Chapter 7 of the DEIR included an analysis of the unpermitted work in the Santa Barbara County Coastal Zone. In the FEIR, Chapter 8 has been added to include an analysis of the unpermitted work in Ventura County. The Administrative Law Judge (ALJ) assigned to the

proceeding has stated that she will use the analysis in the EIR, as well as testimony from both the applicant and the commenter, to make a decision regarding whether SCE should be sanctioned for its unpermitted activities. Regarding the use of a pre-project baseline, see Response 3-2. Regarding the visual simulations, see Response 3-4.

- 3-2: The comment contends that the EIR's description of the project is under-inclusive because it does not identify, as part of the project, the existing subtransmission structures and 66-kV conductor, which were installed without a permit in Segment 3A between 1999 and 2004.

Under CEQA, the term "project" refers to the activity that is being approved. (See CEQA Guidelines § 15378(c).) The existing unpermitted work in Segment 3A is not part of the "whole of the action" that is being considered for approval, nor does it have the "potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect change in the environment." (See CEQA Guidelines § 15378.) Rather, it is existing infrastructure that has already been constructed and installed.

The comment states that the CPUC's jurisdiction includes the power to deny an after-the-fact permit to construct the as-built portion, and that this means the unpermitted work was required to be analyzed as part of the project. In fact, no after-the-fact permit for the unpermitted work has been requested from CPUC or is necessary prior to approval of a PTC for the proposed project. Nor is there any proposal before the CPUC to remove the constructed facilities.

Nevertheless, and because the County of Santa Barbara may use the EIR to issue a retroactive Coastal Development Permit for the unpermitted work in Segment 3A, the EIR includes an analysis of the environmental impacts of the past work within Segment 3A. (See EIR, Chapter 7, "Environmental Impacts of the Past Work along Segment 3A.") In Chapter 7, the nature and extent of the environmental impacts from the past work within the Coastal Zone (Segment 3A) is analyzed by comparing current environmental and regulatory conditions to conditions as they existed at the time the past work commenced in 1999. The EIR also considered the past work in its analysis of cumulative impacts. (See EIR, Chapter 6, "Cumulative Impacts and Other CEQA Considerations", Table 6-1, Project No. E8 "Past Work in Project Area.")

Given this extensive analysis, it cannot be said that the EIR attempts in any way to limit the scope of the environmental review of the project, which is the purpose behind CEQA's requirements for a complete and accurate project description, i.e., to ensure that all of the project's environmental impacts are considered. (See *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1220.) Here, the CPUC has analyzed all components of the proposed project and, has even gone beyond the analysis of the proposed work to include analysis of existing past work. In short, the EIR's description of the proposed project is accurate and complete and complies with CEQA's requirements.

- 3-3: The comment contends that the existing, unpermitted work in Segment 3A should not be considered part of the baseline for CEQA analysis.

The comment notes, correctly, that CEQA Guidelines section 15125 provides that the baseline will "normally" constitute the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published. The California Supreme Court and numerous courts of appeal have, thus, consistently maintained that ongoing activities occurring at the project site at the time CEQA review begins should be considered part of the



existing conditions baseline. (See, e.g., *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 320-321 [*CBE*] [baseline must reflect “the ‘existing physical conditions in the affected area’, that is the ‘real conditions on the ground’, rather than the level of development that *could* or *should* have been present according to a plan or regulation”]; *In re Bay-Delta Programmatic EIR Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1167-1168 [preexisting environmental problems in the Bay Delta were part of the baseline conditions].) The recent decision in *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439 is consistent with this line of holdings. There, the Supreme Court stated that a departure from the normal rule that baseline constitutes existing physical conditions can only “be justified by substantial evidence that analysis based on existing conditions would tend to be misleading or without informational value to EIR users.” (*Id.* at 445.)

The commenter provides no evidence (nor is there any) that use of a baseline that includes the existing infrastructure is somehow misleading or without informational value. (See *Neighbors for Smart Rail*, 57 Cal.4th at 445.) In fact, by acknowledging the existence of this already-constructed infrastructure, the EIR’s analysis presents an accurate depiction of “real conditions on the ground.” (See *CBE*, 48 Cal.4th at pp. 320-321.)

The general rule that ongoing activities should be treated as part of the baseline applies equally when the project includes renewal of a permit or other approval for an existing facility, even though the facility was not previously reviewed under CEQA. (*Citizens for East Shore Parks v. California State Lands Comm’n* (2011) 202 Cal.App.4th 549, 557-558.) It also applies when the existing physical conditions violate current regulatory provisions. (*Id.* at 559; *Riverwatch v. County of San Diego* (1999) 76 Cal.App.4th 1428, 1452-1453; *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270, 1270; *Eureka Citizens for a Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 371.) Therefore, the fact that the facilities were constructed without a permit makes no difference for purposes of the CEQA analysis. In *Riverwatch v. County of San Diego*, the court found that the analysis of a mining operation seeking a permit appropriately included prior illegal development in the baseline. (*Riverwatch*, 76 Cal.App.4th at 1452-1453.) Similarly, in *Fat v. County of Sacramento*, the court upheld the County’s choice of a baseline that included unauthorized development that had occurred over 30 years. (*Fat*, 97 Cal.App.4th at 1270.) The theory behind these holdings is that how present conditions came to be may be an issue for enforcement agencies, but it is irrelevant to CEQA baseline determinations.

The comment relies primarily on *League to Save Lake Tahoe v. Tahoe Reg’l Planning Agency* (2010) 739 F.Supp.2d 1260 to support its position that the existing unpermitted work should not be included in the baseline. The comment does not acknowledge, however, that in denying a motion for reconsideration based on the then-newly issued decision in *CBE*, the federal district court itself explained that its decision in *League to Save Lake Tahoe* was concerned with the environmental provisions of the Tahoe Regional Planning Compact, not with CEQA. (*Id.* at 1294-1295; see also, *Citizens for East Shore Parks*, 202 Cal.App.4th at 561-562, discussing the case in the context of CEQA.) The comment also does not acknowledge the fact that the Ninth Circuit Court of Appeals subsequently vacated the district’s court’s conclusion that the Tahoe Regional Planning Agency had violated the Compact by excluding unauthorized buoys from the baseline in its environmental impact statement. (*League to Save Lake Tahoe v. Tahoe Reg’l Planning Agency* (9th Cir.2012) 469 Fed.Appx. 621.) In other words, the *League to Save Lake Tahoe* case cited in the comment is neither apposite nor controlling.

In sum, inclusion of the existing unpermitted work in the EIR's baseline for analysis complies with CEQA's requirements. Moreover, the EIR includes an analysis of the unpermitted work against 1999 conditions, as requested by the commenter. EIR, Chapter 7, "Environmental Impacts of the Past Work along Segment 3A" includes a 45-page analysis of the environmental impacts of the past work within Segment 3A. This analysis analyzes the nature and extent of the environmental impacts from the past work by comparing current environmental and regulatory conditions to conditions as they existed at the time the past work commenced in 1999.

Further, the EIR considered the past work in its analysis of cumulative impacts. (See EIR, Chapter 6, "Cumulative Impacts and Other CEQA Considerations", Table 6-1, Project No. E8 "Past Work in Project Area.") Thus, the EIR has fully considered the impacts of the proposed project in compliance with CEQA, and has also considered the impacts of the proposed project in combination with the impacts of the past, unpermitted work.

- 3-4: The commenter contends that the visual impact analysis is inadequate; however, Section 4.1 of the EIR includes six visual simulations, spanning Segments 3A and 4. The simulations are representative of public views in the project area along approximately ten miles of roadway. Due to the topography in the area, the number of simulations is considered adequate to evaluate impacts. For example, the commenter requests that several additional views of the proposed project, including private views in Shepard Mesa, be included in the analysis; however, the proposed work in the areas depicted in Exhibits A, B, and C of the applicant's comment letter includes the addition of fault return conductor and the removal of topped wooden poles. The addition of one conductor to the existing structures is considered a minor incremental change over existing conditions and would not result in a significant impact. See Figure 2-5 in Chapter 2 for an example of a Fault Return Conductor. Note that the subtransmission line depicted in the figure is a double-circuit line. Therefore, the proposed project would have only three conductors instead of six. As depicted in the photo, the fault return conductor is a thinner wire compared to the other wires in the example. The addition of a similar wire to the existing Segment 3A route would not result in a significant impact on aesthetics.

Likewise, the removal of topped wooden poles would reduce the amount of infrastructure in the area, arguably resulting in a minor improvement over existing public and private views. Proposed work in these areas does not include the construction of any components that would be noticeable to the public during operation, such as the replacement of existing poles.

The analysis of the proposed project concludes that aesthetic impacts would be significant without mitigation and therefore requires MM AE-1, MM AE-2, MM AE-3, and MM AE-4 to reduce impacts to less than significant during construction and operation. In addition, MM BIO-5 would also help reduce aesthetic impacts. Note that these mitigation measures are not intended to reduce impacts on only those KOPs that were evaluated, but rather, mitigation measures would reduce impacts to less than significant in the project area. For this reason and the reasons stated above, additional visual simulations reflecting post-construction conditions for Exhibits A, B, and C or any other views would not be necessary.

The commenter also contends that "the draft EIR does not include adequate and accurate photo documentation demonstrating the extent of the impact of the unpermitted work on views and aesthetic resources." Both Figures 7-1 and 7-2 depict views in the project area. The views depicted in Figure 7-1 are "largely obstructed by vegetation," as noted by the

commenter. This accurately represents a number of views along the route, in which motorists are unlikely to notice the unpermitted components due to topography and vegetation.

In contrast, Figure 7-2 is representative of other views in the area where the components are more noticeable. As the commenter notes, the photos in Figure 7-2 appear to be taken at different angles; however, these photos were taken years apart and are not intended to represent visual simulations. While the steel pole is likely slightly taller than it appears in the photo because it is set back slightly further than the wood pole in this view, the EIR's conclusion is not based on the height of the poles. Rather, as stated in the analysis of Impact AE-C, "The taller galvanized metal poles introduced into the landscape in this area appear as encroaching elements that are out of scale and character with the rural/natural scene." Therefore, the EIR concludes that impacts under this criterion would be long-term and significant. Additional visual simulations are not required to support this impact determination.

- 3-5: CEQA does not require that an EIR analyze unpermitted work as part of a proposed project, as explained in Responses 3-2 and 3-3 as well as in Chapter 7. The EIR nonetheless describes impacts to the extent possible considering the lack of available data. In cases where significant long-term impacts were identified, County Options have been proposed to mitigate impacts. No recirculation of the EIR is required. Moreover, as stated above, the ALJ assigned to the proceeding has stated that she will use the analysis in the EIR, as well as testimony from both the applicant and the commenter, to determine whether SCE should be sanctioned for its unpermitted activities. Thus, the unpermitted work will be addressed outside of the CEQA context.

#### **4: City of Carpinteria**

- 4-1: Thank you for your comment. Your comment has been entered into the official record.
- 4-2: SCE is aware that the City requires a Coastal Development Permit for work within the Coastal Zone. However, the CPUC has preemptive jurisdiction over local Conditional Use Permit (CUP) requirements, and therefore, a CUP is not required. Note that the components of the proposed project sited in the City of Carpinteria are minimal and include the addition of fault return conductor to existing poles and the replacement of existing structures within the Carpinteria Substation and within existing SCE ROW, which is located within the City's Coastal Zone. The EIR analyzes the impacts of the proposed project, including those components located in the Coastal Zone. Figure 4.14-1 shows all of the components on City of Carpinteria land.
- 4-3: Service Yards 9 and 10 are located on County land. Staging Yard 7 is located on both City and County land. The exact locations are provided in Table 2-4, "Staging Areas Proposed." Staging Yard 7 is located within SCE ROW southwest and immediately adjacent to the existing Carpinteria Substation. Up to nine structures located on City land would be removed, including one topped wooden pole. The structures would be replaced with up to six structures, representing a reduction in the amount of infrastructure located on City land. The topped wooden pole that would be removed is located south of the Carpinteria Substation footprint on land zoned Residential along SR 192. The remaining structures that would be removed and replaced are located on land zoned Public Utilities. These structures are located either within the existing Carpinteria Substation footprint or within the existing ROW in between Carpinteria High School and the Carpinteria Substation. No new poles are proposed

to be installed along SR 192. Figure 4.14-1 has been added to show the locations of poles and construction areas near the Franklin Trail as well as the poles that would be replaced or removed within the City of Carpinteria's jurisdiction southwest of the Franklin Trail.

- 4-4: The SCE Ventura Service Center would serve as the primary helicopter staging yard for the proposed project. Helicopters may be stored or staged in Service 10, which is adjacent to the City of Carpinteria on County land; however, no helicopter landing areas are located within the boundaries of the City of Carpinteria. Several mitigation measures address noise, dust, and other potential impacts from project construction activities, including helicopter use. These include MM HZ-2, which requires mitigation for safety hazards related to helicopters; MM NV-1, which requires mitigation for noise impacts related to helicopters; and APMs AQ-1 and AQ-2, which outline best management practices that will be implemented to reduce air emissions during construction.
- 4-5: Figure 2-4, "Retaining Wall Construction Sites" has been included in the Project Description in order to show the location of each Construction Site identified in Table 2-5.
- 4-6: New access roads are not proposed within the immediate vicinity of the Franklin Trail or surrounding recreational areas. However, modifications to existing access roads are planned. Figure 14.14-1 has been included to show the location of access road modifications near the Franklin Trail. Note that the Franklin Trail may overlap slightly more with the SCE roads than depicted in the GIS data used to produce the figure due to differences in the underlying datasets (i.e., the SCE dataset used to produce the access roads is more detailed than the Franklin Trail dataset). Portions of the SCE access roads have historically overlapped with the Franklin Trail.
- 4-7: Chapter 7, "Past Work Along Segment 3A", identifies options to mitigate for the significant aesthetic impact identified for past work poles. As part of the Coastal Development Permit process, the appropriate agency may require implementation of one of these options. Option A in Chapter 7 includes the option of painting the poles to reduce contrast with the existing environmental setting. This option, intended to reduce color contrast, is similar to the requirement set forth in MM AE-4.
- 4-8: In response to this comment Mitigation Measure RE-1: Notification of Trail Closure has been revised to require coordination with the Santa Barbara County Parks Department, the Land Trust for Santa Barbara County, the City of Carpinteria Parks Department, and the Ventura County Parks Department at least one week prior to expected trail closures and/or detours within their respective jurisdiction and to provide them with a copy of the trail closure notification.

## **5: Public Hearing Transcript, October 29, 2014**

### **Commenter 5a. Fred Shaw**

- 5a-1: See Section 4.1 for visual simulations depicting proposed project components in the general location of interest.
- 5a-2: Answers to comments from the Public Hearing held on October 29, 2014, are contained herein.

**Commenter 5b. Phil Eckert**

5b-1: Responses to comments received on the Draft EIR are contained herein.

5b-2: Section 2.0, "Project Description", and Section 2.4.2 "Construction Schedule" identify the anticipated timeframe for construction of the proposed Project.

5b-3: The CEQA review process does not include an assessment of costs for the project. While the CPUC would analyze whether project costs are just and reasonable and whether the project is needed for a Certificate of Public Convenience and Necessity (CPCN) application, in this case, SCE has applied for a Permit to Construct (PTC), where neither the project's costs nor the project's need are reviewed by the CPUC.

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November 12, 2014

**By E-mail and U.S. Mail**

Santa Barbara County Reliability Project  
c/o Ecology and Environment, Inc.  
505 Sansome Street, Suite 300  
San Francisco, CA 94111  
SBCRP.CPUC@ene.com

*Re: SCE's Comments on the Draft Environmental Impact Report (SCH #2013041070) for the Santa Barbara County Reliability Project (A.12-10-018)*

Dear Sir or Madam:

Thank you for the opportunity to comment on the above-referenced Draft Environmental Impact Report ("Draft EIR") circulated by the California Public Utilities Commission ("CPUC") on September 26, 2014. On behalf of Southern California Edison Company ("SCE"), the proponent of the Santa Barbara County Reliability Project ("Proposed Project") that is the subject of the Draft EIR, this letter and the table attached as Attachment A provide comments on issues found throughout the Draft EIR, including those portions particularly relevant to the County of Santa Barbara ("County") in its future consideration of whether to issue local coastal development permit ("CDP") approvals for Proposed Project work in the Coastal Zone.

**I. Overview Of SCE's Comments On The Draft EIR.**

SCE agrees with the Draft EIR's conclusion that the Proposed Project would be the environmentally superior alternative. However, because the Draft EIR overstates the environmental impacts the Proposed Project has caused and would cause – particularly with respect to aesthetics and noise – each of the additional "options" for the County's consideration is unwarranted and unreasonable. The only significant impact actually associated with any aspect of the Proposed Project is the fact that work proceeded in the absence of a CDP (despite the County's previous opinion that the Proposed Project could be constructed without one), and SCE has already committed itself to remedying that impact by applying for and obtaining CDP approvals from the County for work in the Coastal Zone. Because no other impacts would be significant, no other modifications to the Proposed Project (*i.e.*, no options that would deviate from the general design already implemented in Segment 3A) are required. In fact, each of the "options" identified in the Draft EIR is beset by a variety of technical, environmental, legal or economic challenges that would render each one less reliable and/or more impactful on the environment. Therefore, just as the Draft EIR confirms that the Proposed Project would be the environmentally superior alternative compared to the other alternatives formally identified in the Draft EIR, the Final EIR should likewise confirm

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that the Proposed Project would be environmentally superior to any of the four “options” provided for the County’s consideration.

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cont.

**II. Legal Standards Governing The Analysis Of Project Impacts And Feasibility Of Alternative Project Options Or Features.**

The California Environmental Quality Act (Pub. Resources Code § 21000 *et seq.*, “CEQA”) and the implementing CEQA Guidelines (Tit. 14, Cal. Code Regs. § 15000 *et seq.*) provide that a project may not be approved unless the approving agency makes specific findings that all significant impacts have been mitigated to the extent feasible, and that any less-impactful alternatives to the project have been implemented unless they are infeasible. (Pub. Resources Code § 21081.)

1-3

CEQA does not establish a stringent limitation on the factors which a lead agency may consider when determining whether an alternative is feasible. Rather, CEQA provides that such a decision may rest on “economic, legal, social, technological, or other considerations.” (Pub. Resources Code § 21081(a)(3).) Similarly, the CEQA Guidelines define “feasible” as: “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” (Pub. Resources Code § 21061.1; 14, Cal. Code Regs. § 15364).

1-4

**III. None Of The “Options” Identified In The Draft EIR Would Feasibly Attain The Proposed Project Objectives (Including Those Of The County) In a Less Impactful Manner Than The Proposed Project.**

In order to avoid the alleged significant land use and aesthetics impacts associated with the past work in the Coastal Zone in Segment 3A, Chapter 7 of the Draft EIR identifies four separate options to be considered by the County when deliberating on SCE’s application for an after-the-fact CDP for past work. However, the Draft EIR overlooks the option of simply proceeding with the Proposed Project as already constructed. For clarity purposes, SCE recommends that the Proposed Project itself should be added as “Option E” in Chapter 7. The addition of such an Option E would ensure that the public and the County are informed that the Proposed Project would by itself achieve the County’s overriding objective of eliminating the existing significant land use impact resulting from the absence of a CDP. (*See* Draft EIR, at p. 7-25.) In addition, as described more fully below, the Draft EIR overstates the significance of aesthetics impacts from the past work in Segment 3A, so no additional mitigation of aesthetics impacts (which is what options A through D seek to achieve) would be required. The inclusion of Option E would clarify that the County could approve the Proposed Project as-is, and still avoid any alleged significant aesthetics impacts.

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The addition of Option E would also be helpful to ensure that the County and the public are provided with an accurate comparison of the Proposed Project’s benefits and impacts and those of the four other options. That comparison is important, particularly because the Draft EIR’s description and analysis of the four options does not account for a multitude of challenges, increased impacts and potential feasibility constraints associated with each one. The following is a

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summary of the problems associated with each option:

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cont.

**A. Reliability and Environmental Issues With Option A (Paint Existing LWS Poles and TSP Along Segment 3A)**

The Draft EIR identifies pole painting as a means to reduce aesthetics impacts associated with steel poles installed in Segment 3A, but it does not account for the decreased reliability of this option, or other impacts that this option itself might cause.

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First, there are durability and consistency limitations associated with painting of steel poles. Painting would create a perpetual maintenance obligation due to paint peeling and flaking, something which is especially common in damp coastal areas (such as the location of Segment 3A). As a result, more frequent maintenance of surface coatings would be required (which would in turn require additional line outages to ensure the safety of workers while painting). In addition, SCE does not stock painted poles as they are not part of SCE's standard pole supply, so if a painted pole needs to be replaced a painted pole may not be available during an emergency situation. Any of these circumstances could lead to more noticeable color differences and possibly greater aesthetic impacts when poles of inconsistent colors are present.

1-9

As a separate matter, the Draft EIR does not explain that painting would add an unnecessary risk of increased environmental impacts. Painting risks spillage of paint or other harmful substances (such as paint thinner) on the surrounding environment during both construction and maintenance activities, and painting would also lead to increased air quality impacts from the use of additional equipment.

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For each of these reasons, painting would not be a viable option for the poles already installed in Segment 3A. This is especially true considering that the analysis of aesthetic impacts associated with the past activities overstates the impacts the steel poles installed in Segment 3A. As discussed further below (*see pp. 11-12*), the poles already installed in this area are light grey in color, and they are less noticeable than other pole designs considering the surrounding natural environment.

1-12

**B. Reliability and Environmental Issues With Option B (Replace Existing LWS Poles and TSP With Wood Poles Along Segment 3A)**

The Draft EIR also proposes replacement of steel poles with wood poles in Segment 3A, mistakenly assuming that a return to wooden structures would avoid any significant impact to aesthetics.<sup>1</sup> Yet even if the use of wood poles could reduce aesthetics impacts (which they do not), there are several reasons why wood poles would not be a feasible option.

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First, this option cannot feasibly accommodate the rest of the project's features. For example, the tubular steel pole ("TSP") previously installed in Segment 3A cannot be replaced with a wood pole due to pole loading concerns. The TSP is a dead-end angle structure, which will carry loads in excess of what a wood pole can safely accommodate given the weight of the conductor extending from the adjacent Segment 3B that would be supported by the TSP.

1-14

Aside from the fact that steel structures are necessary to accommodate the new conductor, there are other practical reasons why wood poles do not provide all of the reliability benefits associated with steel poles. For example, steel structures such as TSPs and lightweight steel (LWS) poles are not as prone to the types of wear and tear commonly associated with wood poles. This is especially true in the Santa Barbara coastal area, where climate-related deterioration and impairment from woodpeckers are more prone to compromise wood poles.<sup>2</sup>

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It should also be noted that replacing the existing LWS poles with wood poles would incur additional and unnecessary surface disturbances, particularly on agricultural lands in the Shepard Mesa area.

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For each of these reasons, SCE believes that using wood poles in the entirety of Segment 3A was not and would not be a viable option.

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<sup>1</sup> As discussed further at pages 11-13 below, the assumption that replacing wood poles with steel poles causes a significant aesthetics impact is contrary to prior CPUC statements as well as scientific analyses.

<sup>2</sup> Many of the wood poles replaced along Segment 3A as part of the past work were replaced because woodpecker damage had impacted their structural integrity and increased safety concerns.

C. **Reliability and Environmental Issues With Option C (Relocate The Portion Of Segment 3A That Traverses Agricultural Land In The Shepard Mesa Community To Underground Conduit)**

Presumably to reduce alleged aesthetics impacts, the Draft EIR also identified two undergrounding options for the County. The first one, Option C, would underground a 0.88-mile (*i.e.*, approximately 4,646-foot) portion of Segment 3A across agricultural land. Yet the Draft EIR ignores potential feasibility constraints with this option. For example, it is unknown whether this portion of the project could actually be constructed underground given the potential existence of other private and public infrastructure in the easement, including but not limited to irrigation equipment; driveways; roads and pipelines for other utilities such as water, sewer and natural gas.

1-18

The Draft EIR also minimizes environmental issues associated with Option C. Although the Draft EIR recognizes that this option would result in the permanent loss of some agricultural land in the area, the actual amount of agricultural land that would be affected is likely substantially more than anticipated in the Draft EIR. In fact, SCE would need a path at least 30 feet wide for the underground conduit trench and a permanent access road for maintenance of the line, and this would result in approximately 140,000 square feet of land rendered unavailable to most agricultural uses.<sup>3</sup> Because SCE typically does not allow any agricultural uses that might interfere with underground infrastructure due to root systems or other natural features, much or all of this land would likely be permanently converted away from most productive agricultural uses. Not only could that conversion increase the amount of environmental impacts to agriculture under CEQA, it also could lead to increased economic demands from private farmers as additional compensation for this easement corridor.<sup>4</sup>

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Similarly, whereas the Draft EIR states that the only above-ground infrastructure that would be constructed under Option C would be a “smaller distribution line” with poles that are only 55 feet tall, the underground line would ultimately have to return above ground to connect to overhead facilities, likely via riser poles (which could be either separate conduits attached to the distribution

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<sup>3</sup> 4,646 feet length X 30 feet width = 139,392 square feet area.

<sup>4</sup> SCE does not currently have easement rights to construct infrastructure underground in this area. Segment 3A was constructed within easements that allow for overhead construction only.

poles contemplated as part of this option, or stand-alone TSP riser poles). Riser poles are challenging to construct, involve multiple connections and are often robust and of different, contrasting color compared to the main pole to which they are attached. In fact, riser poles themselves are often the source of substantial public opposition, particularly because of their aesthetics.<sup>5</sup>

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cont.

In addition to these environmental considerations, underground electrical systems have the potential to exacerbate, rather than remedy, reliability problems. For example, underground utilities are more difficult to maintain and repair, simply because such work usually requires excavation of trenches to access the underground infrastructure, locate the problem and fix it. Increasing the delays associated with repairs would be contrary to the fundamental Project Objective of increasing the reliability of electrical service to the Electrical Needs Area (ENA) in an emergency situation. (See Draft EIR, at p. 1-2.)

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For each of these reasons, SCE believes that undergrounding the subtransmission line in the agricultural land portion of Segment 3A was not and would not be a viable option.

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**D. Reliability and Environmental Issues With Option D (Relocate Segment 3A To Underground Conduit)**

The fourth option described in the Draft EIR would reroute Segment 3A and cause it to be undergrounded along Caltrans right of way (“ROW”) along Foothill Road and Casitas Pass Road. Although different from Option C, this Option D suffers from many of the same challenges. For example, the same concerns regarding the potential presence of existing underground infrastructure in the ROW (and the resulting lack of adequate clearance for a subtransmission line) would apply here. In fact, such concerns are even more pressing due to the fact that overhead electrical facilities already have been established on both sides of some of these roadways, so SCE does not know whether Caltrans would be willing to provide SCE with yet another path for an electrical line on these roads.

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<sup>5</sup> It should also be noted that the Draft EIR also overstates the potential aesthetic benefits of undergrounding in this area. As discussed further on page 13 below, the views in the area where Option C would require undergrounding are almost exclusively private views available to a select few residents, yet the analysis under CEQA is concerned with impacts to public views.

In addition, aside from the substantially greater air quality impacts associated with trenching approximately 20,000 feet of paved roadway, the traffic impacts along almost four linear miles of these two roads would likely be substantially greater due to the need to construct and maintain the infrastructure within the roadway itself. Both Foothill Road and Casitas Pass Road are two-lane roads in the Segment 3A area, and each would need at least one lane to be closed during construction times. Although the Draft EIR explains that such impacts would only be temporary and could be mitigated via the preparation of a traffic control plan, the Draft EIR's assessment of 91 days for construction (Draft EIR, at p. 7-44) would almost certainly result in a greater amount of road closures on these two main roads at locations critical to local traffic (*i.e.*, immediately adjacent to Carpinteria High School and in the Shepard Mesa area), thereby inflicting a potentially substantial burden on this small community.<sup>6</sup>

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While these potential technical and environmental obstacles already call the potential feasibility of Option D into question, it should also be noted that economic, social and other considerations also dictate that undergrounding in Segment 3A (whether for Option C or Option D) is infeasible as a policy matter.<sup>7</sup> Indeed, the CPUC has opined that "there is a serious question of reasonableness of undergrounding to benefit one community at the expense of all of SCE's ratepayers, especially since there are no technical or other requirements that would make this an appropriate project for undergrounding." (CPUC Decision D.08-12-031 (granting a Permit to Construct for SCE's El Casco System Project) at pp. 23-24.) In D.08-12-031, the CPUC also noted that, with respect to arguments made by protesters in support of their position that a proposed subtransmission line should be undergrounded, such arguments "would apply to any community adjacent to a subtransmission line, and it would be prohibitively expensive to require underground construction for every subsequent subtransmission line." (*Id.*, at 24.) That is plainly the case here, where the sole effect of undergrounding would likely be to alter aesthetics witnessed by commuters

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<sup>6</sup> It is unclear to SCE where the Draft EIR bases the 91-day schedule for construction of 3.7 miles of underground infrastructure as part of this option. In fact, SCE believes that construction of Option D, if implemented, would take approximately 140 days just for the underground installation. Additional days would also be required for removal of the overhead infrastructure installed to date in Segment 3A.

<sup>7</sup> Under CEQA, a lead agency may properly find an alternative infeasible where it would not achieve a specific policy objective. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715; *San Diego Citizenry Group v. County of San Diego* (2013) 219 Cal.App.4th 1, 18.)

and local residents. (See pp. 11-12 below.)<sup>8</sup>

For these reasons, undergrounding consistent with Option D, like the other options set forth in the Draft EIR, would not be reasonable. Moreover, because the Draft EIR overstates the aesthetics impacts of past work in the Coastal Zone, none of these options would be necessary to mitigate any significant impact. The only significant impact in the Coastal Zone was to land use, but SCE would alleviate that impact with CDP approvals. No other deviation from SCE's Proposed Project is necessary.

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**IV. Additional Information Not Included In The Draft EIR Further Supports The Draft EIR's Rejection Of Alternative B.**

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In contrast to the unnecessary inclusion of options for the County, SCE agrees that the Draft EIR contains a proper, thorough and complete discussion of potential alternatives to the Proposed Project as a whole. However, SCE provides the following information regarding **Alternative B: Install Some Structures Along Segment 4 Via Helicopter** to further support the conclusion in the Draft EIR that the Proposed Project is the environmentally superior alternative.<sup>9</sup>

The Draft EIR actually understates the level of environmental impacts associated with Alternative B. First, air quality impacts from increased helicopter operations would be substantially greater than even those disclosed in the Draft EIR. Footnote 1 in Draft EIR Chapter 5 explains the CPUC's methodology for calculating the emissions associated with more helicopter activities, and that calculation appears to be based on the Hughes 500 helicopters listed in the Project Description. (Draft EIR, at p. 5-11.) However, Hughes 500 helicopters are small and are only capable of carrying small loads such as workers, small equipment and ancillary devices such as marker balls. They are not physically capable of carrying heavier loads like steel poles. Therefore, if SCE were forced to undertake Alternative B, SCE would have to use larger Sikorsky Skycrane helicopters which are more capable of transporting steel poles. Due to their larger size and their more

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<sup>8</sup> As was the case with Option C, undergrounding associated with Option D could also provide less reliability than the Proposed Project, as outages in underground infrastructure take longer to identify, isolate and remedy.

<sup>9</sup> With respect to **Alternative A: Reduce the Scope of Work Along Segments 1, 2; and 3A**, SCE agrees with the Draft EIR's assessment of that alternative and has no further comments.

strenuous work, Skycrane emissions are many times greater than Hughes 500 emissions. For example, Skycrane NO<sub>x</sub> emissions are typically more than 20 times greater than those from a Hughes 500.<sup>10</sup> Therefore, the emissions from Alternative B would be even greater than those disclosed in Chapter 5, further confirming that the Proposed Project would be environmentally superior to Alternative B.

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cont.

Similarly, the Draft EIR understates the land disturbance impacts associated with Alternative B. For example, the entire premise of Alternative B appears to be that increased helicopter usage would obviate the need for some of the land disturbance associated with access road improvement. However, contrary to this presumption, many of the access roads in Segment 4 would still need to be improved to provide access for SCE crews to perform future operations and maintenance activities.<sup>11</sup> Many of the existing access roads in the area do not meet current standards and need to be widened and/or stabilized. Therefore, many of the impacts associated with the improvement of access roads would not be avoided even if helicopter operations were to increase.<sup>12</sup>

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In addition, the use of helicopters for pole installation activities in Segment 4 would also require the corresponding development of additional landing zone areas not identified in the Draft EIR.<sup>13</sup> Such areas might have to be quite large given that they would have to include sufficient space to accommodate lay-down areas for pole materials. Yet the availability of large, flat areas in the Segment 4 area is limited, and those areas that do meet those criteria are already occupied to a

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<sup>10</sup>See, e.g.,

[http://yosemite.epa.gov/oeca/webeis.nsf/\(EISDocs\)/20140063/\\$file/Apdx%20J\\_Air%20Quality%20Emissions%20Tables.pdf?OpenElement](http://yosemite.epa.gov/oeca/webeis.nsf/(EISDocs)/20140063/$file/Apdx%20J_Air%20Quality%20Emissions%20Tables.pdf?OpenElement)

<sup>11</sup> SCE's access roads are also commonly used by fire suppression and response personnel in emergencies.

<sup>12</sup> For example, contrary to the Draft EIR's assertion that Alternative B "would avoid temporary direct impacts on steelhead critical habitat that would result from riparian vegetation clearing and road widening at Sutton Creek" (Draft EIR, at p. 5-11.), such impacts would not be avoided even if Alternative B were implemented.

<sup>13</sup> The staging yards identified in the Draft EIR could not be used as pole pickup locations because they would require helicopters to fly long routes over populated residential areas, which is contrary to safe and efficient operations.

large extent with agricultural uses. Therefore, additional impacts to agricultural lands not disclosed in the Draft EIR's discussion of Alternative B would be likely.

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cont.

Each of these reasons provides an additional rationale supporting the Draft EIR's conclusion that the Proposed Project would be environmentally superior to Alternative B and would be the environmentally superior alternative.

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**V. The Draft EIR Overstates The Aesthetics Impacts For Both The Past Work Performed In Segment 3A And The Future Work In The Balance Of The Proposed Project.**

Separate from the analysis of options and alternatives, the Draft EIR's impact analyses are inaccurate for other reasons. First, its conclusions regarding aesthetics are based on an improper and narrow application of assumptions, methodologies and CEQA criteria, leading to an overstatement of the impacts in Segment 3A and the imposition of unwarranted mitigation across the Proposed Project.

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**A. Impacts Related To Past Activities In Segment 3A**

With respect to past work activities, the Draft EIR concludes that the new infrastructure installed in Segment 3A significantly affected views along scenic highways and private viewsheds, largely due to the height of the new poles installed and their purported contrast with the existing setting. (Draft EIR, at p. 7-3.) Yet that analysis improperly applies the CEQA criteria for aesthetics impacts to resources that are not even present in the Segment 3A area, and overstates the impacts on those resources that are present.

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**1. Past Work Activities Did Not Significantly Impact Views Along Any Scenic Highway.**

First, under **Impact AE-B**, the Draft EIR states that Segment 3A caused a potentially significant impact along State Route 150, which the Draft EIR acknowledges is only an "eligible" scenic highway. (*Id.*) However, the CEQA Guidelines provide that the lead agency should consider whether a project would "Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a *state scenic highway*." (CEQA Guidelines,

1-34



Appendix G, criterion I. b), emphasis added.) In other words, only officially-designated State scenic highways (not ones that are merely “eligible” for designation) trigger the analysis under this criterion, and State Route 150 has not been officially designated as such.<sup>14</sup> In fact, there are NO officially designated state scenic highways in the vicinity of the Proposed Project.<sup>15</sup>

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cont.

Regardless of the status of State Route 150, the Draft EIR also overstates the relative effects of past work in the area near that road. For example, the Draft EIR states that the LWS poles and TSP installed in the area were substantially larger than the wood poles that they replaced (noting that LWS could be 15 feet taller and TSPs could be 85 feet taller). (Draft EIR, at p. 7-3.) Yet, as explained further in Attachment A, the new poles were no more than five (5) feet taller than the previous wood poles. Comparatively, a five-foot difference in height is hardly noticeable, particularly because persons travelling along SR 150 would see little of the new infrastructure – past work poles are only visible for about 1/3 mile of that roadway, and a substantial amount of trees and dense vegetation are present along the road and in the surrounding area.

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In addition, the Draft EIR’s analysis for both **Impact AE-B** and **Impact AE-C** (discussed further below) erroneously assumes that the replacement of wood poles with steel poles necessarily warrants a presumption of significance. To the contrary, CPUC precedent confirms that this is not in fact the case. For example, when SCE filed an advice letter for a minor project to replace two wood poles with two steel poles that were each approximately 15 feet taller, the CPUC opined that SCE should file a supplement to the advice letter and cite, as support for an exemption from permitting and CEQA, a provision in the CPUC’s General Order 131-D that provides that the replacement of existing power line facilities or supporting structures with equivalent facilities or structures typically need not be subject to discretionary permitting or CEQA processes. (See SCE’s

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<sup>14</sup> According to Caltrans, the status of a state scenic highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a scenic highway. (See, e.g., <http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm>.)

<sup>15</sup> The Draft EIR notes in several places that views along State Route 192 likewise were significantly affected, and that State Route 192 was identified as a “potential future scenic highway” by the City of Carpinteria. (Draft EIR, at p. 7-5.) As was the case with State Route 150, the “potential” status of a highway does not trigger the CEQA criteria applicable to officially designated State scenic highways.

Advice Letter 2947-A-E, *citing* CPUC General Order 131-D, § III.B.1.b.)<sup>16</sup> Because such exemptions would be invalid if the project at issue were to trigger a significant environmental impact (CPUC General Order 131-D, § III.B.2; Tit. 14, Cal. Code Regs. § 15300.2), the operation of this Advice Letter confirms that the mere replacement of wood poles with steel poles – even where the new steel poles are 15 feet taller – does not in and of itself produce a significant environmental impact.

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Accordingly, the entire analysis of aesthetics impacts of the past work on scenic highways is inaccurate and overstates actual impacts.

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**2. Past Work Activities Did Not Substantially Degrade The Visual Character Around Segment 3A.**

In **Impact AE-C**, the Draft EIR concludes that impacts on the existing visual character of the area near State Route 192 and Casitas Pass Road and on private views between Shepard Mesa Road and State Route 192 were significant. (Draft EIR, at pp. 7-3 – 7-5.) But that conclusion is similarly misplaced because the Draft EIR overstates the contrast of dull grey poles against the surrounding environment and focuses on effects to private views, even when local regulations emphasize that the relevant question is whether a project affects *public* views.

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Although some of the LWS poles installed along State Route 192 are a few feet taller than the wood poles they replaced, their light grey color and dulled finish actually *reduce* the contrast with the vegetated background and the light sky compared to wood poles. (See Draft EIR, at p. 7-5.) In fact, as shown in Figure 7-2, the newer poles are less noticeable than the previous wood poles. Moreover, these poles are most likely to be viewed most commonly by commuters and local motorists passing along this road (the types of viewers typically understood to be less sensitive than recreationalists or sightseers to aesthetic differences), so the effect on the character of the surrounding setting is not likely to be noticeable, particularly to these viewers. As explained more fully in Attachment A, viewer sensitivity for these types of drivers is likely to be substantially less than for recreationalists and sightseers.

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<sup>16</sup> A true and correct copy of Advice Letter 2947-A-E, as well as the CPUC’s subsequent letter confirming the effective status of Advice Letter 2947-A-E, are attached hereto as Attachment B.

Similarly, with respect to the portions of Segment 3A installed in the Shepard Mesa area, the Draft EIR states that the installation of taller galvanized metal poles appear as “encroaching elements to the residents who are the primary viewers of this area.” (Draft EIR, at p. 7-4.) However, the effect of new infrastructure on private residents’ views is not the actual test under this CEQA criterion. Even the County’s own visual aesthetics impact guidelines provide that “All views addressed in these guidelines are *public views, not private views.*” (*County of Santa Barbara Environmental Thresholds and Guidelines Manual* [the “*County Manual*”], at p. 149, emphasis added.)<sup>17</sup> Given that there are likely to be few public viewers in this area, the relatively small difference in size of infrastructure, the relatively innocuous color of the poles given the surrounding resources and the fact that these roadways are not officially designated as scenic highways, the impact of this new infrastructure should more accurately be described as less-than-significant.

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**B. Impacts Related To Future Activities**

As is the case for the analysis of past work activities, the Draft EIR also overstates the aesthetics impacts of the future work in a number of ways, and this overstatement results in the imposition of an inappropriate mitigation measure. First, the analysis of future work is flawed from the outset because it makes the same erroneous assumption that views along certain roads such as State Route 192 are entitled to higher deference, even though those roads are not designated scenic highways.

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Second, the analysis of glare impacts associated with future components of the Proposed Project overstates the impacts of the new steel TSPs and J-towers that would be installed. In **Impact AE-4**, the Draft EIR concludes that the only way to mitigate aesthetic and glare impacts from new J-towers would be to require SCE (through **Mitigation Measure AE-4**) to utilize self-weathering steel or apply dark green or dark brown coating on new components. (See Draft EIR, at pp. 4.1-27 – 4.1-29.) However, the use of colorization is not necessary because scientific analyses have shown that as distance increases, human perceptions of color become less acute, and most of these structures would be seen by viewers close to one mile away. (Lancaster 1996; Shaw 1836.)

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<sup>17</sup> The *County Manual* is available at:  
<http://www.sbcountyplanning.org/pdf/ManualsReports/Manuals/Environmental%20Thresholds%20October%202008%20corrected%206-1-2009.pdf>.

Moreover, the use of self-weathering steel is not recommended for coastal areas as it often produces wear that could affect the integrity of the steel itself. In addition, as discussed more fully in Attachment A, the CPUC has already recognized that SCE's own galvanizing process is effective to reduce glare and contrast to less-than-significant levels.

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For these reasons, Mitigation Measure AE-4 is unnecessary and potentially infeasible as currently drafted. It should be replaced with a measure that the CPUC has used on other projects that would require the preparation of a Surface Treatment Plan that specifies how galvanizing and dulling would reduce glare and provides a range of dull shades of grey for future poles. Please refer to Attachment A for SCE's recommendation for a revised Mitigation Measure AE-4.

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**VI. The Draft EIR's Noise Analysis Imposes Mitigation Measures That Are Unnecessary And Excessive.**

As is the case with the aesthetics analysis, the Draft EIR also imposes unwarranted mitigation obligations for noise impacts that would actually be less than significant even without the need for additional mitigation. In particular, the Draft EIR concludes that noise impacts would be significant in part because Proposed Project work would occur within 1,600 feet of sensitive receptors in the County. (Draft EIR, at pp. 4.11-11, 4.11-16.)<sup>18</sup> In turn, the Draft EIR states that such impacts could only be rendered less-than-significant if Mitigation Measure NV-1 (which, among other things, would require SCE to install noise attenuation barriers) were implemented. (Draft EIR, at p. 4.11-18.) However, the Draft EIR does not account for the fact that SCE has *already committed* to incorporating other project features that would render any noise impacts less than significant.

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The *County Manual* states:

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<sup>18</sup> In reaching that conclusion, the Draft EIR references the *County Manual* as the basis for concluding that construction noise impacts within 1,600 feet of a sensitive receptor would generally result in a potentially significant impact. (Draft EIR, at p. 4.11-11; see also, *County Manual*, at 114.)

“Noise from grading and construction activity proposed within 1,600 feet (0.3 miles) of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. To mitigate this impact, construction within 1,600 feet of sensitive receptors shall be limited to weekdays between the hours of 8 a.m. to 5 p.m. only. Noise attenuation barriers and muffling of grading equipment may also be required.”

Although it is true that some of the Proposed Project would be constructed within 1,600 feet of sensitive receptors in the County, SCE has committed to implement Applicant Proposed Measure (“APM”) NV-1, which by itself would mitigate any resulting impacts. APM NV-1 states that construction activities would be conducted or phased to ensure that noise generated during construction would not exceed thresholds or durations identified by, among other things, the *County Manual*. (See Draft EIR, at p. 4.11-15.) As stated above, one way to mitigate noise impacts under the County Manual would be to limit construction activities to “weekdays between the hours of 8 a.m. to 5 p.m.” (*County Manual*, at p. 114.) Accordingly, because APM NV-1 provides that SCE would comply with the County’s construction time regulations to ensure that impacts remain less-than-significant, SCE will limit construction to weekdays between the hours of 8 a.m. to 5 p.m. within 1,600 feet of sensitive receptors. Moreover, the construction equipment fleet will almost certainly include vehicles with up-to-date muffling technology that would further reduce noise from the equipment. For these reasons, impacts to sensitive receptors should already be considered less-than-significant.

In turn, because impacts would be less-than-significant under the County’s thresholds, there is no reason to implement any additional mitigation requirements such as those in Mitigation Measure NV-1. Under CEQA, there must be an essential nexus between each mitigation measure and a legitimate governmental interest. (Tit. 14, Cal. Code Regs. § 15126.4, subd. (a)(4)(A); *Nollan v. California Coastal Comm’n*, 483 U.S. 825, 834-837 (1987). Furthermore, the mitigation measure must be roughly proportional to the impacts caused by the project. (Tit. 14, Cal. Code Regs. § 15126.4, subd. (a)(4)(B); *Dolan v. City of Tigard*, 512 U.S. 374, 391 (1994). The noise barriers required by Mitigation Measure NV-1 would violate these well-established principles.

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**VII. The Cumulative Impacts Analysis Should Recognize One Minor Additional Item For Completeness, But Its Inclusion Would Not Alter Any Significance Determinations.**

The assessment of cumulative impacts in Chapter 6 of the Draft EIR should be revised to include one piece of emergency work performed by SCE in 2012 along Casitas Pass Road. After an electrical fire damaged conductor wire and one wood pole, SCE performed emergency repairs to replace the damaged wire and pole.<sup>19</sup> That emergency work logically included replacement of the fire-damaged copper wire with stronger aluminum wire better capable of protecting against the same scenario happening again. In all, less than ½ mile of burned-down conductor was replaced with stronger conductor that was just ¼ inch larger in diameter, and the pole was replaced with another wood pole. None of that work involved any potentially significant impacts (and could not have, considering the County determined that such work was exempt from CEQA pursuant to CEQA Guidelines section 15301(b)).<sup>20</sup>

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Given the miniscule difference in size of the new conductor and the like-for-like pole replacement, this emergency work did not and would not cause any significant impacts, even when combined with the Proposed Project, so recirculation of the Draft EIR is not necessary. (*See* Tit. 14, Cal. Code Regs. § 15088.5 (in absence of a demonstrated new significant environmental impact or dramatic increase in the severity of a significant impact, additional information added to a draft EIR that does not deprive the public of fundamental ability to comment is not “significant new information” that requires recirculation.)

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<sup>19</sup> The fire was caused by a bird landing on existing facilities which caused an electrical arc and an extreme amount of current at one location. Because the copper wire at that location was not physically capable of carrying that extra current, the current burned the wire and several spans behind it until SCE’s emergency detection equipment could break the flow of current.

<sup>20</sup> The County’s Zoning Administrator approved this work as an emergency project in after-the-fact CDP number 12CDH-00000-00011 on May 23, 2013.

**VIII. Conclusion**

SCE appreciates the CPUC's work on the Draft EIR, and is confident that the Proposed Project will provide much needed reliability benefits to the designated ENA. In light of the information and comments provided in this letter and Attachments A and B, SCE requests that the CPUC prepare a Final EIR that contains appropriate revisions, including a revised analysis of the options identified in the Draft EIR for construction within the County's Coastal Zone that concludes that none of the options identified by the CPUC would feasibly achieve the objectives for this project in a more environmentally superior manner than the Proposed Project.

1-51

Very truly yours,



Robert D. Pontelle

cc: Jensen Uchida, CPUC Project Manager

Attachments

# **Attachment A**



**SBCRP DRAFT ENVIRONMENTAL IMPACT REPORT**

**SCE COMMENTS**

<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-52</b> Executive Summary and Chapter 1.0			Please update and revise this sections consistent with the revisions requested by SCE in this table for Chapters 2.0, 4.0 and 7.0.
<b>1-53</b> All Chapter 2.0 Tables			SCE notes that some tables are sourced, some tables are not, and some only source SCE 2012 when some of the data is from 2013 and 2014 submittals.  To clarify the sources of information used in the tables, please insert the following after each table in Chapter 2.0: “Sources: SCE documentation submitted 2012-2014”
<b>1-54</b> Table 2-1	2-7	Under the heading 66-kV Segments and the discussion of Segment 3B, the fourth bullet states:  “Two portions of Segment 3B, totaling 6,300 feet, would be moved from the current alignment and constructed in new ROW.”	Please add a footnote to this bullet in the table to clarify as follows:  <u>“In addition, a minor shift to the northeast, primarily affecting the overhang of the new conductors of the 66 kV subtransmission line alignment, may be required for an approximate 3,700-foot portion of Segment 3B in order to address a geotechnical concern.”</u>
<b>1-55</b> Table 2-1	2-8	Under the heading De-energizing Structures, the second bullet reads:  “Approximately 49,200 feet of 2/0 bare copper conductor would be de-energized between the Getty Tap and Casitas Substation in Segment 1.”	Please change the language of the second bullet to more accurately capture the location and to read as follows:  <u>“Approximately 49,200 feet of 2/0 bare copper conductor would be de-energized between <del>the Getty Tap</del> a location approximately 1 mile from Santa Clara Substation and Casitas Substation in Segment 1.”</u>
<b>1-56</b> 2.2.1.3	2-10	Under the heading Segment 3A, the third bullet states as follows:  “Remove 17 existing topped subtransmission poles, including six poles containing distribution and communication facilities that would be transferred to existing 66-kV LWS poles, five poles containing third-party facilities that would be transferred by the applicant or the third-party owner, and four existing wood poles that contain no equipment.”	Please revise the third bullet under Segment 3A to ensure that the numbers in the paragraph add up to 17 and to read as follows:  <u>“Remove 17 existing topped subtransmission poles, including six poles containing distribution and communication facilities that would be transferred to existing 66-kV LWS poles, <del>five</del> <u>six</u> poles containing third-party facilities that would be transferred by the applicant or the third-party owner, and <del>four</del> <u>five</u> existing wood poles that contain no equipment.”</u>

**SBCRP DRAFT ENVIRONMENTAL IMPACT REPORT**

**SCE COMMENTS**

<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-57 2.2.5.1	2-11	Under the heading Segment 4, lines 18 and 23 in the last paragraph state that there are 22 existing structures are called out as being in the Coastal Zone.	Please correct the references in lines 18 and 23 of the last paragraph to correctly account for the fact there are 18 (not 22) existing structures in the Coastal Zone. Note, while there are 18 existing structures in the Coastal Zone to be removed, only 14 new structures will be installed in the Coastal Zone in Segment 4.
1-58 2.2.1.6	2-11	Under the heading Segment 5, line 33 refers to Figure 2-1 and states as follows:  “This area is labeled as ‘Existing SubTrans 66-kV To Be Removed’ ...”	In actuality, Figure 2-1 does not have a label called “Existing SubTrans 66-kV To Be Removed”. Instead, Figure 2-1 refers to the area in question as “Segment 5”. Since the DEIR has labeled this area as Segment 5, SCE recommends changing the text on page 2-11, lines 33 and 34, to state as follows:  “This area is labeled as ‘ <del>Existing SubTrans 66-kV To Be Removed</del> ’ “ <u>Segment 5</u> ” on Figure 2-1.”
1-59 2.2.1.7	2-13	Under the heading Tubular Steel Pole, line 4 provides above ground heights of the TSPs as follows:  “... 55 to 145 feet above ground, including the above-ground height of the foundation.”	Please correct the statement to clarify that the above ground heights do not include the height of the foundation (consistent with Figure 2-2) as follows:  “...55 to 145 feet above ground, <u>not</u> including the above-ground height of the foundation.”
1-60 2.2.1.10	2-15	Under the heading Access and Spur Road, lines 30 – 32 state as follows:  “In some locations, primarily along Segment 4, the applicant would install retaining wall-type structures or mechanically stabilized embankments to avoid extensive grading operations and minimize the area of surface disturbance.”	Please amend the text to accurately account for the fact that there will also be retaining walls in Segment 3B as follows:  “ <del>In some locations, primarily along</del> <u>In Segment 3B and</u> Segment 4, the applicant would install retaining wall-type structures or mechanically stabilized embankments to avoid extensive grading operations and minimize the area of surface disturbance.”
1-61 2.2.3.2	2-18	Under the heading of Casitas, lines 4 and 5 state as follows:  “As discussed above in Section 2.2.1.8, following modifications...”	Please change this sentence to remove the erroneous reference to Section 2.2.18 (which does not refer to Casitas Substation) to read as follows:  “ <del>As discussed above in Section 2.2.1.8,</del> Following modifications...”

**SBCRP DRAFT ENVIRONMENTAL IMPACT REPORT**

**SCE COMMENTS**

<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-62 2.2.5	2-20	Under the heading of De-Energizing Facilities, the second bullet states as follows:  “Approximately 49,200 feet of 2/0 bare copper conductor would be de-energized between the Getty Tap and Casitas Substation in Segment 1.”	Similar to an earlier comment concerning accuracy, please revise the second bullet to read s follows:  “Approximately 49,200 feet of 2/0 bare copper conductor would be de-energized between <del>the Getty Tap</del> <u>a location approximately 1 mile from Santa Clara Substation</u> and Casitas Substation in Segment 1.”
1-63 Table 2-4	2-22	Table 2-4 characterizes the condition of Yard 11a as “Existing gravel and asphalted storage”.	Please correct the condition of Yard 11a to be noted as “Disturbed Vegetation”.
1-64 2.3.1.2	2-23	Under the heading Grading, lines 22 – 23 read as follows:  “Grading activities would be required only for proposed road work and preparation of subtransmission wire pulling sites...”	Please note that crane pads will also require grading. Accordingly, SCE proposes the following edits to the sentence to clarify the activities that will require grading:  “Grading activities would be required for proposed <u>construction activities, including among others, the</u> preparation of subtransmission wire pulling sites, <u>crane pads, and access roads.</u> ”
1-65 2.3.1.1	2-23	Under the heading Staging Areas, the text on lines 8-16 as written suggests that the Ventura Service Center would be used for tower assembly activities. Due to the distance between the Ventura Service Center and the construction sites, tower assembly activities would not occur at Ventura Service Center, but rather at additional helicopter staging yards located along the subtransmission line route.	Please modify the text on lines 8-16 to read as follows:  “The SCE Ventura Service Center would serve as the primary helicopter staging yard for the proposed project. <u>Additional helicopter staging yards of approximately 0.5 acres in size would be sited at locations that optimize flight time to structure locations. These additional</u> helicopter staging yards would be used for tower assembly activities <u>where</u> <del>in the unlikely event that towers needed to</del> <u>will</u> be installed with a helicopter. Additionally, operation crews, as well as fueling and maintenance trucks, would be based in the helicopter staging yards.  <del>If necessary, additional helicopter staging yards of approximately 0.5 acres in size would be sited at locations that optimize flight time to structure locations.</del> Final siting of helicopter staging yards, if such yards are required, would be identified with the input of the subtransmission line contractor, land management agencies, private landowners, and the helicopter contractor as necessary...”

**SBCRP DRAFT ENVIRONMENTAL IMPACT REPORT**

**SCE COMMENTS**

1-66

Section	Page	DEIR Language	SCE Comments and Recommendations																																						
2.3.1.3	2-23 and 2-24	<p>Under the heading Retaining Walls, lines 29 and 30 states as follows:</p> <p>“The applicant has identified 31 locations along the project route where retaining walls would be used...”</p> <p>In addition, Table 2-5 lists the construction sites where retaining walls would be installed.</p>	<p>Please revise lines 29-30 to clarify that there are only 26 retaining walls as follows:</p> <p>“The applicant has identified <del>31</del> <u>26</u> locations along the project route where retaining walls would be used...”</p> <p>In addition, SCE recommends revising the table to reflect the retaining wall update:</p> <p>Table 2-5 Proposed Locations for Retaining Walls</p> <table border="1" data-bbox="1094 557 2051 1153"> <thead> <tr> <th data-bbox="1094 557 1409 618">Construction Site</th> <th data-bbox="1409 557 1724 618">Retaining Wall-Type Structure</th> <th data-bbox="1724 557 2051 618">Construction Site</th> </tr> </thead> <tbody> <tr> <td data-bbox="1094 618 1409 680">62</td> <td data-bbox="1409 618 1724 680"><del>Soldier Pile</del> MSE</td> <td data-bbox="1724 618 2051 680">104</td> </tr> <tr> <td data-bbox="1094 680 1409 711">64</td> <td data-bbox="1409 680 1724 711">MSE</td> <td data-bbox="1724 680 2051 711">105</td> </tr> <tr> <td data-bbox="1094 711 1409 742">64</td> <td data-bbox="1409 711 1724 742">Soldier Pile</td> <td data-bbox="1724 711 2051 742">107</td> </tr> <tr> <td data-bbox="1094 742 1409 773">67</td> <td data-bbox="1409 742 1724 773">MSE</td> <td data-bbox="1724 742 2051 773">109</td> </tr> <tr> <td data-bbox="1094 773 1409 803">74</td> <td data-bbox="1409 773 1724 803">MSE</td> <td data-bbox="1724 773 2051 803">118</td> </tr> <tr> <td data-bbox="1094 803 1409 834">76</td> <td data-bbox="1409 803 1724 834">MSE</td> <td data-bbox="1724 803 2051 834">120</td> </tr> <tr> <td data-bbox="1094 834 1409 865">76</td> <td data-bbox="1409 834 1724 865">Soldier Pile</td> <td data-bbox="1724 834 2051 865"><del>125</del></td> </tr> <tr> <td data-bbox="1094 865 1409 927"><u>76</u></td> <td data-bbox="1409 865 1724 927"><u>Gabion</u></td> <td data-bbox="1724 865 2051 927">Access road between Construction Sites 73-74</td> </tr> <tr> <td data-bbox="1094 927 1409 990">85</td> <td data-bbox="1409 927 1724 990">MSE</td> <td data-bbox="1724 927 2051 990"><del>Access road between Construction Sites 87-88</del></td> </tr> <tr> <td data-bbox="1094 990 1409 1053">86</td> <td data-bbox="1409 990 1724 1053">MSE</td> <td data-bbox="1724 990 2051 1053"><del>Access road between Construction Sites 89-90</del></td> </tr> <tr> <td data-bbox="1094 1053 1409 1153">90</td> <td data-bbox="1409 1053 1724 1153">MSE</td> <td data-bbox="1724 1053 2051 1153">Access road between Construction Sites 111-112</td> </tr> </tbody> </table>			Construction Site	Retaining Wall-Type Structure	Construction Site	62	<del>Soldier Pile</del> MSE	104	64	MSE	105	64	Soldier Pile	107	67	MSE	109	74	MSE	118	76	MSE	120	76	Soldier Pile	<del>125</del>	<u>76</u>	<u>Gabion</u>	Access road between Construction Sites 73-74	85	MSE	<del>Access road between Construction Sites 87-88</del>	86	MSE	<del>Access road between Construction Sites 89-90</del>	90	MSE	Access road between Construction Sites 111-112
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Section	Page	DEIR Language	SCE Comments and Recommendations
1-67 2.3.2.1	2-24	<p>Under the heading Access and Spur Road, lines 20 -21 (third bullet) state as follows:</p> <p>“Repair and stabilization of slides, washouts, and other slope failures by installing retaining walls or other means necessary to prevent future failures. The type of structure used would be based on specific site conditions.”</p>	<p>Please note that the statement in the third bullet does not accurately represent the proposed use of retaining walls for this project. The retaining walls were primarily designed to avoid extensive grading and minimize ground disturbance. Accordingly, SCE recommends the third bullet to be revised as follows:</p> <p>“<del>Repair and stabilization of slides, washouts, and other slope failures</del> <u>minimize surface disturbance</u> by installing retaining walls <del>or other means necessary to prevent future failures</del>. The type of structure used would be based on specific site conditions.”</p>
1-68 2.3.2.1	2-24	<p>Under the heading Access and Spur Road, lines 28 – 33, state as follows:</p> <p>“Generally the grade of access and spur roads would not exceed 12 percent; however in certain cases grades could reach approximately 14 percent. For grades exceeding 12 percent, these would not exceed 40 feet in length and would be located more than 50 feet from any other excessive grade or any curve. All curves would have a radius of curvature not less than 50 feet, measured along the center line of the usable road surface.”</p>	<p>Please note that in order to minimize grading work at sites with existing steep terrain conditions, road grades at some sites exceed 12 percent grade and have curves with turning radius less than 50 feet.</p> <p>Accordingly, please revise lines 28 – 33 as follows:</p> <p>“Generally the grade of access and spur roads would not exceed 12 percent; however in certain cases grades could <u>exceed 12 percent in order to minimize grading in areas with existing steep terrain and road grades</u>, reach approximately 14 percent. <del>For grades exceeding 12 percent, these would not exceed 40 feet in length and would be located more than 50 feet from any other excessive grade or any curve. All</del> <u>Typically</u>, curves would have a radius of curvature not less than 50 feet, measured along the center line of the usable road surface.”</p>
1-69 2.3.1.2	2-23	<p>Under the heading Grading, lines 22 – 23 read as follows:</p> <p>“Grading activities would be required only for proposed road work and preparation of subtransmission wire pulling sites...”</p>	<p>Please note that crane pads will also require grading. Accordingly, SCE proposes the following edits to the sentence to clarify the activities that will require grading:</p> <p>“Grading activities would be required for proposed <u>construction activities, including among others, the preparation of subtransmission wire pulling sites, crane pads, and access roads.</u>”</p>

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**SCE COMMENTS**

<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-70 2.3.2.4	2-30	Under the heading Fault Return Conductor, line 21 currently reads: “... parallel with the overhead 66kV subtransmission line relocation proposed along segment 3A, ...”	Please revise line 21 to as follows to note that there is no proposed relocation, but in fact an existing subtransmission line: “... parallel with the <u>existing</u> overhead 66kV subtransmission line <del>relocation proposed</del> along segment 3A, ...”
1-71 2.3.2.6	2-33	Under the heading Transfer and Removal of Existing Structures/Facilities, the second bullet (lines 12-14) states: “Footing/foundation removal: Footings would be removed to a point 1 to 2 feet below grade, and the holes would be filled with excess soil and smoothed to match the surrounding grade. Footing materials would be transported to a staging yard, where they would be prepared for disposal.”	Note, some footings may be required to remain in place due to slope issues or at the request of the landowner. Please revise accordingly as follows: “Footing/foundation removal: Footings would be removed to a point 1 to 2 feet below grade, <u>except in places where removal could result in erosion problems or landowner concerns</u> , and the holes would be filled with excess soil and smoothed to match the surrounding grade. Footing materials would be transported to a staging yard, where they would be prepared for disposal.”
1-72 2.3.4.2	2-35	Under the heading Cable Installation, lines 19 – 21 read as follows: “... Telecommunication cable splices would be made within 36- by 36- 20 by 10-inch metal enclosures that would be attached to subtransmission structures with metal straps...”	Please change language as follows, to allow for flexibility in construction (certain splice boxes may exceed or may be smaller than this size): “... Telecommunication cable splices would be made within <del>36 by 36</del> <u>by 10-inch</u> metal enclosures that would be attached to sub transmission structures with metal straps.”
1-73 2.3.4.2	2-35	Under the heading Cable Installation, line 22 states in reference to the overhead telecommunication cable: “Along Segments 1, 2, and 4, splice boxes would be installed on subtransmission structures at locations no more than 2 miles apart.”	Please note that this is not accurate. Overhead telecommunications cable reels are actually longer than 2 miles. Please revise line 22 to read as follows: “Along Segments 1, 2, and 4, splice boxes would be installed on subtransmission structures at locations no more than <u>20,000 feet</u> <del>miles</del> apart.”
1-74 2.3.5	2-35	The title of Section 2.3.5 is called “Removal of Additional Structures”.	To avoid confusion and to clarify the intent of this section, SCE suggests changing the title of this section as follows:  “ <u>Removal/Replacement/Relocation of Irrigation Infrastructure of Additional Structures</u> ”

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-75	2-36	<p>Under the heading Land Disturbance and Acquisition, the second paragraph reads as follows:</p> <p>“Except for two portions along Segment 3B (totaling 6,300 feet) that would occur in new ROW, the proposed project infrastructure would be built within existing fee-owned or easement ROW already operated and maintained by the applicant. Similarly, existing and proposed access roads and spur roads proposed by the applicant would be located primarily within existing ROWs or covered under easements. The width of these ROWs varies over the length of the proposed project from 24 to 165 feet. Except for new land rights necessary to accommodate this short realignment within Segment 3B, the applicant does not anticipate acquisition of additional or upgraded rights on private lands.”</p>	<p>Please revise as follows to take into account a potential minor shift in the alignment under consideration for Segment 3B. A revised figure 2-1b is provided to show where this potential location is along Segment 3B <del>Based on the current level of engineering, it appears that there may be a total of three areas that are located in new ROW. This change would be required wherever new ROW is discussed in the document. SCE recommends the following addition:</del></p> <p>“Except for two portions along Segment 3B (totaling 6,300 feet) that would occur in new ROW, the proposed project infrastructure would be built within existing fee-owned or easement ROW already operated and maintained by the applicant. <u>In addition, a minor shift to the northeast, primarily affecting the overhang of the new conductors of the 66 kV subtransmission line alignment, may be required for an approximate 3,700-foot portion of Segment 3B in order to address a geotechnical concern.</u> Similarly, existing and proposed access roads and spur roads proposed by the applicant would be located primarily within existing ROWs or covered under easements. The width of these ROWs varies over the length of the proposed project from 24 to 165 feet. Except for new land rights necessary to accommodate this short realignment within Segment 3B, the applicant does not anticipate acquisition of additional or upgraded rights on private lands.”</p>
1-76	2-36	<p>The title of the table is “Approximate 7 Approximate Land Disturbance from Implementation of the Proposed Project”</p>	<p>There appears to be a typo in the title. SCE recommend revising the title of the table as follows:</p> <p>“<del>Approximate 7</del> Approximate Land Disturbance from Implementation of the Proposed Project”</p>
1-77	2-38	<p>Table 2-8, Proposed Subtransmission and Telecom System Construction Schedule, lists activities, estimated duration of such activities, the workforce required for such activities, and estimated daily outcomes.</p>	<p>SCE has noted that retaining wall construction is not included in the table and recommends the following items be added to the table:</p> <p>Activity: Retaining Walls            Duration: 150 days            Workforce: 30            Estimated Daily Outcome: Approximately 0.2 retaining walls per day</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-78 Figures 3-1a and 3-1b	Figures 3-1a and 3-1b	The figures show far more foundation removals in Segments 1 and 2 and far more wood pole removals in Segment 3A than communicated elsewhere in the DEIR.	SCE recommends the figures be corrected to reflect the correct number of foundations left in place and topped poles left in to correspond with the text in section 3.2.1. The text in section 3.2.1 is correct. For example, there should be 17 pole removals in segment 3A, not 50.
1-79 4.1.1.4	4.1-14	<p>The discussion of the KOPs from the Lake Casitas Marina states as follows:</p> <p>“KOPs 7a and 7b: Views from Lake Casitas Marina</p> <p>KOPs 7a and 7b (Figures 4.1-8a and 4.1-8b) represents views looking south from the boat launch at 20 the established marina, recreation area, and campground on the north side of Lake Casitas. KOP 7a shows boat launch facilities and a linear floating boom in the lake in the foreground. The dam is barely visible on the far side of the lake as a light brown linear feature near the lake edge. KOP 7b shows a boat on the lake; small boats on a dock; and portions of a picnic bench, sailing, and linear floating boom in the lake in the foreground. The lake and densely vegetated hillsides and ridges framed against the blue sky dominate both views. Existing subtransmission structures in Segment 2 are barely visible, silhouetted against the sky along a portion of the ridge line approximately 3 miles away.”</p>	<p>Please note that the text description of the two KOP views is actually backwards in the DEIR. KOP 7a has the description of what is in the 7b picture, and vice versa. Accordingly, please correct this section as follows:</p> <p>“KOPs 7a and 7b: Views from Lake Casitas Marina</p> <p>KOPs 7a and 7b (Figures 4.1-8a and 4.1-8b) represents views looking south from the boat launch at 20 the established marina, recreation area, and campground on the north side of Lake Casitas. KOP 7a<del>b</del> shows boat launch facilities and a linear floating boom in the lake in the foreground. The dam is barely visible on the far side of the lake as a light brown linear feature near the lake edge. KOP 7b<del>a</del> shows a boat on the lake; small boats on a dock; and portions of a picnic bench, sailing, and linear floating boom in the lake in the foreground. The lake and densely vegetated hillsides and ridges framed against the blue sky dominate both views. Existing subtransmission structures in Segment 2 are barely visible, silhouetted against the sky along a portion of the ridge line approximately 3 miles away.”</p>



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**SCE COMMENTS**

1-80

Section	Page	DEIR Language	SCE Comments and Recommendations
4.1.3.3	4.1-25 and 4.1-26	<p>The DEIR states as follows on pages 4.1-25 (starting at line 29) through 4.1-26 (ending at line 11):</p> <p>“The new TSP monopole structures would appear slightly taller and exhibit a more solid form with a larger diameter pole than the LSTs they are replacing. Also, in several locations visible from SR 150, existing subtransmission structures would be replaced by substantially taller and wider J-tower structures. The new J-tower structures would exhibit a similar form, but would appear substantially taller and wider than the existing LSTs they are replacing. Silhouetted against the blue sky and dark green vegetation along the ridgeline, both the new TSPs and J-towers tend to contrast with their surroundings more than the LSTs they are replacing and would be more noticeable in the foreground and near middleground of the views from SR 150.</p> <p>The visual simulation for KOP 6 (Figure 4.1-7) shows the TSP subtransmission structures for Segment 4 in the vicinity of SR 150 that would result in long-term impacts to the existing view. The new crib wall retaining structure in the visual simulation for KOP 6 appears light gray in color, with horizontal rows of dark shadows separated by vertical support columns. Its engineered texture and rectilinear form elements contrast strongly with the textures, forms, lines, and colors of nearby surrounding green vegetation, brownish rock outcroppings, and tan barren areas. Although its light gray color is similar to that of nearby stumps, its form elements contrast with their forms. Because of its high contrast with its surroundings, the crib wall tends to be very noticeable. The new conductors appear slightly more visible against the sky than the existing ones that have been removed in this view. Marker balls are new elements visible against the sky above the ridge that contrast with their surroundings in line, color, and form. However, the three marker balls are not</p>	<p>Please note that the J-Towers cannot physically be seen from SR-150 because of the topography and the vegetation in the distance. In addition, the reference to the visual simulation for KOP 6 is not accurately described. Please revise this section of the DEIR accordingly:</p> <p>“The new TSP monopole structures would appear slightly taller and exhibit a more solid form with a larger diameter pole than the LSTs they are replacing. <del>Also, in several locations visible from SR 150, existing subtransmission structures would be replaced by substantially taller and wider J-tower structures. The new J-tower structures would exhibit a similar form, but would appear substantially taller and wider than the existing LSTs they are replacing.</del> Silhouetted against the blue sky and dark green vegetation along the ridgeline, both the new TSPs and J-towers tend to contrast with their surroundings more than the LSTs they are replacing and would be more noticeable in the foreground and near middleground of the views from SR 150.</p> <p>The visual simulation for KOP 6 (Figure 4.1-7) shows the <u>replacement of four lattice towers with two</u> TSP subtransmission structures for Segment 4 in the vicinity of SR 150 that would result in long-term impacts to the existing view. The new crib wall retaining structure in the visual simulation for KOP 6 appears light gray in color, with horizontal rows of dark shadows separated by vertical support columns. Its engineered texture and rectilinear form elements contrast strongly with the textures, forms, lines, and colors of nearby surrounding green vegetation, brownish rock outcroppings, and tan barren areas. Although its light gray color is similar to that of nearby stumps, its form elements contrast with their forms. Because of its high contrast with its surroundings, the crib wall tends to be very noticeable. The new conductors appear slightly more visible against the sky than the existing ones that have been removed in this view. Marker balls are new elements visible against the sky above the ridge that contrast with their surroundings in line, color, and form. However, the three marker balls are not dominant elements in this view and do not readily draw viewers’ attention. Occasional use of helicopters for operations and maintenance activities (e.g., line inspections and repairs) would be short term and temporary and would not create substantial long-term contrast. The project would not substantially damage or degrade the existing scenic resources in the vicinity of SR 150, with the exception of the retaining walls <del>and the J-tower structures</del> visible from SR 150.</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-80 cont.		<p>dominant elements in this view and do not readily draw viewers' attention. Occasional use of helicopters for operations and maintenance activities (e.g., line inspections and repairs) would be short term and temporary and would not create substantial long-term contrast. The project would not substantially damage or degrade the existing scenic resources in the vicinity of SR 150, with the exception of the retaining walls and the J-tower structures visible from SR 150. The retaining walls would affect the intactness and unity of views from SR 150 and negatively affect the quality and character of views from this eligible state scenic highway. Likewise, the J-tower structures visible from SR 150 would affect the intactness and unity of views from SR 150 and negatively affect the quality and character of views from this eligible state scenic highway."</p>	<p>The retaining walls would affect the intactness and unity of views from SR 150 and negatively affect the quality and character of views from this eligible state scenic highway. Likewise, the J-tower structures visible from SR 150 would affect the intactness and unity of views from SR 150 and negatively affect the quality and character of views from this eligible state scenic highway."</p>

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**SCE COMMENTS**

1-81

Section	Page	DEIR Language	SCE Comments and Recommendations
4.1.3.3	4.1-28	<p>Impact AE-4 states as follows:</p> <p>MM AE-4: Glare and Color Contrast Reduction for Transmission Structures and Conductors.</p> <p>To reduce potential glare and color contrast for components of the proposed project, the finish on all new transmission structures will be non-reflective, such as steel that has been galvanized and treated to create a dulled finish, to reduce light reflection and color contrast and help blend the structures into the landscape setting. All new transmission conductors will be non-specular to minimize conductor reflectivity and help blend them into the landscape setting. J-Tower structures will have a non-reflective, self-weathering steel or steel that has been treated with a long-lasting coating that is medium to dark brown or medium to dark green in color and has a dulled finish to reduce light reflection and help blend the selected structures into the landscape setting.</p>	<p>Glare and color contrast has been addressed in several other projects and associated environmental documents. The language below was used on other projects to successfully mitigate or reduce glare and contrast. Therefore, SCE is proposing the following revised language:</p> <p><del>MM AE-4: Glare and Color Contrast Reduction for Transmission Structures and Conductors.</del></p> <p><del>To reduce potential glare and color contrast for components of the proposed project, the finish on all new transmission structures will be non-reflective, such as steel that has been galvanized and treated to create a dulled finish, to reduce light reflection and color contrast and help blend the structures into the landscape setting. All new transmission conductors will be non-specular to minimize conductor reflectivity and help blend them into the landscape setting. J-Tower structures will have a non-reflective, self-weathering steel or steel that has been treated with a long-lasting coating that is medium to dark brown or medium to dark green in color and has a dulled finish to reduce light reflection and help blend the selected structures into the landscape setting.</del></p> <p><u>To reduce the potential for daytime structural glare related to the new galvanized steel J-Towers, SCE will dull (remove shine inherent with the galvanizing process) from the J-Towers. At least 90 days prior to the planned erection of J-Towers, SCE shall submit to the CPUC a Surface Treatment Plan containing a description of the galvanizing specifications, and samples showing the range of dulling for the J-Towers. The CPUC shall approve the Surface Treatment Plan, or otherwise inform SCE what modifications to the Surface Treatment Plan are necessary, within 30 days after the Plan’s submittal by SCE. SCE shall not implement the Surface Treatment Plan until the plan has been approved by the CPUC. Prior to the completion of construction, SCE shall provide the CPUC with documentation that the J-Towers have been galvanized and the new steel poles dulled in accordance with the specifications detailed in the approved Surface Treatment Plan.</u></p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-82 4.2.3.3	4.2-11	Impact AG-5 states as follows:  “Construction vehicle traffic along private roads, agricultural roads, and access and spur roads would result in temporary increase in traffic that may result in short-term disruptions of surrounding farming and grazing activities. Although surrounding agricultural activities may be temporarily impacted, the proposed project would create an indirect impact that would result in the conversion of additional farmland to a non-agricultural use. No other activities would involve changes in the existing environment that could result in conversion of farmland to nonagricultural use or forest land to non-forest use. Construction and operation of the proposed project would have a less than significant impact under this criterion.”	The project would not create any indirect impact that would result in the conversion of additional farmland beyond that previously disclosed. This section, however, appears to have an inadvertent omission of the word “not”. Accordingly, SCE recommends this section be revised as follows:  “Construction vehicle traffic along private roads, agricultural roads, and access and spur roads would result in temporary increase in traffic that may result in short-term disruptions of surrounding farming and grazing activities. Although surrounding agricultural activities may be temporarily impacted, the proposed project would <u>not</u> create an indirect impact that would result in the conversion of additional farmland to a non-agricultural use. No other activities would involve changes in the existing environment that could result in conversion of farmland to nonagricultural use or forest land to non-forest use. Construction and operation of the proposed project would have a less than significant impact under this criterion.”
1-83 Table 4.3-3	4.3-4 and 4.3-24	Table 4.3-3, Area Designations within the Proposed Project Area, show PM <sub>2.5</sub> as designated “Attainment” for CAAQS in Ventura County. However, Ventura County is currently designated non-attainment for PM <sub>2.5</sub> ( <a href="http://www.vcapcd.org/air_quality_standards.htm">http://www.vcapcd.org/air_quality_standards.htm</a> ).	SCE recommends that Table 4.3-3 be updated to change the “A” under Ventura County CAAQS for PM <sub>2.5</sub> to “NA.”  Please also update the text under Impact AQ-3 on page 4.3-26 to reflect the non-attainment status of PM <sub>2.5</sub> in Ventura County.
1-84 4.3.2.3	4.3-11	Under the discussion of the Ventura County General Plan, VCAPCD’s Trip Reduction Rule 210 is referenced as being applicable to the Proposed Project, however, no reference to VCAPCD Rule 210 can be currently found on the VCAPCD website.	SCE recommends that VCAPCD’s Trip Reduction Rule 210 be removed from Section 4.3.2.3.

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-85</b> 4.3.3.1	4.3-12	Under the heading Methodology and Significance Criteria, SCE notes that even though the proposed project is located within the air districts of the SBCAPCD and VCAPCD, the lead agency has elected to use criteria pollutant significance thresholds for short-term construction activities developed by the SCAQMD. The DEIR states that the reason for these thresholds is that neither the SBCAPCD nor VCAPCD have quantitative significance thresholds for construction emissions. However, most significance thresholds for criteria pollutants developed by air districts are based on air basin conditions such as meteorology and topography, planned emission inventory, and the air basin attainment status for the criteria pollutants. Therefore, applying significance thresholds for criteria pollutants from other air districts could lead to an inaccurate representation of air quality impacts.	SCE recommends that significance for criteria pollutants for short-term construction activities be determined utilizing the guidance documents provided by the local jurisdictions, VCAPCD’s “Ventura County Air Quality Assessment Guidelines” and County of Santa Barbara’s “Environmental Thresholds and Guideline’s Manual,” rather than those utilized in the DEIR which are applicable to SCAQMD jurisdictions. This evaluation has the potential of altering the significance determination of Impact AQ-2 and Impact AQ-3.
<b>1-86</b> Table 4.3-8	4.3-19	The values presented in Table 4.3-8, Estimated Maximum Daily Construction Emissions do not appear to match those values from Appendix C.	SCE recommends that Table 4.3-8 be revised to present the maximum daily construction emissions as the summation of the mitigated construction evaluations in the CalEEMod calculation (pp. 239 and 240 of Appendix C) for the ground construction and helicopter emission calculations (pp. 378 – 379 of Appendix C). It should be noted in the text that the summation of the ground construction and helicopter emissions is an overestimation as the helicopter emissions may not occur during the peak ground construction emissions.
<b>1-87</b> Table 4.3-9	4.3-20	The values presented in Table 4.3-9, Summary of Annual Construction Emissions appear to be those for the activities without implementation of APM AQ-1 and AQ-2. In addition, helicopter emissions do not appear to have been included in the table.	SCE recommends revising Table 4.3-9 to present the annual construction emissions as the summation of the mitigated construction values in the CalEEMod calculation (p. 48 of Appendix C) for the ground construction and the helicopter emission calculations (pp. 378 – 379 of Appendix C).

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Section	Page	DEIR Language	SCE Comments and Recommendations
<p>1-88 Table 4.3-13</p>	4.3-23	<p>The ROG and NO<sub>x</sub> data presented in Table 4.3-13, Estimated Construction Emission with Implementation of MM AQ-1, is based on the assumption that replacement of Tier 1 for Tier 4 engines to the maximum extent would reduce NO<sub>x</sub> emissions up to 96 percent and up to 86 percent for ROG. Due to the wide variety of Tiers that could potentially be used in an unmitigated off-road equipment fleet (i.e. not all Tier 1), SCE recommends additional clarifying language.</p>	<p>SCE recommends that Section 4.3.3.3 be updated with the following clarifying language or similar clarifying language:</p> <p>“The ROG and NO<sub>x</sub> emissions during the first year of construction can be reduced through the use of low emission engines for <u>off-road diesel</u> vehicles and equipment. The EPA and California Air Resource Board <u>rate</u> engines based on their ability to meet emission regulations using five tiers (i.e., Tier 0, Tier 1, Tier 2, Tier 3, and Tier 4). Tier 0 represents engines <u>built prior to the regulation that can meet the basic emission regulations</u> and Tier 4 represents engines that <del>can</del> meet the <u>current</u> highest and strictest emission regulations. MM AQ-1 would require the applicant to use Tier 3 and Tier 4 <u>off-road diesel</u> vehicles and equipment during the first calendar year of construction to the greatest extent feasible to reduce ROG and NO<sub>x</sub> emissions. Available off-road engine emission rates data from SCAQMD indicate that replacement of Tier 1 engines to Tier 3 would reduce NO<sub>x</sub> emissions up to 59 percent and ROG emissions up to 85 percent, depending on the engine size. Replacement of Tier 1 for Tier 4 engines would reduce NO<sub>x</sub> emissions up to 96 percent and up to 86 percent for ROG. Table 4.3-13 shows the estimated emissions with the implementation of MM AQ-1 to the maximum extent <u>based on the assumption that the unmitigated equipment fleet used for the Project would be 100 percent Tier 1 and the mitigated equipment fleet would be 100 percent Tier 4. (i.e., 100 percent of the vehicle and equipment used for the project are rated Tier 4).</u>”</p> <p>SCE recommends that the note associated with Table 4.3-13 Estimated Construction Emission with Implementation of MM AQ-1, be revised as follow below to reflect the above clarifications:</p> <p>“1 Implementation of MM AQ-1 to the greatest extent feasible (i.e., 100 percent of the vehicle and equipment used for the project are rated Tier 4 <u>and the equipment fleet used for the Project would otherwise be 100 percent Tier 1</u>). <u>Note that because the actual mix of equipment used by SCE is not likely to be all Tier 1 equipment, actual emissions may be somewhat greater than those set forth in this table even with mitigation. For this reason and others, as discussed below, impacts are deemed to be significant and unavoidable even with the implementation of MM AQ-1.</u>”</p>

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cont.

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Section	Page	DEIR Language	SCE Comments and Recommendations
			<p>In addition, SCE recommends the following changes at the bottom of page 4.3-23 (and continuing onto page 4.3-24) accordingly:</p> <p>“While implementation of MM AQ-1 to the maximum extent would reduce ROG and NO<sub>x</sub> emissions <del>to less than significant levels</del>, the availability of the variety of vehicles and equipment required for construction equipped with Tier 3 and Tier 4 engines is unknown. <u>Furthermore, the unmitigated equipment fleet would be likely to include, and was calculated in Appendix C as, a mixture of Tier ratings as opposed to 100 percent Tier 1.</u> As a result, it cannot be assumed that implementation of MM AQ-1 would reduce ROG and NO<sub>x</sub> emissions to below SCAQMD construction thresholds. Therefore, ROG and NO<sub>x</sub> emissions from the first year of construction would be significant with the implementation of mitigation.”</p> <p>Please note, SCE recognizes that the originally estimated reductions assume implementation of MM AQ-1 to the greatest extent feasible, and despite the recommended clarifying language, SCE intends to implement MM AQ-1 as written, to the greatest extent feasible.</p>
Table 4.3-12	4.3-22	The bottom row of Table 4.3-12, Summary of Estimated Maximum Daily Construction Emissions and SCAQMD Construction Thresholds, appears to incorrectly indicate year 2015 instead of 2016.	<p>The bottom row of Table 2.3-12 should be revised as follows:</p> <p>“Threshold Exceeded in <del>2015</del> 2016”</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-90 4.4.2.1	4.4-12	<p>Under the heading Special Status Natural Communities, lines 29 -34 states as follows:</p> <p>“Southern Coast Live Oak Riparian Forest is dominated by coast live oak and is typically found on slopes, stream banks, and terraces in soil derived from sandstone or clay. Threats include impacts from development and sudden oak death syndrome. The CDFW recognizes multiple different communities within the Coast Live Oak Woodland alliance; however, because the applicant’s field surveys did not distinguish between the different communities, all Coast Live Oak Woodland in the project area is considered special status in this document.”</p>	<p>The DEIR states all Coast Live Oak Woodland is sensitive, however only Southern Coast Live Oak Riparian Forest is deemed sensitive by CDFW. SCE has updated the Coast Live Oak Woodland mapping and has confirmed where Coast Live Oak Riparian Woodland occurs within the project area.</p> <p>Accordingly, SCE recommends the text be revised as follows:</p> <p><i>“Southern Coast Live Oak Riparian Forest is dominated by coast live oak and is typically found on slopes, stream banks, and terraces in soil derived from sandstone or clay. Threats include impacts from development and sudden oak death syndrome. The CDFW recognizes multiple different communities within the Coast Live Oak Woodland alliance; however, because the applicant’s field surveys did not distinguish between the different communities, all Coast Live Oak Woodland in the project area is considered special status in this document.”</i></p>
1-91 4.4.2.4	4.4-16	<p>Under the heading Special Status Wildlife Species, lines 29 – 32 state:</p> <p>“No federal or state listed threatened or endangered wildlife species are documented in the project area or have a ‘Moderate’ or ‘High’ potential to occur in the project area. However, numerous other special status wildlife species have ‘Moderate’ or ‘High’ potential to occur, while others were observed during field surveys.”</p>	<p>The DEIR language in the referenced section is inconsistent with Appendix E. The following federal or state listed endangered or threatened species are present or have a high to moderate potential to occur in the project area per the Appendix E: least Bell’s vireo (FE, SE Present), southwestern willow flycatcher (FE, SE Moderate), red-legged frog (FT: Moderate), steelhead (FE Moderate), and bald eagle (SE Present).</p> <p>Accordingly, SCE recommends this section be amended as follows:</p> <p><i>“<del>No</del> Five federal or state listed threatened or endangered wildlife species are documented in the project area or have a ‘Moderate’ or ‘High’ potential to occur in the project area. However, nNumerous other special status wildlife species have ‘Moderate’ or ‘High’ potential to occur, while others were observed during field surveys.”</i></p>



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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
4.4.4.3	4.4- 29	Under the heading Special Status Amphibians, lines 39-41 state as follows:  “California red-legged frog was not observed during surveys, but USFWS-designated critical habitat is located less than one mile upstream of the Ventura River project crossing (in San Antonio Creek; USFWS 2013b) and may be present in streams throughout the project area.”	The sentence should be clarified. The first part of the sentence’s focus is the location of critical habitat, but the second part of the sentence does not clarify that the reference is not critical habitat but instead individual frogs or their (general) habitat (not critical habitat, which is fixed). Accordingly, SCE recommends the following edit to this sentence:  “California red-legged frog was not observed during surveys, but USFWS-designated critical habitat is located less than one mile upstream of the Ventura River project crossing (in San Antonio Creek; USFWS 2013b) and <u>individuals or habitat</u> may be present in streams throughout the project area.”
4.4.4.3	4.4-29: and 4.4-30	Under the heading Special Status Amphibians, lines 43-44 on page 4.4-29 and under the heading Special Status Reptiles, lines 19-20 on page 4.4.30 state as follows:  “The applicant has not identified any wetlands or streams at or adjacent to tower work sites.”	SCE provided data in previous submittals to CPUC that included stream layers (e.g., Wetland and Other Waters Delineation Report, dated June 2013). There are construction sites adjacent to streams/ creeks/drainages (e.g., Construction Site 61), therefore this is an inaccurate statement. Accordingly, SCE recommends that this sentence be removed:  <del>“The applicant has not identified any wetlands or streams at or adjacent to tower work sites.”</del>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-94 4.4.4.3	4.4-29 and 4.4-30	<p>Under the heading Special Status Amphibians, line 49 on page 4.4-29 and lines 1-8 on page 4.4-30 state:</p> <p>“Due to the limited amount of habitat loss relative to the availability of habitat for these species in the region, impacts on these species would be considered adverse but reduced with implementation of APM BIO-1 (pre-construction surveys), APM BIO-2 (minimize impacts on vegetation), APM BIO-3 (biological monitoring), APM BIO-7 (SWPPP measures), and APM GEN-1 (Worker Environmental Awareness) but not to a level that is less than significant. Incorporation of MM BIO-1 through MM-BIO-7, for impacts on special status wildlife species in general, MM BIO-8 (in-stream restrictions to avoid breeding season and a monitoring plan for jurisdictional streams), and MM BIO-9 (red-legged frog impact reduction measures) will further reduce impacts to a level that is less than significant.”</p>	<p>As noted by the CPUC on page 4.4-25, although the loss of individual animals is permanent, small losses of individuals would not likely be significant in terms of a species’ broader population health, unless the species is very rare. The coast range newt is not a rare species, impacts would be considered low, and would not occur at the population level. Accordingly, SCE recommends this section be amended as follows:</p> <p>“Due to the limited amount of habitat loss relative to the availability of habitat for <u>coast range newt (which is a non-listed and non- fully protected species)</u> <del>these species</del> in the region, impacts on <del>these</del> <u>this</u> species would be considered <del>adverse but low, and would be reduced with implementation of APM BIO-1 (pre-construction surveys), APM BIO-2 (minimize impacts on vegetation), APM BIO-3 (biological monitoring), APM BIO-7 (SWPPP measures), and APM GEN-1 (Worker Environmental Awareness) but not to a level that is less than significant, <u>such that impacts would not likely to contribute to a trend toward listing or a loss of viability of these populations or species.</u> Incorporation of MM BIO-1 through MM-BIO-7, for impacts on special status wildlife species in general, MM BIO-8 (in-stream restrictions to avoid breeding season and a monitoring plan for jurisdictional streams) <u>would further reduce impacts on this species. Impacts to California red-legged frog would be considered adverse but reduced with implementation of APM BIO-1, APM BIO-2, APM BIO-3, APM BIO-7, and APM GEN-1 but not to a level that is less than significant. Incorporation of MM BIO-1 through MM-BIO-8, and MM BIO-9 (red-legged frog impact reduction measures) will further reduce impacts to a level that is less than significant</u> <u>for this species.</u>”</del></p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-95	4.4-30	<p>Under the heading Special Status Reptiles, lines 14 -25 states as follows:</p> <p>“Small areas of habitat used by these species may be temporarily impacted due to vegetation trimming or removal, or the construction and use of a temporary construction pad, and small areas of habitat may be lost as a function of access road rehabilitation or the construction of new spur roads or permanent crane pads. In the case of western pond turtle, impacts could occur primarily at access road crossings of streams where ground disturbance is planned during road improvement and curve-widening activities. The applicant has not identified any wetlands or streams at or adjacent to tower work sites. At the sites where habitat is present, direct impacts on these species through loss or injury could result from vehicle and equipment collisions, if hazardous materials spills occur, or if sediment loads and turbidity levels are increased in water. Due to the limited amount of habitat loss relative to the availability of habitat for these species in the region, impacts on reptile species in general would be considered adverse but reduced with implementation of APM...”</p>	<p>SCE provided data in previous submittals to CPUC that included stream layers (e.g., Wetland and Other Waters Delineation Report, dated June 2013). There are construction sites adjacent to streams/ creeks/drainages (e.g., Construction Site 61), therefore this is an inaccurate statement. Accordingly, SCE recommends this section be amended as follows:</p> <p>“Small areas of habitat used by these species may be temporarily impacted due to vegetation trimming or removal, or the construction and use of a temporary construction pad, and small areas of habitat may be lost as a function of access road rehabilitation or the construction of new spur roads or permanent crane pads. In the case of western pond turtle, impacts could occur primarily at access road crossings of streams where ground disturbance is planned during road improvement and curve-widening activities. <del>The applicant has not identified any wetlands or streams at or adjacent to tower work sites.</del> At the sites where habitat is present, direct impacts on these species through loss or injury could result from vehicle and equipment collisions, if hazardous materials spills occur, or if sediment loads and turbidity levels are increased in water. Due to the limited amount of habitat loss relative to the availability of habitat for these species in the region, impacts on reptile species in general would be considered adverse but reduced with implementation of APM...”</p>
1-96	4.4-30 and 4.4-31	<p>Under the heading Special Status Birds and Migratory Birds, lines 48-49 on page 4.4-30 and lines 1-3 on page 4.4-31 state:</p> <p>“Standards to avoid conflicts between birds and new power lines have been well described by the Avian Power Line Interaction Committee (APLIC 2012) and the applicant has committed to designing structures consistent with these guidelines for the 66-kV subtransmission lines (see Project Description, 3 Section 2.2.1.6).”</p>	<p>Please revise to cite both applicable APLIC references:</p> <p>“Standards to avoid conflicts between birds and new power lines have been well described by the Avian Power Line Interaction Committee (APLIC <u>2006</u> and <u>2012</u>) and the applicant has committed to designing structures consistent with these guidelines for the 66-kV subtransmission lines (see Project Description, 3 Section 2.2.1.6).”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-97 4.4.4.3	4.4-31	<p>Under the heading Special Status Birds and Migratory Birds, lines 40 - 43 states as follows:</p> <p>“Incorporation of MM BIO-1 through MM-BIO-8, described above, for impacts on special status wildlife species in general, MM BIO-10, designed for nesting birds specifically, and MM BIO-11, the creation of an avian protection plan, would reduce impacts on birds to a level that is less than significant.”</p>	<p>As discussed later in this comment table with respect to MM BIO-11, this is not applicable to this project. SCE is a member of APLIC and helped develop the Avian Protection Plan Guidelines (APLIC &amp; USFWS 2005). The Nesting Bird Management Plan and the Biological Opinion is intended to address avian protection for this project. Accordingly, please revise as follows:</p> <p>“Incorporation of MM BIO-1 through MM-BIO-8, described above, for impacts on special status wildlife species in general, <u>and</u> MM BIO-10, designed for nesting birds specifically, <del>and MM BIO-11, the creation of an avian protection plan,</del> would reduce impacts on birds to a level that is less than significant.”</p>
1-98 4.4.4.3	4.4-31 and 4.4-32	<p>Under the heading Southwestern willow flycatcher (Including Critical Habitat), lines 48 - 4 states as follows:</p> <p>“USFWS-designated critical habitat for the southwestern willow flycatcher would be crossed by the proposed project at the Ventura River and its associated riparian habitat in Segment 2 (USFWS 2013b; Figure 4.4-1), and there are records of this species’ occurrence in the project area in Segment 3A and 3B (Appendix E). Impacts on foraging and/or nesting southwestern willow flycatcher, including removal of a delineated territory (even if removal occurs outside the breeding season), would be considered a “take” according to the ESA, MBTA, and CFGC. With implementation of APM BIO-1, APM BIO-2, APM BIO-3, APM BIO-4 and APM GEN-1, impacts on southwestern willow flycatchers would be partially reduced. Incorporation of MM BIO-1 through MM-BIO-8, for impacts on special status wildlife species in general, MM BIO-10 and MM BIO-11, for impacts on birds in general, and MM BIO-13, designed for this species specifically, would reduce impacts to a level that is less than significant.”</p>	<p>Based on SCE’s analysis, no southwestern willow flycatcher eBird observations are recorded within 5 miles of the project area. Willow flycatcher observations, including a data point near the Segment 3A/3B split, are recorded in eBird. There are four willow flycatcher subspecies, and they are typically only identified to subspecies level when observed on breeding grounds. Observations of ‘willow flycatcher’ in the project area were not identified to the ‘southwestern willow flycatcher’ subspecies level and should not be reported as such. Accordingly, SCE recommends this section be amended as follows:</p> <p>“USFWS-designated critical habitat for the southwestern willow flycatcher would be crossed by the proposed project at the Ventura River and its associated riparian habitat in Segment 2 (USFWS 2013b; Figure 4.4-1), <del>and there are records of this species’ occurrence in the project area in Segment 3A and 3B (Appendix E).</del> Impacts on foraging and/or nesting southwestern willow flycatcher, including removal of a delineated territory (even if removal occurs outside the breeding season), would be considered a “take” according to the ESA, MBTA, and CFGC. With implementation of APM BIO-1, APM BIO-2, APM BIO-3, APM BIO-4 and APM GEN-1, impacts on southwestern willow flycatchers would be partially reduced. Incorporation of MM BIO-1 through MM-BIO-8, for impacts on special status wildlife species in general, MM BIO-10 <del>and MM BIO-11,</del> for impacts on birds in general, and MM BIO-13, designed for this species specifically, would reduce impacts to a level that is less than significant.”</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
4.4.4.3	4.4-32	<p>Under the heading Special Status Mammals, lines 33 - 48 states as follows:</p> <p>“The project area contains suitable habitat for American badger (<i>Taxidea taxus</i>), ringtail (<i>Bassariscus astutus</i>), San Diego desert woodrat, mule deer (<i>Odocoileus hemionus</i>), and mountain lion (<i>Puma concolor</i>)... Small areas of habitat used by these species may be temporarily impacted due to vegetation trimming or removal, or the construction and use of temporary laydown/work areas, and small areas of habitat may be lost as a function of access road rehabilitation or the construction of new spur roads or permanent crane pads. Due to the limited amount of habitat loss relative to the availability of habitat for these species in the region, impacts on these species would be considered low, and would be partially reduced with implementation of APM BIO-1 (pre-construction surveys), APM BIO-2 (minimize impacts on vegetation), APM BIO-3 (biological monitoring), APM BIO-5 (San Diego desert woodrat protection measures), and APM GEN-1 (Worker Environmental Awareness Plan). APM BIO-5 reduces impacts on San Diego desert woodrat specifically by requiring disturbance buffers for active middens during breeding season. Incorporation of MM BIO-1 through MM-BIO-8, described above, for impacts on special status wildlife species in general, and MM BIO-14, designed for ringtails and American badgers specifically, would reduce impacts on these species to a level that is less than significant.</p>	<p>As noted by the CPUC on page 4.4-25, although the loss of individual animals is permanent, small losses of individuals would not likely be significant in terms of a species’ broader population health, unless the species is very rare. American badger, San Diego desert woodrat, mule deer, and mountain lion are not rare species, impacts would be considered low, and would not occur at the population level. Accordingly, SCE recommends this section be amended as follows:</p> <p>“The project area contains suitable habitat for American badger (<i>Taxidea taxus</i>), ringtail (<i>Bassariscus astutus</i>), San Diego desert woodrat, mule deer (<i>Odocoileus hemionus</i>), and mountain lion (<i>Puma concolor</i>)... Small areas of habitat used by these species may be temporarily impacted due to vegetation trimming or removal, or the construction and use of temporary laydown/work areas, and small areas of habitat may be lost as a function of access road rehabilitation or the construction of new spur roads or permanent crane pads. Due to the limited amount of habitat loss relative to the availability of habitat for these species in the region, impacts on these species would be considered low, and would be <del>partially</del> reduced with implementation of APM BIO-1 (pre-construction surveys), APM BIO-2 (minimize impacts on vegetation), APM BIO-3 (biological monitoring), APM BIO-5 (San Diego desert woodrat protection measures), and APM GEN-1 (Worker Environmental Awareness Plan), <u>such that impacts would not likely to contribute to a trend toward listing or a loss of viability of these populations or species.</u> APM BIO-5 reduces impacts on San Diego desert woodrat specifically by requiring disturbance buffers for active middens during breeding season. Incorporation of MM BIO-1 through MM-BIO-8, described above, for impacts on special status wildlife species in general <u>would further reduce impacts on these species;</u> and MM BIO-14, designed for ringtails and American badgers specifically, would reduce impacts on <del>these species</del> <u>ringtails</u> to a level that is less than significant.”</p>
4.4.4.3	4.4-33	<p>Under the Impact BIO-2 discussion, lines 35-38 state as follows:</p> <p>“Additional direct impacts would result from fugitive dust deposits, which reduce plant photosynthesis, and the application of herbicides for fire protection and weed control.</p>	<p>Please modify this sentence as herbicides would not be used for fire protection or weed control:</p> <p>“Additional direct impacts would result from fugitive dust deposits, which reduce plant photosynthesis, <del>and the application of herbicides for fire protection and weed control.</del>”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-101 4.4.4.3	4.4-33	<p>Under the heading of Operations and Maintenance Impacts, lines 2-14 state:</p> <p>“However, the applicant will continue to adhere to the special status plant and wildlife APMs and MMs discussed in this document for any future inspection and maintenance activities (Section 4.4.4.1 and 4.4.5). The magnitude of adverse impacts on special status species during operations would be reduced to less than significant by complying with the conditions of applicable state and federal permits covering activities and by implementing the APMs and MMs described above, for the construction phase of the proposed project.”</p>	<p>Project specific MMs only apply during construction phase, and not O&amp;M. As noted in the current text, SCE’s compliance with the conditions of applicable state and federal permits covering O&amp;M activities would ensure that impacts from O&amp;M activities would be less than significant. Therefore, the continued adherence to APMs and MMs applicable to construction activities would not be necessary during O&amp;M. Accordingly, SCE recommends the following edits:</p> <p><del>“However, the applicant will continue to adhere to the special status plant and wildlife APMs and MMs discussed in this document for any future inspection and maintenance activities (Section 4.4.4.1 and 4.4.5). The magnitude of adverse impacts on special status species during operations would be reduced to less than significant by complying with the conditions of applicable state and federal permits covering activities and by implementing the APMs and MMs described above, for the construction phase of the proposed project.”</del></p>

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Section	Page	DEIR Language					SCE Comments and Recommendations																																																																
4.4.4.3	4.4-34  Table 4.4-3	<p>Table 4.4-3 Special Status Plant Communities found within the Project Area</p> <table border="1" data-bbox="352 435 1089 954"> <thead> <tr> <th>Special Status Plant Communities</th> <th>Segment (s) of Occurrence</th> <th>Temporary Disturbance Acreage<sup>1</sup></th> <th>Permanent Disturbance Acreage</th> <th>Total Disturbance Acreage</th> </tr> </thead> <tbody> <tr> <td>Coast Live Oak Woodland</td> <td>1, 2, 3B, 3A, 4</td> <td>6.69</td> <td>6.69</td> <td>14.70</td> </tr> <tr> <td>Southern California Black Walnut</td> <td>2</td> <td>0.12</td> <td>0.12</td> <td>0.20</td> </tr> <tr> <td>Southern Sycamore Alder Riparian</td> <td>2</td> <td>0.01</td> <td>0.01</td> <td>0.11</td> </tr> <tr> <td align="center" colspan="2"><i>Total</i></td> <td>1.54</td> <td>6.83</td> <td>8.18</td> </tr> <tr> <td>Riparian Communities<sup>2</sup></td> <td>4</td> <td>n/a</td> <td>n/a</td> <td>0.49</td> </tr> </tbody> </table> <p>Source: SCE 2012, BioResources 2013e</p> <p>Notes:</p> <p><sup>1</sup> Disturbance area is defined as all proposed project sites where ground disturbance could occur, including crane pads, laydown areas, pull-tensioning sites, tower foundation removal sites, associated yards, new spur roads, and sections of existing roads to be widened.</p> <p><sup>2</sup> The estimate for riparian habitat impacts is based on the calculated impacts on waters of the state (BioResources 2013e), and the actual amount of riparian habitat may change.</p>					Special Status Plant Communities	Segment (s) of Occurrence	Temporary Disturbance Acreage <sup>1</sup>	Permanent Disturbance Acreage	Total Disturbance Acreage	Coast Live Oak Woodland	1, 2, 3B, 3A, 4	6.69	6.69	14.70	Southern California Black Walnut	2	0.12	0.12	0.20	Southern Sycamore Alder Riparian	2	0.01	0.01	0.11	<i>Total</i>		1.54	6.83	8.18	Riparian Communities <sup>2</sup>	4	n/a	n/a	0.49	<p>The DEIR states <u>all</u> Coast Live Oak Woodland is sensitive, however only Southern Coast Live Oak Riparian Forest is deemed sensitive by CDFW. SCE has updated the Coast Live Oak Woodland mapping and has confirmed where Coast Live Oak Riparian Woodland occurs within the project area. SCE notes the locations of this sensitive community, and the associated disturbance acreage, should be updated according to the following data: temporary 0.06, permanent 0.18, and total 0.24 acres. Please note that temporary and permanent disturbance acreages do not sum across or down correctly. Accordingly, SCE recommends the following edits:</p> <p>Table 4.4-3 Special Status Plant Communities found within the Project Area</p> <table border="1" data-bbox="1119 678 1997 1174"> <thead> <tr> <th>Special Status Plant Communities</th> <th>Segment (s) of Occurrence</th> <th>Temporary Disturbance Acreage<sup>1</sup></th> <th>Permanent Disturbance Acreage</th> <th>Total Disturbance Acreage</th> </tr> </thead> <tbody> <tr> <td>Coast Live Oak Riparian Woodland</td> <td>1, 2, 3B, <del>3A</del>, 4</td> <td><del>6.69</del> <u>0.06</u></td> <td><del>6.69</del> <u>0.18</u></td> <td><del>14.70</del> <u>0.24</u></td> </tr> <tr> <td>Southern California Black Walnut Woodland</td> <td>2</td> <td>0.12</td> <td>0.12</td> <td>0.20</td> </tr> <tr> <td>Southern Sycamore Alder Riparian Woodland</td> <td>2</td> <td>0.01</td> <td>0.01</td> <td>0.11</td> </tr> <tr> <td align="center" colspan="2"><i>Total Acreage</i></td> <td>1.54</td> <td>6.83</td> <td>8.18</td> </tr> <tr> <td>Riparian Communities<sup>2</sup></td> <td>4</td> <td>n/a</td> <td>n/a</td> <td>0.49</td> </tr> </tbody> </table> <p>Source: SCE 2012, BioResources 2013e</p> <p>Notes:</p> <p><sup>1</sup> Disturbance area is defined as all proposed project sites where ground disturbance could occur, including crane pads, laydown areas, pull-tensioning sites, tower foundation removal sites, associated yards, new spur roads, and sections of existing roads to be widened.</p> <p><sup>2</sup> The estimate for riparian habitat impacts is based on the calculated impacts on waters of the state (BioResources 2013e), and the actual amount of riparian habitat may change.</p>					Special Status Plant Communities	Segment (s) of Occurrence	Temporary Disturbance Acreage <sup>1</sup>	Permanent Disturbance Acreage	Total Disturbance Acreage	Coast Live Oak Riparian Woodland	1, 2, 3B, <del>3A</del> , 4	<del>6.69</del> <u>0.06</u>	<del>6.69</del> <u>0.18</u>	<del>14.70</del> <u>0.24</u>	Southern California Black Walnut Woodland	2	0.12	0.12	0.20	Southern Sycamore Alder Riparian Woodland	2	0.01	0.01	0.11	<i>Total Acreage</i>		1.54	6.83	8.18	Riparian Communities <sup>2</sup>	4	n/a	n/a	0.49
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Section	Page	DEIR Language	SCE Comments and Recommendations
1-103 4.4.4.3	4.4-34	<p>Under the discussion of Impact BIO-2, lines 8-15 state:</p> <p><i>“Southern Coast Live Oak Riparian Forest plant community is documented at multiple locations and in all segments of the route (Figure 4.4-2). A number of towers and associated work areas, and sites of planned access road improvement would be located in this plant community on Segments 3A, 3B and 4. Multiple tower footing removal sites on Segments 1 and 2 are present in this woodland community. In total, less than seven acres of this natural community could be impacted at these sites. The CDFW considers several types of Coast Live Oak communities to be special status; however, because the Proponent’s Environmental Assessment combined all of the Coast Live Oak community types under the more general “Coast Live Oak Woodland,” this document cannot separate out the special status types and thus considers the entire group to be special status.”</i></p>	<p>The DEIR states <u>all</u> Coast Live Oak Woodland is sensitive, however only Southern Coast Live Oak Riparian Forest is deemed sensitive by CDFW. SCE has updated the Coast Live Oak Woodland mapping and has confirmed where Coast Live Oak Riparian Woodland occurs within the project area. Accordingly, the acreage of project impacts to Southern Coast Live Oak Riparian Forest should be revised to 0.24 acres. Accordingly, SCE recommends the following edits:</p> <p><i>“Southern Coast Live Oak Riparian Forest plant community is documented at multiple locations and in all segments of the route (Figure 4.4-2). <del>A number of</del> <u>Some</u> towers and associated work areas, and sites of planned access road improvement would be located in this plant community on Segments <del>3A,</del> 3B and 4. Multiple tower footing removal sites on Segments 1 and 2 are <del>present in adjacent to</del> <u>present in adjacent to</u> this woodland community, <u>however none are located within it</u>. In total, less than <del>seven</del> <u>seven half an</u> acres of this natural community could be impacted at these sites. <del>The CDFW considers several types of Coast Live Oak communities to be special status; however, because the Proponent’s Environmental Assessment combined all of the Coast Live Oak community types under the more general “Coast Live Oak Woodland,” this document cannot separate out the special status types and thus considers the entire group to be special status.”</del></i></p>



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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-104</b> 4.4.4.3	4.4-34	<p>Under the discussion of Impact BIO-2, lines 18-22 state:</p> <p><i>“Southern Sycamore Alder Riparian Woodland plant community was not recorded during the applicant’s field surveys; however, California sycamore (Platanus racemosa) was recorded, and a CNDDDB record for this plant community is present at one tower footing removal site on Segment 2 (Figure 4.4-2). Analysis of aerial photographs indicates that this site is densely treed, and impacts on individual trees are possible.”</i></p>	<p>SCE concurs that this community is mapped by CDFW within the project area. However, as SCE indicated in Data Request #6: BIO#18, although some characteristics of Southern Sycamore Alder Riparian Woodland occur (e.g. individual sycamore and alders) within the drainage bottoms within the subject area, the dominant riparian associated community within 500 feet of the project alignment (i.e. survey area) is coast live oak, which is surrounded primarily by upland chaparral and scrub species. Therefore, impacts to this community area not expected. Accordingly, SCE recommends the following edits:</p> <p><i>“Southern Sycamore Alder Riparian Woodland plant community was not recorded during the applicant’s field surveys; however, California sycamore (Platanus racemosa) was recorded, and a CNDDDB record for this plant community is present at one tower footing removal site on Segment 2 (Figure 4.4-2). Analysis of aerial photographs indicates that this site is densely treed, and impacts on individual trees are possible. <u>However, the tower footing removal site is within a previously and existing disturbed area. As such, none to minimal vegetation (e.g. ground cover) disturbance is expected during construction activities to the surrounding vegetation, which includes scrub and oak habitat. The applicant would not remove the tower footing if it would result in impacts to sensitive biological resources (e.g. native trees or habitat), or result in erosion concerns.”</u></i></p>
<b>1-105</b> 4.4.4.3	4.4-35	<p>Under the heading Operations Impacts, lines 17 – 21 state:</p> <p><i>“The magnitude of adverse impacts on special status natural communities during operations would be reduced to less than significant by complying with the conditions of applicable state and federal permits covering activities and by implementing the APMs and MMs described above, for the construction phase of the proposed project.”</i></p>	<p>As noted elsewhere in this table, project specific MMs only apply during construction phase, and not O&amp;M. As noted in the current text, SCE’s compliance with the conditions of applicable state and federal permits covering O&amp;M activities would ensure that impacts from O&amp;M activities would be less than significant. Therefore, the continued adherence to APMs and MMs applicable to construction activities would not be necessary during O&amp;M. Accordingly, SCE recommends the following edits:</p> <p><i>“The magnitude of adverse impacts on special status natural communities during operations would be reduced to less than significant by complying with the conditions of applicable state and federal permits covering activities <del>and by implementing the APMs and MMs described above, for the construction phase of the proposed project.”</del></i></p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-106 4.4.4.3	4.4-38	<p>Under the heading Operations and Maintenance Impacts, lines 15 – 19 state:</p> <p>“The magnitude of adverse impacts on federally protected wetlands and waterways during operations would be reduced to less than significant by complying with the conditions of applicable state and federal permits covering activities in wetlands, and by implementing the APMs and MMs described above, for the construction phase of the proposed project.”</p>	<p>Please refer to the above comment, and revise this measure accordingly:</p> <p>“The magnitude of adverse impacts on federally protected wetlands and waterways during operations would be reduced to less than significant by complying with the conditions of applicable state and federal permits covering activities in wetlands, <del>and by implementing the APMs and MMs described above, for the construction phase of the proposed project.</del>”</p>
1-107 4.4.4.3	4.4-39 and 4.4-40	<p>Under the heading Operation, starting on line 41 on page 4.4-39 and continuing through line 4 on page 4.4-40, the DEIR states:</p> <p>“Operation of the proposed project would require periodic maintenance of access and spur roads and areas around subtransmission structures. This periodic maintenance may require trimming of protected trees to ensure safe operation of the subtransmission lines and to ensure access for routine and emergency maintenance. This maintenance work would be conducted consistent with CPUC GO 95, Rule 35 and California Public Resources Code Sections 4292 and 4293. Additionally, implementation of APM BIO-1 through APM BIO-3 and APM GEN-1, designed to reduce impacts on native vegetation and habitats, would reduce impacts on trees, but not to a level that is less than significant. Incorporation of MM BIO-1 through MM BIO-5, designed to reduce impacts on trees and sensitive natural woodland communities, would reduce impacts on trees to a level that is less than significant. By incorporating the mitigation measure described above, the proposed project would not conflict with local policies or ordinances protecting biological resources, including tree preservation policies or ordinances.”</p>	<p>Please see comment above and revise accordingly:</p> <p>“Operation of the proposed project would require periodic maintenance of access and spur roads and areas around subtransmission structures. This periodic maintenance may require trimming of protected trees to ensure safe operation of the subtransmission lines and to ensure access for routine and emergency maintenance. This maintenance work would be conducted consistent with CPUC GO 95, Rule 35 and California Public Resources Code Sections 4292 and 4293. <del>Additionally, implementation of APM BIO-1 through APM BIO-3 and APM GEN-1, designed to reduce impacts on native vegetation and habitats, would reduce impacts on trees, but not to a level that is less than significant. Incorporation of MM BIO-1 through MM BIO-5, designed to reduce impacts on trees and sensitive natural woodland communities, would reduce impacts on trees to a level that is less than significant. By incorporating the mitigation measure described above, the proposed project would not conflict with local policies or ordinances protecting biological resources, including tree preservation policies or ordinances. Inspection and maintenance activities would be infrequent and confined to previously disturbed areas, and would be of much lower intensity than construction-related activities described above. Accordingly, these activities are not projected to have any substantial adverse effect on protected trees, and would be conducted in accordance with the conditions of applicable state and federal permits covering activities.</del>”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-108 MM BIO-1	4.4-40	<p>Lines 14-19 of MM BIO-1: Limits of Construction Activities: Project Boundaries and Sensitive Areas Clearly Marked, state as follows:</p> <p>“Identified sensitive resources such as hydrologic features, special status plants and natural communities, and known wildlife habitat (e.g., nests, burrows, dens, middens) will be assigned a buffer as appropriate and clearly marked (e.g., with signs, flagging, ropes, and/or fencing) and avoided unless previously approved. A CPUC-approved qualified biologist will propose a buffer distance to the CPUC, and the CPUC will determine the need for consultation with appropriate resource agency (ies).”</p>	<p>Note, SCE recommends clarifying what type of wildlife habitat would be buffered (i.e., not all; only those associated with special status/listed species). Additionally, SCE will communicate and coordinate with the CPUC and not the biological consultant (not sure this is clear, why is the word biological consultant used?). Accordingly, SCE recommends the following edits:</p> <p>“Identified sensitive resources such as hydrologic features, special status plants and natural communities, and known wildlife habitat <u>of special status species</u> (e.g., nests, burrows, dens, middens) will be assigned a buffer as appropriate and clearly marked (e.g., with signs, flagging, ropes, and/or fencing) and avoided unless previously approved. A CPUC-approved qualified biologist will propose a buffer distance <u>if sensitive resources are identified to the CPUC, and SCE will consult the CPUC will determine the need for consultation</u> with appropriate resource agency (ies), <u>where appropriate.</u>”</p>
1-109 4.4.5 MM BIO-2	4.4-40	<p>Lines 35-36 of MM BIO-2: Pre-construction Survey Timing and Location Stipulations, state:</p> <p>“If a special status species is found at any time, the CPUC-approved biologist will contact the appropriate wildlife agency(ies), in addition to the CPUC, within 48 hours.”</p>	<p>Please see comment above and revise accordingly:</p> <p>If a special status species is found at any time, <del>the CPUC approved biologist</del> SCE will contact the appropriate wildlife agency(ies), in addition to the CPUC, within 48 hours</p>
1-110 MM BIO-3	4.4-41	<p>Lines 24 – 27 of MM BIO-3: Noxious and Invasive Weed Control Plan, state:</p> <p>“This plan will be developed in consultation with resource agencies (CDFW, Santa Barbara and Ventura Counties, CPUC, as appropriate) and will be provided to these agencies for review and comment six months prior to the start of construction, with the intent to produce a final draft of the plan no later than two months prior to the start of construction.”</p>	<p>SCE would submit this plan prior to the start of construction and in conjunction with the NTP request. Timeframe as specified in the DEIR does not provide a reasonable amount of time for SCE to prepare the plan and may also not be feasible based on the current project schedule. Accordingly, SCE recommends the following edits:</p> <p>“This plan will be developed in consultation with resource agencies (CDFW, Santa Barbara and Ventura Counties, CPUC, as appropriate) and will be provided to these agencies for review and comment <del>six months</del> prior to the start of construction, <del>with the intent to produce a final draft of the plan no later than two months prior to the start of construction.</del>”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-111 MM BIO-5	4.4-42	<p>Lines 7 – 13 of MM BIO-5: Habitat Restoration and Mitigation, state:</p> <p>“Prior to construction, the applicant will submit a Habitat Restoration and Mitigation Plan to address areas of habitat loss to be restored or mitigated (for disturbances to jurisdictional features, see MM BIO-7). This plan will be developed in consultation with resource agencies (NMFS, USFWS, CDFW, Santa Barbara and Ventura Counties, CPUC, as appropriate) and will be provided to these agencies for review and comment six months prior to the start of construction, with the intent to produce a final draft of the plan no later than two months prior to the start of construction.”</p>	<p>SCE would submit this plan prior to the start of construction and in conjunction with the NTP request. The timeframe as specified in the DEIR does not provide a reasonable amount of time for SCE to prepare the plan and may also not be feasible based on the current project schedule. Accordingly, please revise as follows:</p> <p>“Prior to construction, the applicant will submit a Habitat Restoration and Mitigation Plan to address areas of habitat loss to be restored or mitigated (for disturbances to jurisdictional features, see MM BIO-7). This plan will be developed in consultation with resource agencies (NMFS, USFWS, CDFW, Santa Barbara and Ventura Counties, CPUC, as appropriate) and will be provided to these agencies for review and comment six months prior to the start of construction, with the intent to produce a final draft of the plan no later than two months prior to the start of construction.”</p>
1-112 MM BIO-6	4.4-42	<p>Lines 32 – 42 of MM BIO-6: Wildlife Protection, state:</p> <p>“To prevent entrapment of wildlife, all steep-walled trenches, auger holes, or other excavations will be covered at the end of each day. Fencing will be maintained around the covered excavations at night. For any open excavations, earthen escape ramps will be maintained. A CPUC-approved biological monitor will inspect all trenches, auger holes, or other excavations a minimum of twice per day during non-summer months and a minimum of three times per day during the summer (hotter) months, and also immediately prior to back-filling. Any wildlife species found will be safely removed and relocated out of harm’s by a CPUC-approved biological monitor, using suitable tools such as a pool net when applicable. For safety reasons, biological monitors will under no circumstance enter open excavations.”</p>	<p>SCE or its contractor will be responsible for ensuring safety throughout the project. Safety measures typically are not individually included within resource sections of the CEQA analysis. SCE recommends the following edit:</p> <p>“To prevent entrapment of wildlife, all steep-walled trenches, auger holes, or other excavations will be covered at the end of each day. Fencing will be maintained around the covered excavations at night. For any open excavations, earthen escape ramps will be maintained. A CPUC-approved biological monitor will inspect all trenches, auger holes, or other excavations a minimum of twice per day during non-summer months and a minimum of three times per day during the summer (hotter) months, and also immediately prior to back-filling. Any wildlife species found will be safely removed and relocated out of harm’s by a CPUC-approved biological monitor, using suitable tools such as a pool net when applicable. For safety reasons, biological monitors will under no circumstance enter open excavations.”</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
<p>MM BIO-8</p> <p>1-113</p>	<p>4.4-43</p>	<p>The first bullet of MM BIO-8, Impact Reduction on Hydrologic Features and Aquatic Habitat, states as follows:</p> <p>“Ensure that CPUC-approved biological monitors will establish and maintain a minimum exclusionary buffer of 50 feet from the delineated extent of all jurisdictional features during construction and restoration. If the applicant cannot maintain the 50 foot exclusionary buffer from the delineated bed/bank of a drainage feature during project construction and restoration, the applicant will obtain all necessary permits from appropriate agencies (USFWS, NMFS, CDFW, USACE, CPUC, County, as appropriate); will provide standard SWPPP BMP measures to prevent any solid or liquid materials from entering the drainage; and the applicant will submit proposed measures to CPUC for approval prior to construction. Measures should include information on crossing streams on road beds. Vehicle or equipment travel and construction or restoration of any proposed project component that requires altering, removing, or filling the bed or bank of seasonal drainages or other jurisdictional or potentially jurisdictional water features will be performed only when water is not present in the feature, unless otherwise permitted by agencies (USFWS, NMFS, CDFW, USACE, CPUC, and County as appropriate).”</p>	<p>Please note, the resource agencies (USACE, RWQCB, and RWQCB) will not issue permit authorizations/agreements for activities that occur outside of their jurisdiction): Therefore work within a 50 foot buffer zone, but not within a jurisdictional feature, is not required to obtain permits. However, SCE will implement SWPPP BMPs within work areas located within 50 feet of a jurisdictional resource to ensure potential runoff is contained within the work areas.</p> <p>Accordingly, SCE recommends the first bullet of MM BIO-8 be revised as follows to more appropriately designate buffers:</p> <p>“Ensure that CPUC-approved biological monitors will establish and maintain a minimum exclusionary buffer of 50 feet from the delineated extent of all jurisdictional features during construction and restoration. <del>If the applicant cannot maintain the 50 foot exclusionary buffer from the delineated bed/bank of a drainage feature during project construction and restoration,</del> <u>the applicant will obtain all necessary permits from appropriate agencies (USFWS, NMFS, CDFW, USACE, CPUC, County, as appropriate); for those proposed work areas located within 50 feet of a jurisdictional feature the applicant will provide standard SWPPP BMP measures to prevent any solid or liquid materials from entering the drainage; and the applicant will submit proposed measures to CPUC for approval prior to construction. Measures should include information on crossing streams on road beds. Vehicle or equipment travel and construction or restoration of any proposed project component that requires altering, removing, or filling the bed or bank of seasonal drainages or other jurisdictional or potentially jurisdictional water features will be performed only when water is not present in the feature, unless otherwise permitted by agencies (USFWS, NMFS, CDFW, USACE, CPUC, and County as appropriate).”</u></p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-114 4.4.5	4.4-43	<p>The second bullet of MM BIO-8: Impact Reduction on Hydrologic Features and Aquatic Habitat, states:</p> <ul style="list-style-type: none"> <li>• “Prior to construction, the applicant will submit a Hydrologic Features Mitigation Monitoring Plan for affected hydrologic features in consultation with resource agencies (USFWS, NMFS, CDFW, USACE, Santa Barbara County, CPUC, as appropriate) and will provide to these agencies for review and comment four months prior to the start of construction, with the intent to produce a final draft of the plan no later than one month prior to the start of construction.”</li> </ul>	<p>SCE would submit this plan prior to the start of construction and in conjunction with the NTP request. Timeframe as specified in the DEIR does not provide a reasonable amount of time for SCE to prepare the plan and may also not be feasible based on the current project schedule. Accordingly, SCE recommends the following edits:</p> <ul style="list-style-type: none"> <li>• “Prior to construction, the applicant will submit a Hydrologic Features Mitigation Monitoring Plan for affected hydrologic features in consultation with resource agencies (USFWS, NMFS, CDFW, USACE, Santa Barbara County, CPUC, as appropriate) and will provide to these agencies for review and comment <del>four months</del> prior to the start of construction, <del>with the intent to produce a final draft of the plan no later than one month prior to the start of construction.</del>”</li> </ul>

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Section	Page	DEIR Language	SCE Comments and Recommendations
MM BIO-9	4.4-43 and 4.4-44	<p>MM BIO-9: California Red-Legged Frog Impact Reduction Measures reads as follows</p> <p>“MM BIO-9: California Red-Legged Frog Impact Reduction Measures. To reduce impacts on California red-legged frog, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>• A CPUC-approved qualified biologist will conduct habitat assessment surveys in accordance with the most recent USFWS protocol (e.g., USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog, August 2005) for California red-legged frog at all jurisdictional drainage features that would be impacted in project area prior to construction (Table 4.4-4).</li> <li>• In areas where suitable habitat is determined to be present, pre-construction surveys in accordance with the most recent USFWS protocol (e.g., USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog August 2005) for the California red-legged frog will be conducted to determine presence in the vicinity of the project area.</li> <li>• If this species is identified in the project area at any time, the USFWS, CDFW, and CPUC will be notified within 48 hours and the applicant will consult with these agencies to determine the appropriate next steps.”</li> </ul>	<p>SCE recommends including additional language for assuming presence of red-legged frog in lieu of conducting protocol surveys. The additional recommend text provides measures to avoid and minimize impacts to red-legged frogs to less than significant levels, if assumed to be present within appropriate habitat within the project area. These measures were developed per SCE consultation with the USFWS and ACOE, and in accordance with the ACOE Programmatic Biological Opinion. SCE recommends that the mitigation measures be revised as below to reflect the above assumptions:</p> <p>“MM BIO-9: California Red-Legged Frog Impact Reduction Measures. To reduce impacts on California red-legged frog, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>• A CPUC-approved qualified biologist will conduct habitat assessment surveys in accordance with the most recent USFWS protocol (e.g., USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog, August 2005) for California red-legged frog at all jurisdictional drainage features that would be impacted in project area prior to construction (Table 4.4-4).</li> <li>• In areas where suitable habitat is determined to be present, pre-construction surveys in accordance with the most recent USFWS protocol (e.g., USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog August 2005) for the California red-legged frog will be conducted to determine presence in the vicinity of the project area.</li> <li>• If this species is identified in the project area at any time, the USFWS, CDFW, and CPUC will be notified within 48 hours and the applicant will consult with these agencies to determine the appropriate next steps.</li> <li>• <u>If SCE assumes the presence of California red-legged frog in all suitable habitat for which SCE chooses not to, or is unable to, perform protocol-level surveys, SCE and/or its contractors shall minimize impacts on California red-legged frog by avoiding suitable habitat whenever possible. <input type="checkbox"/> <input type="checkbox"/> Additional measures to avoid and minimize impacts to California red-legged frog and their habitat shall be implemented as required by USFWS, but will include the following at a minimum:</u></li> </ul>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-115 cont.			<ul style="list-style-type: none"> <li>• <u>A USFWS-approved biologist shall survey the work site no more than two weeks before the onset of construction activities.</u></li> <li>• <u>If California red-legged frogs are found, relocations would be conducted only in consultation with the USFWS. If the USFWS approves moving animals, the approved biologists shall be allowed sufficient time to move California red-legged frog from the work site before work activities begin. Only USFWS-approved biologist shall participate in activities associated with the capture, handling, and monitoring of California red-legged frog.</u></li> <li>• <u>Before any construction activities begin on a project, a USFWS-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat and the general measures that are being implemented to conserve the California red-legged frog as they relate to the project.</u></li> <li>• <u>A USFWS-approved biologist shall be present at the work site until such time as all removal of California red-legged frogs, instruction of workers, and habitat disturbance have been completed. After this time, SCE shall designate a person to monitor on-site compliance with all minimization measures.</u></li> <li>• <u>The monitor and the USFWS-approved biologist shall have the authority to halt any action that may result in impacts to California red-legged frog.</u></li> <li>• <u>During project activities, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.</u></li> <li>• <u>All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 100 feet from any riparian and aquatic habitat. All workers shall be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.”</u></li> </ul>



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Section	Page	DEIR Language	SCE Comments and Recommendations
1-116 MM BIO-10	4.4-44	<p>The third bullet of MM BIO-10: Nesting Bird Management Plan, state:</p> <ul style="list-style-type: none"> <li>• “A process for a reduction from the plan’s nesting buffer distances. Buffer reductions for special status species and raptors must be approved by appropriate wildlife agencies and the CPUC. Buffer reductions for common species must be approved by the CPUC.”</li> </ul>	<p>In early discussions with wildlife agencies, they have indicated they cannot give approval, but rather concurrence. SCE is ultimately liable if there is a nest failure, so approval from the agencies is not the appropriate term. For common species, SCE will notify CPUC prior to implementation of a buffer reduction. The requirement for CPUC to approve buffer reductions for common species prior to SCE’s implementation of them would place an undue burden on SCE and potential cause delays to construction and increased costs. Accordingly, SCE recommends the following edits:</p> <ul style="list-style-type: none"> <li>• “A process for a reduction from the plan’s nesting buffer distances. Buffer reductions for special status species and raptors must <del>be approved</del> <u>receive concurrence</u> by appropriate wildlife agencies and the CPUC. Buffer reductions for common species <u>will be determined by the CPUC approved biologist and SCE will notify the CPUC prior to implementation</u> <del>must be approved by the CPUC.</del>”</li> </ul>
1-117 4.4.5 MM BIO-11	4.4-44	<p><del>Lines 40—46 of</del> MM BIO-11: Avian Protection Plans, states:</p> <p>“MM BIO-11: Avian Protection Plans. At least three months prior to construction, the applicant will submit an avian protection plan in accordance with Avian Protection Plan Guidelines (APLIC and USFWS 2005). The final avian protection plan shall be implemented, as specified, throughout construction and restoration. The avian protection plan will include provisions to reduce impacts on avian species during construction, restoration, and operation of the proposed project, and will provide for the adaptive management of project-related issues. The avian protection plans will be reviewed and approved by the CDFW, USFWS, and CPUC prior to construction.”</p>	<p>SCE is a member of APLIC and helped develop the Avian Protection Plan Guidelines (APLIC &amp; USFWS 2005). The nesting bird management plan and the Biological Opinion will cover avian protection for this project. As specified in the PEA, the project will be developed in accordance with APLIC guidelines. Accordingly, SCE recommends removal of the mitigation measure as shown below:</p> <p><del>MM BIO-11: Avian Protection Plans. At least three months prior to construction, the applicant will submit an avian protection plan in accordance with Avian Protection Plan Guidelines (APLIC and USFWS 2005). The final avian protection plan shall be implemented, as specified, throughout construction and restoration. The avian protection plan will include provisions to reduce impacts on avian species during construction, restoration, and operation of the proposed project, and will provide for the adaptive management of project related issues. The avian protection plans will be reviewed and approved by the CDFW, USFWS, and CPUC prior to construction.</del></p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
<p>1-118</p> <p>MM BIO-12</p>	<p>4.4-45</p>	<p>The third and fifth bullets of MM BIO-12: Burrowing Owl Impact Reduction Measures, state:</p> <ul style="list-style-type: none"> <li>• “If an occupied burrow is identified, buffer distances prescribed by the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 2012 or more recent) will be implemented.</li> <li>• The CPUC-approved qualified biologist will report all project-related burrowing owl injuries or mortalities to CDFW and the CPUC within 12 hours of discovery and will follow CDFW’s recommended actions.”</li> </ul>	<p>The 2012 Staff Report from CDFW recommends buffer distances based on burrowing owls in remote locations in Canada and these circumstances are not typical of southern California burrowing owl habitat. SCE recommends that buffers should be based on site-specific circumstances and individual owl tolerance. Separately, it is SCE that will communicate and coordinate with the CPUC and resource agencies, not the biological consultant. Accordingly, SCE recommends the following edits:</p> <ul style="list-style-type: none"> <li>• “If an occupied burrow is identified, buffer distances <del>prescribed</del> <u>appropriate to the circumstances (owl tolerance and construction activity level) and as explained</u> by the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 2012 or more recent) <u>and clarified by CDFW (CDFW letter to PG&amp;E 2013)</u> will be implemented.</li> <li>• The <del>CPUC-approved qualified biologist will report all project-related burrowing owl injuries or mortalities to CDFW and the CPUC will be notified</del> <u>of all project related burrowing owl injuries or mortalities within 12 hours of discovery and will follow CDFW’s recommended actions.”</u></li> </ul>

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Section	Page	DEIR Language	SCE Comments and Recommendations
MM BIO-14	4.4-46	<p>The first, second and fourth bullets of MM BIO-14: Ringtail and American Badger Impacts Reduction Measures, state:</p> <p>“MM BIO-14: Ringtail and American Badger Impacts Reduction Measures. To reduce impacts on ringtail and American badger, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>• If occupied ringtail dens or badger burrows are observed during pre-construction surveys or sweeps a CPUC-approved qualified biologist will recommend an appropriate buffer distance around the den or burrow to the CPUC. Once the distance is approved by the CPUC, the biologist will demarcate the disturbance buffer and construction activities will be restricted within the buffer.</li> <li>• CPUC-approved qualified biologists will be notified if ringtails or badgers are observed within the project area during construction activities. Work will immediately be stopped in the area if the CPUC-approved qualified biologists find an occupied den or burrow within 100 feet of construction activities. Work can resume once the den or burrow is confirmed to be unoccupied by a CPUC-approved qualified biologist or an appropriate buffer is approved by the CPUC and implemented.</li> <li>• If badger burrows cannot be avoided, a CPUC-approved qualified biologist will ensure passive relocation of the occupants by installing one-way trap doors on the burrow. The burrow will be collapsed after the badger vacates.</li> </ul>	<p>As noted by the CPUC on page 4.4-25, although the loss of individual animals is permanent, small losses of individuals would not likely be significant in terms of a species’ broader population health, unless the species is very rare. American badger is not a rare species, impacts would be considered low, and would not occur at the population level.</p> <p>SCE recommends revising MM-BIO 14 to provide badger protection without placing an undue burden on construction, such as project delays or increased costs, as shown below:</p> <p>“MM BIO-14: Ringtail and American Badger Impacts Reduction Measures. To reduce impacts on ringtail and American badger, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>• If occupied ringtail dens <del>or badger burrows</del> are observed during pre-construction surveys or sweeps <del>a CPUC-approved qualified biologist</del> SCE will recommend an appropriate buffer distance around the den <del>or burrow</del> to the CPUC. Once the distance is approved by the CPUC, the biologist will demarcate the disturbance buffer and construction activities will be restricted within the buffer. <u>If badger burrows are observed, SCE will buffer the burrow to the greatest extent feasible.</u></li> <li>• CPUC-approved qualified biologists will be notified if ringtails <del>or badgers</del> are observed within the project area during construction activities. Work will immediately be stopped in the area if the CPUC-approved qualified biologists find an occupied den <del>or burrow</del> within 100 feet of construction activities. Work can resume once the den <del>or burrow</del> is confirmed to be unoccupied by a CPUC-approved qualified biologist or an appropriate buffer is approved by the CPUC and implemented. <u>If badgers are observed during construction and a burrow is located, the qualified biologist will buffer the burrow to the greatest extent feasible.</u></li> </ul>

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Section	Page	DEIR Language	SCE Comments and Recommendations
<b>1-119 cont.</b>		<ul style="list-style-type: none"> <li>• During the spring months when young may be present in burrows, burrows must be checked for young before installation of the one-way trap door. If young are present during relocation efforts, all work will stop within 100 feet of the burrow until the young have left the burrows within the project area.</li> <li>• If ringtail dens cannot be avoided, the applicant will consult the appropriate agencies (CDFW, CPUC) to determine an appropriate course of action, including potential passive relocation or other measures.</li> <li>• Prior to any relocation efforts, the applicant will obtain specific approval from the appropriate agencies (CDFW, CPUC).”</li> </ul>	<ul style="list-style-type: none"> <li>• If badger burrows cannot be avoided, a CPUC-approved qualified biologist will ensure passive relocation of the occupants by installing one-way trap doors on the burrow. The burrow will be collapsed after the badger vacates.</li> <li>• During the spring months when <u>badger</u> young may be present in burrows, burrows must be checked for young before installation of the one-way trap door. If young are present, <del>during</del> relocation efforts, <del>all work will stop within 100 feet of the burrow</del> <u>will be postponed</u> until the young have left the burrows <del>within the project area.</del></li> <li>• If ringtail dens cannot be avoided, the applicant will consult the appropriate agencies (CDFW, CPUC) to determine an appropriate course of action, including potential passive relocation or other measures.</li> <li>• Prior to any relocation efforts, the applicant will obtain specific approval from the appropriate agencies (CDFW, CPUC).”</li> </ul>
<b>1-120</b>	4.5-15	Under the heading Paleontology Field Survey with the discussion of Segment 3A, the last sentence is incomplete (see lines 15-16)	<p>SCE assumes this was an inadvertent error. SCE recommends that the sentence be completed as follows below:</p> <p>The younger portions have no paleontological sensitivity, but the portions that are over 10,000 years old are considered <u>to have a moderate to high potential to yield paleontological resources.</u></p>
<b>1-121</b>	4.5-6	In the row regarding SBCRP-3 under Comments, it states: Requires formal evaluation for eligibility for CRHR	<p>As stated on page 4.5-10, line 7, SBCRP-3 has been recommended ineligible for the CRHR. Please correct the table accordingly:</p> <ul style="list-style-type: none"> <li>• <del>“Ineligible Requires formal evaluation for eligibility for CRHR”</del></li> </ul>
<b>1-122</b>	4.5-8	<p>Under the CA-VEN-1109H Segment 3B discussion, the DEIR states on lines 37 - 39:</p> <p>“Overall, 16 tower locations were inventoried along Segment 3B. The remaining 12 towers and associated access roads have not yet been inventoried.”</p>	<p>This statement was accurate at the time of the PEA submittal. However, a survey of the Segment 3B towers was completed and results were included in the “main survey report” as it characterized in the DEIR. Accordingly, please revise as follows:</p> <p><del>“Overall, 16 towers and associated access roads have not yet been inventoried.”</del>  <u>“Overall, 16 28 tower locations were inventoried along Segment 3B. The remaining 12 towers and associated access roads have not yet been inventoried.”</u></p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-123</b> 4.5.3.2	4.5-24	The discussion under APM-CUL-1 states on lines 13 -15 as follows:  “The resource would then be evaluated for listing in the CRHR by a qualified archaeologist, and, if the resource is determined to be eligible for listing in the CRHR, either the resource would be avoided or appropriate archaeological protective measures would be implemented.”	Please note that resources that cannot be avoided will not necessarily be protected but instead mitigated. Please revise accordingly as follows:  “The resource would then be evaluated for listing in the CRHR by a qualified archaeologist, and, if the resource is determined to be eligible for listing in the CRHR, either the resource would be avoided <u>or mitigated</u> <del>appropriate archaeological protective measures would be implemented.</del> ”
<b>1-124</b> 4.5.3.3	4.5-25	Under the discussion of Impact CR-1, the DEIR states as follows on lines 16 - 18:  “Cultural resource site SBCRP-3 was also recorded as a result of the surveys for the proposed project and requires formal evaluation for eligibility for CRHR.”	As stated on page 4.-10, line 7, SBCRP-3 has been recommended ineligible for the CRHR. Please revise accordingly as follows below:  “Cultural resource sites SBCRP-1, SBCRP-2 <u>and SBCRP-3</u> were recorded as a result of the surveys for the proposed project and have been determined to be ineligible for inclusion in the CRHR. <del>Cultural resource site SBCRP-3 was also recorded as a result of the surveys for the proposed project and requires formal evaluation for eligibility for CRHR.</del> ”
<b>1-125</b> 4.5.3.3	4.5-25	Under the heading Impact CR-1, lines 27-28 state as follows:  “...cultural resource surveys (transects no greater than 10 meters) for all areas...”	Surveys with transects of 15 meters are common and accepted in the cultural resources survey industry. Please also note that while 15 meters would be the maximum transect distance, in many instances surveys would be done with transects closer than 15 meters due to topography and vegetation.  Accordingly, SCE recommends revising lines 27-28 as follows: “...cultural resource surveys (transects no greater than <u>15</u> meters) for all areas...”
<b>1-126</b> MM-CR-1	4.5-26	Under the heading MM CR-1, lines 32-33 state as follows:  “...cultural resource surveys (transects no greater than 10 meters) for all areas...”	As noted above, surveys with transects of 15 meters are common and accepted in the cultural resources survey industry. Please also note that while 15 meters would be the maximum transect distance, in many instances surveys would be done with transects closer than 15 meters due to topography and vegetation.  Accordingly, SCE recommends revising lines 32-33 as follows: “...cultural resource surveys (transects no greater than <u>15</u> meters) for all areas...”

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-127 MM CR-2	4.5-27	<p>MM CR-2 states on lines 1-2 on page 4.5-27 as follows:</p> <p>“All cultural resources located within or adjacent to Environmentally Sensitive Areas will be protected by temporary fencing prior to the start of construction activities within 100 feet of the areas. All Environmentally Sensitive Areas will be avoided throughout construction and restoration of the proposed project to the maximum extent feasible. If the areas cannot be avoided, no work will be conducted in the area until a CPUC-approved cultural resources consultant (MM CR-3) inspects the cultural resources and determines whether further investigation is required. If further investigation is required, work will not be conducted in the area until testing and evaluation (MM CR-8) and data recovery (MM CR-9), if necessary, are completed. The temporary fencing will be installed by or under the direct supervision of a qualified archaeologist. The fencing will surround the site, leaving a 50-foot buffer (at minimum). No signs will be placed that indicate an Environmentally Sensitive Area contains cultural resources. The temporary fencing will be removed once construction in proximity to the Environmentally Sensitive Area is complete.”</p>	<p>Please note this measure has contradictory buffer references. Fifty feet is an appropriate buffer to protect cultural resources. In addition, SCE recommends the measure be revised to allow for flexibility for using fencing or signage, as some sites may not always need to be completely surrounded by ESA markings. SCE’s recommendations are as follows:</p> <p>“All cultural resources located within <u>50 feet of construction areas will be protected by installing or adjacent to Environmentally Sensitive Areas (ESA) signage will be protected by temporary or fencing</u> prior to the start of construction activities, <del>within 100 feet of the areas.</del> All Environmentally Sensitive Areas will be avoided throughout construction and restoration of the proposed project to the maximum extent feasible. If the areas cannot be avoided, no work will be conducted in the area until a CPUC-approved cultural resources consultant (MM CR-3) <u>in consultation with SCE</u> inspects the cultural resources and determines whether further investigation is required. If further investigation is required, work will not be conducted <u>within the ESA in the area</u> until testing and evaluation (MM CR-8) and data recovery (MM CR-9), if necessary, are completed. The <u>ESA signs or temporary fencing</u> will be installed by or under the direct supervision of a qualified archaeologist. The fencing will surround the site, leaving a 50-foot buffer (<u>to the extent feasible</u>). <del>(at minimum)</del>–No signs will be placed that indicate an Environmentally Sensitive Area contains cultural resources. The <u>ESA signs or temporary fencing</u> will be removed once construction <del>in proximity to the Environmentally Sensitive Area</del> is complete.”</p>
1-128 MM CR-4	4.5-27	<p>Under MM CR-4, the first bullet states:</p> <p>A list of personnel to whom the plan applies. Requirements, as necessary, and plans for continued Native American involvement and outreach, including participation of Native American monitors during ground-disturbing activities as determined appropriate.</p>	<p>It is SCE’s position that the plan applies to all project personnel and that a detailed list is not necessary. Accordingly please revise the first bullet under MM CR-4 as follows:</p> <p><del>A list of personnel to whom the plan applies.</del> Requirements, as necessary, and plans for continued Native American involvement and outreach, including participation of Native American monitors during ground-disturbing activities as determined appropriate.</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
MM CR-5	4.5-28	<p>The fourth bullet of MM CR-5 states as follows:</p> <ul style="list-style-type: none"> <li>“Interpretation of a find will be requested from Native American monitors involved with the discovery, evaluation, or data recovery of unanticipated finds for inclusion in the final Cultural Resources Report (MM CR-10).”</li> </ul>	<p>SCE recommends that the fourth bullet under MM CR-5 be amended as follows below to provide more flexibility in the event a Native American monitor may choose not to provide interpretation:</p> <ul style="list-style-type: none"> <li>“<del>Interpretation of a find will be requested from</del> Native American monitors <u>will have the opportunity to provide interpretation on</u> <del>involved with</del> the discovery, evaluation, or data recovery of unanticipated finds for inclusion in the final Cultural Resources Report (MM CR-10).</li> </ul>
MM CR-5	4.5-28	<p>The seventh bullet of MM CR-5 states as follows:</p> <ul style="list-style-type: none"> <li>“The Native American monitors will be compensated for their time. If more than one tribal group wishes to participate in the monitoring, SCE will work out an agreement for sharing of monitoring compensation.”</li> </ul>	<p>SCE will work with the CPUC’s consultant and the tribes to facilitate Native American participation. Accordingly, SCE recommends the following edits to MM CR-5 as follows:</p> <ul style="list-style-type: none"> <li>“The Native American monitors will be compensated for their time. If more than one tribal group wishes to participate in the monitoring, SCE <u>in coordination with the CPUC will help facilitate a mutually agreeable plan for participation.</u> <del>work out an agreement for sharing of monitoring compensation.</del>”</li> </ul>

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Section	Page	DEIR Language	SCE Comments and Recommendations
<p>1-131</p> <p>MM CR-7</p>	<p>4.5-29</p>	<p>MM CR-7 states as follows:</p> <p>“MM CR-7: StopWork for Unanticipated Cultural Resources Discoveries. In the event that previously unidentified cultural resources are uncovered during implementation of the project, SCE will ensure that ground-disturbing work is halted or diverted from the discovery to another location. The CPUC-approved cultural resources consultant will inspect the discovery and determine whether further investigation is required. If the discovery is significant but can be avoided, and no further impacts will occur, the resource will be documented and no further effort will be required. If the resource is significant but cannot be avoided, and may be subject to further impact, the CPUC-approved cultural resources consultant, in consultation with and under the direction of the qualified archaeologist, will evaluate the significance of the resource based on eligibility for the CRHR or local registers and implement appropriate measures in accordance with the Cultural Resources Plans.</p> <p>If human remains are encountered, California HSC Section 7050.5 states that no further disturbance shall occur until the appropriate County Coroner has made the necessary findings as to origin. Further, pursuant to California PRC Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the appropriate County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the “most likely descendant(s)” within 48 hours of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in PRC 5097.98.”</p>	<p>Please note that the second paragraph of MM CR-7 simply restates the requirement of existing law with which SCE is already obligated to comply. Furthermore, the first paragraph of MM CR-7 already establishes adequate measures to fully mitigate any impacts associated with the discovery of unanticipated cultural resources. Accordingly, SCE recommends the second paragraph be deleted from the measure as follows:</p> <p>“MM CR-7: StopWork for Unanticipated Cultural Resources Discoveries. In the event that previously unidentified cultural resources are uncovered during implementation of the project, SCE will ensure that ground-disturbing work is halted or diverted from the discovery to another location. The CPUC-approved cultural resources consultant will inspect the discovery and determine whether further investigation is required. If the discovery is significant but can be avoided, and no further impacts will occur, the resource will be documented and no further effort will be required. If the resource is significant but cannot be avoided, and may be subject to further impact, the CPUC-approved cultural resources consultant, in consultation with and under the direction of the qualified archaeologist, will evaluate the significance of the resource based on eligibility for the CRHR or local registers and implement appropriate measures in accordance with the Cultural Resources Plans.</p> <p><del>If human remains are encountered, California HSC Section 7050.5 states that no further disturbance shall occur until the appropriate County Coroner has made the necessary findings as to origin. Further, pursuant to California PRC Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the appropriate County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the “most likely descendant(s)” within 48 hours of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in PRC 5097.98.”</del></p>



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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-132</b> MM CR-11	4.5- 30	The twelfth bullet of MM CR-11 states as follows: “Include testing and evaluation procedures for resources encountered.”	Testing and evaluation is not appropriate for paleontological resources. All the necessary procedures to manage finding of paleontological resources will be approached as described in MM CR-11.  Accordingly, SCE recommends this bullet be removed as noted below: <del>“Include testing and evaluation procedures for resources encountered.”</del>
<b>1-133</b> MM GEO-1	4.6-20	MM GEO-1 states as follows: <b>MM GEO-1:</b> During operations, the applicant will conduct annual, or more often as needed maintenance patrols to identify areas of active slope instability and submit an annual report to the CPUC. Any areas of slope instability that could potentially affect project facilities (e.g., access roads, subtransmission structures, etc.) will be addressed on a case-by-case basis to minimize on- and off site impacts.	SCE recommends deleting MM GEO-1. SCE complies with the requirements of CPUC General Order (GO) 95, including those regarding the reporting and resolution of safety hazards. MM GEO-1 would require ongoing, repetitive, reporting of conditions even when such conditions do not present a hazard, and therefore would not trigger any significant impact under Impact GEO-4. Accordingly, SCE recommends this measure be deleted as follows:  <del><b>MM GEO-1:</b> During operations, the applicant will conduct annual, or more often as needed maintenance patrols to identify areas of active slope instability and submit an annual report to the CPUC. Any areas of slope instability that could potentially affect project facilities (e.g., access roads, subtransmission structures, etc.) will be addressed on a case by case basis to minimize on and off site impacts.</del>
<b>1-134</b> Impact GEO-4 4.6.3.2	4.6-18	Under Impact GEO-4, lines 24-28 state as follows: “In areas with high potential for landslides to occur, the subtransmission structures would be located down the ridge line, instead of at the peak of the ridge, to reduce the potential for a landslide to compromise the structure foundation. The subtransmission structure foundations would be designed to withstand lateral loads greater than the anticipated lateral loads that may result from a landslide at each structure location.”	Please note that structures are generally located on ridgelines rather than on slopes, to reduce potential compromise of structure foundations. In addition, please note that structure foundations are not designed to withstand lateral loads greater than anticipated from landslides. In areas with landslide concerns, SCE relocates towers to avoid areas of concern, if possible, or stabilizes the area with grading, buttressing, or other means.  Accordingly, SCE recommends the following edits to lines 24-25:  <del>“In areas with high potential for landslides to occur, the subtransmission structures would be located <u>to reduce the potential for a landslide to compromise the structure foundation</u>, down the ridge line, instead of at the peak of the ridge, to reduce the potential for a landslide to compromise the structure foundation. The subtransmission structure foundations would be designed to withstand lateral loads greater than the anticipated lateral loads that may result from a landslide at each structure location.”</del>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
Impact HZ-1 4.8.3.2 <b>1-135</b>	4.8-15	Under the discussion of Impact HZ-1, lines 35 – 38 state:  “Additionally, on a more temporary basis, construction of the subtransmission line and substation work would involve the use of other potentially hazardous materials, including welding materials, propane, canned spray paint, paint thinner, battery acid in the substation control rooms, and insect repellent.”	Please revise for accuracy as follows:  “Additionally, on a more temporary basis, construction of the subtransmission line and substation work would involve the use of other potentially hazardous materials, including welding materials, propane, <u>paints</u> , canned spray paint, paint thinner, battery acid in the substation control rooms, and insect repellent.”
<b>1-136</b>	4.8-15	Under the discussion of Impact HZ-1, lines 44 – 46 state:  “Old transformers with the potential to release polychlorinated biphenyl (PCB)-containing oil, petroleum hydrocarbons, and lead into the environment would also be removed and replaced at the upgraded Carpinteria,”	Please correct for accuracy as follows:  “Old transformers with the potential to release polychlorinated biphenyl (PCB)-containing oil <u>and</u> ; petroleum hydrocarbons, <del>and lead</del> into the environment would also be removed and replaced at the upgraded Carpinteria,”
<b>1-137</b>	4.8-16	Under the discussion of Impact HZ-1, lines 3-12 state:  “ If disposal is required, the treated utility wood waste would be taken to the Simi Valley Landfill, which is a solid waste facility approved by the Los Angeles RWQCB to accept treated wood waste (CalRecycle 2013). Other project-related hazardous solid waste requiring landfill disposal would be treated as follows: any bulk soil generated that meets RCRA or non-RCRA criteria for hazardous waste would be disposed of at the Clean Harbors Buttonwillow Landfill in Buttonwillow, California. Should bulk soil be generated that meets TSCA waste criteria, the bulk soil would be shipped to either Clean Harbors Grassy Mountain facility in Utah or the U.S. Ecology landfill in Beatty, Nevada. Non-bulk (drums) hazardous waste meeting RCRA, non-RCRA, and/or TSCA criteria for hazardous waste would be transported by an appropriately licensed hauler to the Clean Harbors, Los Angeles facility for disposal.”	Please note, SCE contractors change and SCE may wish to use a different approved disposal facility due to cost or transportation issues. As there are a number of different landfills authorized to accept waste, SCE recommends language to provide flexibility in disposal of that waste while ensuring compliance with applicable regulations and requirements:  “ <u>All waste materials requiring disposal would be handled, transported, and disposed of pursuant to SCE waste management and agency requirements. All treated utility wood waste would be repurposed or disposed of as hazardous waste by an approved SCE contractor, pursuant to SCE waste management and agency requirements. If disposal is required, the treated utility wood waste would be taken to the Simi Valley Landfill, which is a solid waste facility approved by the Los Angeles RWQCB to accept treated wood waste (CalRecycle 2013). Other project-related hazardous solid waste requiring landfill disposal would be treated as follows: any bulk soil generated that meets RCRA or non-RCRA criteria for hazardous waste would be disposed of at the Clean Harbors Buttonwillow Landfill in Buttonwillow, California. Should bulk soil be generated that meets TSCA waste criteria, the bulk soil would be shipped to either Clean Harbors Grassy Mountain facility in Utah or the U.S. Ecology landfill in Beatty, Nevada. Non-bulk (drums) hazardous waste meeting RCRA, non-RCRA, and/or TSCA criteria for hazardous waste would be transported by an appropriately licensed hauler to the Clean Harbors, Los Angeles facility for disposal.</u> ”

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-138 4.8.3.2	4.8-16	Under the discussion of Impact HZ-1, lines 27-31 state: “The newly installed transformers that would be used at the Carpinteria, Casitas, and Santa Clara Substations during project operations would use mineral oil (a highly refined hydrocarbon-based substance that is not considered a hazardous material) for transformer insulation purposes and would not contain materials of concern (e.g., PCBs or lead) that are typically found in oils used by old transformers.”	Please revise for accuracy as follows: “The newly installed transformers that would be used at the Carpinteria, Casitas, and Santa Clara Substations during project operations would use mineral oil (a highly refined hydrocarbon-based substance that is <u>not flammable and is low in toxicity</u> , <del>and is not considered a hazardous material</del> ) for transformer insulation purposes and would not contain materials of concern (e.g., PCBs <del>or lead</del> ) that are typically found in oils used by old transformers.”
1-139 4.8.3.2	4.8-17	Under the discussion of Impact HZ-2, lines 18-20 state: “Operation of the upgraded substations would require the continued use of electrical transformers; however, as stated above, the newly installed transformers would use a non-toxic substance for transformer insulation purposes.”	Please clarify as follows: “Operation of the upgraded substations would require the continued use of electrical transformers; however, as stated above, the newly installed transformers would use a <u>low-toxicity non-toxic</u> substance for transformer insulation purposes.”

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-140 4.8.3.2	4.8-19	<p>The discussion under Impact HZ-7, lines 10-21 states:</p> <p>“As further discussed in Section 4.15, “Traffic and Transportation.” the applicant would implement MM TT-1, Traffic Control Plan, and MM TT-2, Commuter Plan, during project construction to minimize short-term construction-related impacts on local traffic, including emergency access. MM TT-1, Traffic Control Plan, would include measures consistent with those published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2010) and the applicant to coordinate with local jurisdictions and emergency service providers prior to any road closures. MM TT-2, Commuter Plan would require the applicant to develop a plan for construction workers to meet at the SCE Ventura Service Center and Staging Yards 1 and 5 and carpool to the project site. As a result, travel routes for emergency vehicles would remain unobstructed and adequate during both construction and operation phases of the proposed project. Therefore, impacts to adopted emergency response plans or emergency evacuation plans would be less than significant.”</p>	<p>References to MM TT-2 are made in error, and the intent of the erroneous MM TT-2 is captured in MM TT-1. Please revise accordingly as follows:</p> <p>“As further discussed in Section 4.15, “Traffic and Transportation.” the applicant would implement MM TT-1, Traffic Control Plan, <del>and MM TT-2, Commuter Plan,</del> during project construction to minimize short-term construction-related impacts on local traffic, including emergency access. MM TT-1, Traffic Control Plan, would include measures consistent with those published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2010) and the applicant to coordinate with local jurisdictions and emergency service providers prior to any road closures. <del>MM TT-2, Commuter Plan</del> would <u>also</u> require the applicant to develop a plan <u>that includes a provision requiring for</u> construction workers to <u>park personal vehicles at approved staging areas and/or contractor staging yards meet at the SCE Ventura Service Center and Staging Yards 1 and 5</u> and carpool to the project site. As a result, travel routes for emergency vehicles would remain unobstructed and adequate during both construction and operation phases of the proposed project. Therefore, impacts to adopted emergency response plans or emergency evacuation plans would be less than significant.”</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
4.10.3.3	4.10-15	<p>Under the discussion of Impact LU-1, lines 34-38 state as follows:</p> <p>“Segment 3B would primarily cross agricultural lands. The majority of this segment would be located in existing SCE ROW, except in one location where the segment would be routed to avoid residences.”</p>	<p>Please clarify as follows to more accurately represent the number of locations and the purpose since avoiding residences is not applicable to the second location:</p> <p>“Segment 3B would primarily cross agricultural lands. The majority of this segment would be located in existing SCE ROW, except in <del>one</del> <u>two</u> locations where the segment would be <u>re-routed to avoid residences</u>. Segment 3B would not create a physical or perceived physical barrier dividing an established community because it would be <u>primarily</u> located in existing SCE ROW, <u>and</u> would replace existing structures, <del>and would be relocated to avoid existing residences.</del>”</p> <p>In addition, SCE recommends this section be footnoted with the following information:</p> <p><u>“In addition, a minor shift to the northeast, primarily affecting the overhang of the new conductors of the 66 kV subtransmission line alignment, may be required for an approximate 3,700-foot portion of Segment 3B in order to address a geotechnical concern.”</u></p>
4.10.3.3	4.10-16	<p>Under the heading of Impact LU-2 with respect to the discussion concerning the Los Padres National Forest, the DEIR states:</p> <p>“Segment 4 would consist of four structures, including structure pads, as well as access roads on lands administered by the Los Padres National Forest.”</p>	<p>Please note the following corrections to correctly capture SCE’s Segment 4 scope of work on lands managed by the Los Padres National Forest:</p> <p>“Segment 4 would consist of <del>four</del> <u>three</u> structures, including <u>three site</u> structure pads, as well as access roads <u>to four</u> sites on lands administered by the Los Padres National Forest.”</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-143 4.10.3.3	4.10-16	Under Impact LU-2, different jurisdictions are listed with respect to land use plans, policies and regulations.	<p>Prior to the “Ventura County” heading, SCE recommends adding a section entitled “<u>State of California</u>” along with the following text:</p> <p><u>The CPUC has sole and exclusive jurisdiction over the siting and design of the Project. General Order No. 131-D states that with the exception of certain developments within the Coastal Zone, local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to the CPUC’s jurisdiction. However, in locating such projects, the public utilities shall consult with local agencies regarding land use matters. In instances where the public utilities and local agencies are unable to resolve their differences, the CPUC shall set a hearing no later than 30 days after the utility or local agency has notified the Commission of the inability to reach agreement on land use matters. The Proposed Project would not conflict with any applicable local agency land use plan, policy, or regulation. Accordingly, there would be no impacts related to non-coastal local land use regulations. Therefore, with the exception of the discussion related to the Proposed Project’s consistency with such regulations is included for informational purposes only.</u></p> <p><u>Moreover, as discussed below, the Proposed Project would be consistent with the coastal land use regulations adopted by the County of Santa Barbara and the City of Carpinteria, and the applicant would obtain any and all necessary permits required by coastal land use regulations not preempted by GO 131-D.</u></p>
1-144 4.11.1.2	4.11-4	<p>Under the heading Regional and Local Setting and specifically concerning the discussion regarding Sensitive Receptors, lines 8-9 state as follows:</p> <p>“Typically, sensitive receptors on noise-sensitive lands include residences, hospitals, places of worship, libraries and schools, nature and wildlife preserves, and parks.”</p>	<p>Please note that “nature and wildlife preserves, and parks” are not considered noise sensitive receptors in the County of Santa Barbara, County of Ventura and City of Carpinteria noise regulations. Accordingly, SCE recommends lines 8-9 to be revised as follows below:</p> <p>“Typically, sensitive receptors <del>on noise sensitive lands</del> include residences, hospitals, places of worship, libraries and schools <del>nature and wildlife preserves and parks.</del>”</p> <p>In addition, SCE requests that relevant tables and analyses be appropriately updated throughout Section 4.11, Noise and Vibration to reflect this correction.</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-145</b> 4.11.2.3	4.11-10 and 4.11-11	Under the discussion of the Santa Barbara County Municipal Code, the DEIR purports to discuss the Santa Barbara Code Municipal Code sections relevant to Noise.	Please note, the DEIR erroneously refers to the CITY of Santa Barbara Municipal Code and not the COUNTY of Santa Barbara County Code.  The County of Santa Barbara Code of Ordinances Sections 14-22 limits grading and excavation operations from 7:00 a.m. to 7:00 p.m. The Santa Barbara County Code of Ordinances does not provide noise limits for temporary construction operations.  SCE recommends the DEIR be corrected to reflect the appropriate County of Santa Barbara Code of Ordinances and that relevant analyses be revised accordingly.
<b>1-146</b> 4.11.33	4.11-17	Under the discussion of Impact NS-1, line 8 states as follows:  “Specifically, Table 4.11-8 indicates that receptors located between 132 to 183 feet from construction activities along the proposed 66-kV subtransmission lines would perceive noise levels that exceed 75 dBA Leq.”	Please note that the reference to 183 is in error. Consistent with Table 4.11-8, this section should be revised as follows:  “Specifically, Table 4.11-8 indicates that receptors located between 132 to <del>183</del> <u>204</u> feet from construction activities along the proposed 66-kV subtransmission lines would perceive noise levels that exceed 75 dBA Leq.”
<b>1-147</b> 4.11.33	4.11-18	Under the discussion of Impact NS-1, lines 16 – 20 state as follows:  “As shown in Tables 4.11-8 and 4.11-9, receptors located in the proximity of the proposed project (less than 200 feet) would be exposed to construction noise levels of 75 dBA Leq or higher, in excess of the applicable standards in Santa Barbara County (Environmental Thresholds and Guidelines Manual), City of Carpinteria (Resolution No. 408), and Ventura County (Construction Noise Threshold Criteria and Control Plan).”	Please note that the 75 dBA for construction up to 3 days duration is only applicable in Ventura County. Because SCE would not perform construction activities for more than 3 consecutive days in Ventura County, the proposed project would not generate noise in excess of the applicable standards.(See APM NV-1). Accordingly, please revise as follows:  “As shown in Tables 4.11-8 and 4.11-9, receptors located in the proximity of the proposed project (less than 200 feet)- <del>would</del> <u>could</u> be exposed to construction noise levels of 75 dBA Leq or higher, <del>in excess of the applicable standards in Santa Barbara County (Environmental Thresholds and Guidelines Manual), City of Carpinteria (Resolution No. 408), and Ventura County (Construction Noise Threshold Criteria and Control Plan).</del> ”

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<p>1-148 4.11.33</p>	<p>4.11-18 and 4.11-19</p>	<p>Under the discussion of Impact NS-1, line 28 – 33 on page 4.11-8 and lines 1-2 on page 4.11-19 state as follows:</p> <p>“In addition, Santa Barbara County’s thresholds states that noise attenuation barriers may be, but are not necessarily, required. APM NV-1 would require compliance with Santa Barbara County requirements during construction, which would limit work to between 8 a.m. and 5 p.m.; however, significant impacts could still occur. Therefore, the applicant would implement Mitigation Measure (MM) NV-1, which requires the installation of a temporary noise attenuation barrier for construction activities within 200 feet of sensitive receptors to reduce construction noise levels to 65 dBA at the property line. As a result, noise impacts on sensitive receptors in Santa Barbara County would be less than significant with mitigation.”</p>	<p>As previously noted, there are noise sensitive receptors located within 0.3 miles (1,600 feet) of the proposed project in Santa Barbara County. However, SCE’s APM NV-1 ensures compliance with the County of Santa Barbara construction noise regulation (including construction time limitations), such that additional mitigation would not be required. This section should therefore be revised as follows:</p> <p><del>“In addition, Santa Barbara County’s thresholds states that noise attenuation barriers may be, but are not necessarily, required. Implementation of APM NV-1 would require ensure compliance with Santa Barbara County requirements during construction, which would limit work to between 8 a.m. and 5 p.m.; however, significant impacts could still occur. Therefore, the applicant would implement Mitigation Measure (MM) NV-1, which requires the installation of a temporary noise attenuation barrier for construction activities within 200 feet of sensitive receptors to reduce construction noise levels to 65 dBA at the property line. As a result, noise impacts on sensitive receptors in Santa Barbara County would be less than significant with mitigation.”</del></p>



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<p>1-149</p> <p>4.11.33</p>	<p>4.11-21</p>	<p>Under the discussion of Impact NS-4, the DEIR states in lines 34 – 42 as follows:</p> <p>“The applicant would implement APM NV-1 thru APM NV-5 to reduce potential impacts at the closest sensitive receptors. The APMs would require the applicant to phase construction activities, use noise barriers, use equipment and vehicles with noise control features and notify local property owners prior to construction. Impacts from noise would remain to be potentially significant. The applicant would implement MM NV-1, which defines the requirements for additional noise reduction and control practices to ensure that noise levels from proposed construction activities would comply with applicable jurisdictional guidelines and reduce noise levels at the receptor’s property line. Impacts from temporary or periodic increase in ambient noise levels in the project vicinity would be less than significant with mitigation.”</p>	<p>With the implementation of APM NV-1 through APM NV-5, the proposed project would not exceed thresholds or durations identified by the City of Carpinteria Resolution No. 408; the County of Ventura noise regulations set forth in the County’s Construction Noise Criteria and Control Plan; and the County of Santa Barbara Environmental Thresholds and Guidelines Manual. No further noise mitigation measures are necessary. Accordingly, please revise as follows:</p> <p>“The applicant would implement APM NV-1 thru APM NV-5 to reduce potential impacts at the closest sensitive receptors. The APMs would require the applicant to phase construction activities, use noise barriers, use equipment and vehicles with noise control features and notify local property owners prior to construction. <del>Impacts from noise would remain to be potentially significant. The applicant would implement MM NV-1, which defines the requirements for additional noise reduction and control practices to ensure that noise levels from proposed construction activities would comply with applicable jurisdictional guidelines and reduce noise levels at the receptor’s property line.</del> Impacts from temporary or periodic increase in ambient noise levels in the project vicinity would be less than significant with <u>implementation of APM NV-1 thru APM NV-5. mitigation.</u> <del>No further noise mitigation measures are necessary.</del>”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-150 4.11.4	4.11-21 and 4.11-22	This section presents MM NV-1: Noise Reduction and Control Practices.	<p>Ventura County has no 1,600 feet regulation; Santa Barbara County does. However, although there are noise sensitive receptors within the County of Santa Barbara area within 1,600 feet from a construction site, there is no nexus between those receptors and any requirements to establish noise barriers for any other mitigation measures. Santa Barbara County has already declared that even where there are sensitive receptors within 1600 feet of a construction site, a project’s noise impacts would not be significant so long as construction activities occur only between 8:00 a.m. and 5:00 p.m. on weekdays. SCE has already committed to limit construction activities to those hours. (See APM NV-1.) Therefore, the impact would not be significant and accordingly no mitigation measures would be required. With the implementation of APM NV-1 thru APM NV-5, the proposed project would not exceed thresholds or durations identified by the City of Carpinteria Resolution No. 408; the County of Ventura noise regulations set forth in the County’s Construction Noise Criteria and Control Plan; and the County of Santa Barbara Environmental Thresholds and Guidelines Manual. No further noise mitigation measures are necessary.</p> <p>Accordingly MM NV-1: Noise Reduction and Control Practices should be deleted from the document as it is not necessary.</p>
1-151 4.12.3.3	4.12-4	<p>Lines 14-20 of the discussion under Impact POP-1 state as follows:</p> <p>“While overall population in the project area is projected to increase by the year 2040 (Table 4.12-1), the proposed project is not expected to directly or indirectly contribute to this growth because it would not induce additional electrical consumption. Rather, the proposed project would meet emergency electrical demands of the Santa Barbara South Coast area, while enhancing operational flexibility. The proposed project would replace an existing subtransmission line. Although the proposed project includes access road improvements, these roads are mostly private roads and are off limits to the public.”</p>	<p>Please revise as follows below to clarify that the proposed project is part of SCE’s efforts to meet electrical demand in the Santa Barbara South Coast area:</p> <p>“While overall population in the project area is projected to increase by the year 2040 (Table 4.12-1), the proposed project is not expected to directly or indirectly contribute to this growth because it would not induce additional electrical consumption. Rather, the proposed project would <u>be part of SCE’s effort to</u> meet emergency electrical demands of the Santa Barbara South Coast area, while enhancing operational flexibility. The proposed project would replace an existing subtransmission line. Although the proposed project includes access road improvements, these roads are mostly private roads and are off limits to the public.”</p>

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<b>1-152</b> 4.13	4.13-12	Under the discussion of Impact PS-2, lines 40 – 41 state as follows:  “This relatively high volume of water would primarily be required for dust suppression and would be supplied by local water agencies.”	There is no analysis presented in the DEIR to justify the reference of “relatively high”. Accordingly, please revise as follows:  “This <del>relatively high</del> volume of water would primarily be required for dust suppression and would be supplied by local water agencies.”
<b>1-153</b> 4.13	4.13-13	Under the discussion of Impact PS-4 , the DEIR states as follows on lines 17- 18:  “Utility wood waste (poles and cross arms) removed during construction of the project would be refurbished or disposed of at the Toland Road Landfill, which is a solid waste facility approved by the Ventura Regional Sanitation District for the disposal of treated wood waste.:  Under the discussion of Impact PS-5, the DEIR states as follows on lines 40-43:  “Utility wood waste (poles and cross arms) removed during construction of the project would be refurbished or disposed of at the Simi Valley Landfill, which is a solid waste facility approved by the Los Angeles RWQCB for the disposal of treated wood waste.”	SCE notes that the DEIR is not consistent on page 4.13-13 with respect to the use of the landfills. Accordingly, SCE recommends revising the discussion under Impact PS-4:  “Utility wood waste (poles and cross arms) removed during construction of the project would be refurbished or disposed of at <u>a landfill approved by the RWQCB or other relevant local authority for the disposal of treated wood/utility wood waste, and pursuant to SCE waste management and agency requirements Toland Road Landfill, which is a solid waste facility approved by the Ventura Regional Sanitation District for the disposal of treated wood waste.</u> ”  In addition, SCE recommends PS-5 be amended as follows below for consistency purposes:  Utility wood waste (poles and cross arms) removed during construction of the project would be refurbished or disposed of at <u>a landfill approved by the RWQCB or other relevant local authority for the disposal of treated wood/utility wood waste, and pursuant to SCE waste management and agency requirements at the Simi Valley Landfill, which is a solid waste facility approved by the Los Angeles RWQCB for the disposal of treated wood waste.</u>  Note, Toland Road is not on a list of approved SCE landfills.
<b>1-154</b> 4.14.4	4.14-1	Under the heading Environmental Setting, lines 12 – 13 state:  “Two Segment 4 structures that would be replaced as part of the proposed project, as well as several access road improvements, are located in the Los Padres National Forest. Segment 4.”	Please revise to accurately capture SCE’s scope of work in the Los Padres National Forest as follows:  <del>Two</del> <u>Three</u> Segment 4 structures that would be replaced as part of the proposed project, as well as <del>several</del> access road improvements <u>at four structures</u> , are located in the Los Padres National Forest. Segment 4.”

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1-155 Impact RE-2	4.14-4	Under the discussion of Impact RE-2, lines 43 - 44 state:  “Four structures, including structure pads, as well as access roads would be located on lands administered by the Los Padres National Forest.”	Please revise to accurately capture SCE’s scope of work in the Los Padres National Forest as follows: “ <del>Four</del> <u>Three</u> structures, including structure pads, as well as access roads <u>at four</u> structures would be located on lands administered by the Los Padres National Forest.”
1-156 Impact RE-2	4.14-5	Under the discussion of Impact RE-2, lines 4-6 state:  “The Ojai Valley Trail would be crossed by Segment 2 immediately west of the Casitas Substation. Conductor stringing along Segment 2 would require temporary closures of a portion of the Ojai Valley Trail near the Casitas Substation.”	Please note that conductor will not be strung over the Ojai Valley Trail; instead, SCE will be installing telecommunications cable. Please revise accordingly as follows:  “The Ojai Valley Trail would be crossed by Segment 2 immediately west of the Casitas Substation. <del>Conductor</del> <u>Telecommunications cable</u> stringing along Segment 2 would require temporary closures of a portion of the Ojai Valley Trail near the Casitas Substation.”
1-157 4.15.1.1	4.15-11	Under the heading Existing Roadway Network, Subheading Existing Public Transit Systems, Rail, Air Transport, and Pedestrian and Bicycle Trails, lines 11 – 12 state:  “Gold Coast Transit bus route 10 provides service to the Santa Clara substation area and Staging Yard 5.”	Please note that it appears that the staging yard numbers have since been revised in the DEIR since this section was developed. The staging yard in question is Staging Yard 8, not Staging Yard 5. Please revise as follows:  “Gold Coast Transit bus route 10 provides service to the Santa Clara substation area and Staging Yard <u>8</u> .”

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Section	Page	DEIR Language	SCE Comments and Recommendations
4.15.1.1	4.15-12	<p>Under the heading Existing Roadway Network, Subheading Pedestrian and Bicycle Trails, lines 35-39 state:</p> <p>“The Franklin Trail is a proposed trail project that has been approved by the Santa Barbara County Parks Department. A portion of the trail will improve the existing Franklin Trail. In addition, the trail will also include a portion of the Segment 4 access roads which will be improved as part of the proposed project.”</p>	<p>Please note that the descriptions of the Franklin Trail differ in Sections 4.14 and 4.15 of the DEIR. SCE recommends harmonizing these sections for consistency and to eliminate any potential for confusion on the part of the reader. SCE recommends the following text be considered:</p> <p>A portion of the trail will improve the existing Franklin Trail. In addition, the trail will also include a portion of the Segment 4 access roads which will be improved as part of the proposed project.</p> <p>“The Franklin Trail is a <u>multipurpose trail project that has been approved by the Santa Barbara County Parks Department intended to be used by hikers, mountain bikers, and equestrians.</u> A portion of the trail will improve the existing Franklin Trail. In addition, the trail will also include a portion of the Segment 4 access roads which will be improved as part of the proposed project. <u>The trail begins south of Carpinteria High School in the City of Carpinteria, and continues along the west side of the high school before climbing the western slope of the Santa Ynez Mountains in Santa Barbara County. Approximately 4 miles of the 7.5-mile-long trail will be located on an easement shared with and maintained by Southern California Edison (SCE) as an access road; this access road is one of the access roads located in segment 4 that will be improved as part of the proposed project. (Santa Barbara County 2012). The City of Carpinteria Planning Commission approved a conditional use permit and coastal development permit for construction of the Franklin Trail in May 2013. The first 2.25 miles of the trail opened to the public in the Fall of 2013.”</u></p>
4.15.3.3	4.15-25	<p>Under the heading Environmental Impacts and Mitigation Measures, line 47 states as follows”</p> <p>“SCE would use one or more of the eight staging...”</p>	<p>As noted earlier, it appears that this section may have been written prior to the number of staging yards increasing. Accordingly, SCE recommends the following edit:</p> <p>“SCE would use one or more of the <u>14</u> <del>eight</del> staging...”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
Impact TT-4 4.15.3.3  <b>1-160</b>	4.15-30	Under the discussion of Impact TT-4, lines 16 – 19 state:  “All proposed project access and spur roads, except for a portion of Segment 4 access roads that overlap with the recently completed Franklin Trail, would be located on private land and would be accessible only to the private land owner, fire maintenance vehicles (in some cases), and SCE for construction and maintenance activities to the 66-kV subtransmission segments.”	Please note that this statement does not recognize that a small portion of project is located on Los Padres National Forest lands. Accordingly, SCE recommends revising as follows:  “ <del>Most</del> <u>The majority of</u> proposed project access and spur roads, except for a portion of Segment 4 access roads that overlap with the recently completed Franklin Trail <u>and portions on LPNF lands</u> , would be located on private land and would be accessible only to the private land owner, fire maintenance vehicles (in some cases), and SCE for construction and maintenance activities to the 66-kV subtransmission segments.”
     <b>1-161</b>	4.15.3.3	4.15-30 Under the discussion of Impact TT-4, lines 32- 33 state:  “The delivery of specific project components, such as the lattice steel towers, would require the use of oversize and/or overweight vehicles.”	Please note that lattice steel towers would not likely require oversize/overweight vehicles when they are transported. Further, SCE will be delivering lattice steel towers, but instead removing them from the site. Please change text as follows:  “The delivery of specific project components <u>may</u> , such as the lattice steel towers, <del>would</del> require the use of oversize and/or overweight vehicles.”
     <b>1-162</b>	Chapters 5.0 and 6.0		SCE recommends these sections be updated, as necessary, based on revisions recommended by SCE to Chapters 2.0, 4.0 and 7.0.
Table 6-1     <b>1-163</b>	6-6	Regarding SCE’s separate Carpinteria-Ventura Fiber Optic Cable Project, the Project Status Column states as follows:  “Construction anticipated 4 <sup>th</sup> Quarter 2015 due to permitting delays and route alternatives requested by Caltrans.”	Please update and revise to reflect updated schedule as follows:  “Construction anticipated 4 <sup>th</sup> Quarter 201 <u>4</u> <del>5</del> <del>due to permitting delays and route alternatives requested by Caltrans.</del> ”
     <b>1-164</b>	7.2	7-2 The first bullet under the Description of Past Work Along Segment 3A states:  “Approximately 32 existing wood poles along Segment 3A were not replaced; the condition of these poles was determined to be sufficient to support the new conductor, and the only work conducted on these poles was the installation of the new conductor.”	Please revise to accurately capture the scope of work as follows:  “Approximately 32 existing wood poles, <u>and 3 existing LWS poles</u> , along Segment 3A were not replaced; the condition of these poles was determined to be sufficient to support the new conductor, and the only work conducted on these poles was the installation of the new conductor.”

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-165</b> 7.2	7-2	The third bullet under the Description of Past Work Along Segment 3A states:  “One tubular steel pole (TSP) was installed at the eastern terminus of Segment 3A; this TSP replaced an existing wood pole.”	Please revise for accuracy as follows:  One tubular steel pole (TSP) was installed at the eastern terminus of Segment 3A; this TSP replaced an existing wood pole, <u>which was topped and left in place.</u>
<b>1-166</b> 7.3.1	7-3	Under Impact AE-B, lines 12-15 state:  “Of the five structures that run parallel to SR 150, three of the wood poles were replaced with LWS poles, one wood pole was replaced with a TSP, and one wood pole was left in place. Although the exact height of the old poles is unknown, LWS poles are typically up to 15 feet taller than wood poles. TSPs are up to 85 feet taller than wood poles.”	SCE recommends that the text be modified as follows. SCE has provided to the CPUC data on the height of the wood poles that were replaced along Segment 3A, as well as on the height of the LWS poles and TSP that were installed along Segment 3A. This information should be utilized to facilitate a more accurate assessment of impacts in Chapter 7.  “Of the five structures that run parallel to SR 150, three of the wood poles were replaced with LWS poles, one wood pole was replaced with a TSP, and one wood pole was left in place. <u>Two of the LWS poles are each 5 feet taller than the wood poles that they replaced; one of the LWS poles is the same height as the wood pole that it replaced. Although the exact height of the old poles is unknown, LWS poles are typically up to 15 feet taller than wood poles. The TSP is 65 feet tall; it replaced a wood pole that was 60 feet tall. TSPs are up to 85 feet taller than wood poles.</u> ”

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Section	Page	DEIR Language	SCE Comments and Recommendations
Impact AE-B 7.3.1  1-167	7-3	<p>Under the discussion of Impact AE-B, lines 17 – 27 state:</p> <p>“Prior to construction, SR 150 provided views of high scenic quality, intactness, vividness, and unity in this area. The vertical forms and lines of the wood poles with horizontal cross members and conductors contrasted somewhat with the dominant forms and lines in the rural/natural landscape; however, their dark reddish-brown color helped balance them with their surroundings, and they appeared generally in scale and character with other rural elements and the landscape as a whole. Also, wood power poles often appear as common elements within rural landscapes. The LWS poles and TSP that were installed between 1999 and 2004 are lighter in color than the wood poles and tend to contrast more with their surroundings than the wood poles that they replaced. The LWS poles and TSP appear as encroaching elements that are out of scale and character with the rural/ natural scene (see Figure 7-1). The contrast of the new poles reduces the intactness and unity of the view along SR 150.”</p>	<p>Under this criterion, viewers are motorists and others travelling SR-150. Therefore, viewers are looking up at the LWS poles and the TSP. As shown in Figure 7-1, due to the topography and vegetation in the area, the LWS poles and TSP are viewed silhouetted against the sky. As also shown in Figure 7-1, the light-colored LWS poles and TSP contrast <u>LESS</u> against the sky than do darker wood poles. This effect can also be seen in Figure 4.1-5 in Chapter 4, where wood poles and LWS poles are seen next to each other—the dark reddish-brown color of wood poles contrasts less when against a darker vegetative backdrop, but contrast more when viewed against the sky. Therefore, because the LWS poles and TSP contrast LESS against the sky than the original wood poles, and because the LWS poles and TSP are of similar scale to the replaced wood poles, the contrast of the new poles does not considerably reduce the intactness or unity of the view along this very short portion of SR 150. Accordingly, SCE recommends the following revisions to the text:</p> <p>“Prior to construction, SR 150 provided views of high scenic quality, intactness, vividness, and unity in this area. The vertical forms and lines of the wood poles with horizontal cross members and conductors contrasted somewhat with the dominant forms and lines in the rural/natural landscape; however, their dark reddish-brown color helped balance them with their surroundings, and they appeared generally in scale and character with other rural elements and the landscape as a whole. Also, wood power poles often appear as common elements within rural landscapes. <u>Views of the</u> <del>The</del> LWS poles and TSP that were installed between 1999 and 2004 <u>are from the surface of the Eligible State Scenic Highway; the terrain and vegetation of the LWS poles and TSP results in viewers seeing only the upper portions of these structures above trees and other vegetation.</u> <del>Because the LWS poles and TSP that</del> are lighter in color than the wood poles, <del>they and</del> tend to contrast <del>less more</del> with their surroundings than the wood poles that they replaced. <del>The LWS poles and TSP appear as encroaching elements that are out of scale and character with the rural/ natural scene (see Figure 7 1). The contrast of the new poles reduces the intactness and unity of the view along SR 150.”</del></p>



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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-168 7.3.1	7-3	<p>Under Impact AE-B, lines 29-32:</p> <p>“Motorists traveling along SR 150 include local residents, commuters, and recreationalists and have moderately high sensitivity to changes in scenic resources. Therefore, long-term impacts to the visual quality of scenic resources along SR 150 from the four new structures are considered significant.”</p>	<p>According to Caltrans’ State Route 150 Transportation Planning Fact Sheet, traffic on SR 150 “ranges between interregional commuter and recreational”. While recreational users may have “high sensitivity” to changes in a scenic resource, commuters generally have a lower sensitivity. Accordingly, SCE recommends the analysis be corrected to reflect this important clarification. Further, please note that the purported impact only occurs along a 1/3 mile stretch of the road. The highway itself is more than 36 miles long. Accordingly, please revise as follows:</p> <p>“Motorists traveling along SR 150 include local residents, commuters, and recreationalists and have <u>low to</u> moderately high sensitivity to changes in scenic resources. <del>Therefore, long term impacts to the visual quality of scenic resources along SR 150 from the four new structures are considered significant</del> <u>Given that any impacts along SR 150 are confined to an approximately 1/3-mile long stretch, and that SR 150 is more than 36 miles in length; that SR 150 is only an Eligible State Scenic Highway (not a Designated State Scenic Highway); that the LWS and TSP poles are of similar height to the replaced wood poles and therefore not out of scale; and that the LWS poles and TSP contrast less than the replaced wood poles when viewed against the sky (which is how motorists would view the poles from SR-150), the installation of the LWS poles and TSP represent a less than significant impact to the visual quality of the scenic resources along SR 150.</u>”</p>
1-169 Figure 7-1	7-4	Figure 7-1	<p>SCE recommends deleting the picture in lower right. Due to resolution of photograph, no Segment 3A infrastructure can be discerned. The poles in the foreground are a distribution circuit, and are not related to the Project.</p>

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1-170

Section	Page	DEIR Language	SCE Comments and Recommendations
7.3.1	7-3 & 7-4	<p>Under the discussion of Impact AE-C, lines 41-8 state:</p> <p>Figure 7-2 compares Segment 3A (SR 192/Casitas Pass Road) conditions as they existed prior to construction of the existing subtransmission line to the existing conditions along SR 192/Casitas Pass Road. Prior to the past work along Segment 3A, wood poles lined SR 192/Casitas Pass Road. This portion of the roadway and surrounding area was characterized by near views of orchards, trees, and agricultural operations and background views of coastal hills and ridges. The combination of rural and natural character provided views of high scenic quality, intactness, vividness, and unity in this area. Similar to the discussion provided for Impact AE-B, the vertical forms and lines of the wood poles with horizontal cross members and conductors contrasted with the dominant forms and lines in the rural/natural landscape; however, their dark reddish-brown color helped blend them with their surroundings. They appeared generally in scale and character with other rural elements and the landscape as a whole. Moreover, wood power poles often appear as common elements within rural landscapes. The taller galvanized metal poles introduced into the landscape in this area appear as encroaching elements that are out of scale and character with the rural/natural scene. Although their forms and lines are similar to those of the wood structures, they are taller, and their color and finish texture contrast with their surroundings and cause them to be more noticeable. Although the introduction of the taller metal poles slightly reduced the unity of views within the area, they substantially reduced intactness, vividness, and the overall scenic quality of these views.</p>	<p>The visual effect demonstrated in Figure 7-2 demonstrates a visual attribute of the steel poles—their light to medium gray color effectively blends in with the sky background, resulting in less visual contrast when compared with the dark reddish brown of the wood poles. In the two cases shown in DEIR Figures 7-1 and 7-2, more than half of the pole is seen against a background of sky, and the lighter color of the steel poles made them appear less prominent against the sky and lighter-colored landscape backdrops than the original poles. Furthermore, the LWS poles were approximately the same height as the wood poles they replaced, and thus are not “out of scale”. Therefore, because the LWS poles contrast less against the sky than the original wood poles, and because the LWS poles are of similar scale to the replaced wood poles, the contrast of the new poles does not considerably reduce the intactness or unity of the view along SR 192/Casitas Pass Road.</p> <p>Accordingly, SCE recommends the following revisions to the text:</p> <p>“Figure 7-2 compares Segment 3A (SR 192/Casitas Pass Road) conditions as they existed prior to construction of the existing subtransmission line to the existing conditions along SR 192/Casitas Pass Road. Prior to the past work along Segment 3A, wood poles lined SR 192/Casitas Pass Road. This portion of the roadway and surrounding area was characterized by near views of orchards, trees, and agricultural operations and background views of coastal hills and ridges. The combination of rural and natural character provided views of high scenic quality, intactness, vividness, and unity in this area. Similar to the discussion provided for Impact AE-B, the vertical forms and lines of the wood poles with horizontal cross members and conductors contrasted with the dominant forms and lines in the rural/natural landscape; however, their dark reddish-brown color helped blend them with their surroundings. They appeared generally in scale and character with other rural elements and the landscape as a whole. Moreover, wood power poles often appear as common elements within rural landscapes. The <u>LWS poles</u> taller galvanized metal poles introduced into the landscape in this area appear as encroaching elements that are out of scale and character with the rural/natural scene. Although their have forms and lines are similar to those of the wood</p>
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Section	Page	DEIR Language	SCE Comments and Recommendations
1-170 cont.			<p>structures. <u>Although some of the LWS poles are taller, their light color and dulled finish reduces the contrast with both the vegetated background and the sky, as shown in Figure 7-2. This results in the LWS poles being less noticeable than the wood poles they replaced,</u> they are taller, and their color and finish texture contrast with their surroundings and cause them to be more noticeable. <del>Although the</del> <u>The</u> introduction of the taller metal poles slightly reduced the unity of views within the area, they <del>substantially reduced</del> intactness, vividness, and the overall scenic quality of these views.”</p>
1-171	7-5	<p>Under the discussion of Impact AE-C, lines 3-8 state:</p> <p>“Viewer sensitivity along this segment ranges from moderately high to high due to the large number of motorists that frequently travel along SR 192/Casitas Pass Road and from the long duration views of surrounding residents. Additionally, the City of Carpinteria has identified SR 192/Casitas Pass Road as a potential future scenic highway (City of Carpinteria 2003). Therefore, the aesthetic impact of introducing the metal subtransmission poles along and in the vicinity of SR 192/Casitas Pass Road is considered a significant long-term impact.”</p>	<p>According to Caltrans’ State Route 192 Transportation Planning Fact Sheet, traffic on SR 192 “ranges between local and commuter”. Commuters and local motorists are primarily concerned with reaching a destination as opposed to driving specifically for recreation or sightseeing. Caltrans traffic counts along SR 192 do not indicate a large number of motorists. Additionally, there is no scenic highway designation for this roadway; any identification of potential designation is not relevant.</p> <p>Accordingly, SCE recommends the following revisions to the text:</p> <p>“Viewer sensitivity along this segment ranges from <u>low to</u> moderately high; <u>viewers are predominately commuters and local motorists, to high due to the large number of motorists that frequently travel along SR 192/Casitas Pass Road and from the long duration views of surrounding residents.</u> Additionally, the City of Carpinteria has identified SR 192/Casitas Pass Road as a potential future scenic highway (City of Carpinteria 2003). Therefore, the aesthetic impact of introducing the metal subtransmission poles along and in the vicinity of SR 192/Casitas Pass Road is considered a significant long term impact.”</p>

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Section	Page	DEIR Language	SCE Comments and Recommendations
1-172 7.3.1	7-5	<p>Under the discussion of Impact AE-C, lines 10-19 state:</p> <p>Similar to the poles along SR 192/Casitas Pass Road, wood poles were located on private property between Shepard Mesa Road and SR 192 prior to the past work along Segment 3A. Residents’ views within this portion of Segment 3A include orchards, trees, and agricultural operations and background views of coastal hills and ocean. The high intactness, vividness, and unity of the combination of rural and natural character provided high scenic quality. For the same reasons discussed for SR 192/Casitas Pass Road, the taller galvanized metal poles appear as encroaching elements that are out of scale and character with the rural/natural scene compared to the previous wood poles. Viewer sensitivity along this segment is very high due to the several residents with permanent views of the area. Therefore, the aesthetic impact of the metal subtransmission poles within the Shepard Mesa area is considered long term and significant.</p>	<p>As stated in the Visual Aesthetics Impact Guidelines contained in the Santa Barbara County Environmental Thresholds and Guidelines Manual, “All views addressed in these guidelines are public views, not private views.” The County’s Impact Guidelines do not consider views from private property.</p> <p>Accordingly, SCE recommends the following revisions to the text:</p> <p><del>Similar to the poles along SR 192/Casitas Pass Road, wood poles were located in an SCE easement on private property between Shepard Mesa Road and SR 192 prior to the past work along Segment 3A. Residents’ views within this portion of Segment 3A include orchards, trees, and agricultural operations and background views of coastal hills and ocean. The high intactness, vividness, and unity of the combination of rural and natural character provided high scenic quality. For the same reasons discussed for SR 192/Casitas Pass Road, the taller galvanized metal poles appear as encroaching elements that are out of scale and character with the rural/natural scene compared to the previous wood poles. Viewer sensitivity along this segment is very high due to the several residents with permanent views of the area. Therefore, the aesthetic impact of the metal subtransmission poles within the Shepard Mesa area is considered long term and significant.</del></p> <p><u>The incremental visual changes described above indicate that the introduction of LWS poles along and in the vicinity of SR 192/Casitas Pass Road and Shepard Mesa represents a less than significant long-term impact.</u></p>
1-173 7.3.1	7-6	<p>Under the heading Impact AE-D, lines 13 – 14 state:</p> <p>“The LWS structures are non-specular (non-reflective) structures. Therefore, long-term impacts under this criterion are less than significant.”</p>	<p>Please correct for accuracy as follows:</p> <p>“The LWS <u>and TSP</u> structures are non-specular (non-reflective) structures. Therefore, long-term impacts under this criterion are less than significant.”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
<b>1-174</b> 7.3.2	7-6	<p>Under the heading Agriculture and Forestry, lines 26 -32 states as follows:</p> <p>“Of the 17 poles that were topped and remained in place along Segment 3A, 11 poles are located on Important Farmland (two poles on Unique Farmland and nine on Prime Farmland) (CDC 2010). Because they were not removed, the topped poles resulted in the conversion of approximately 0.001 acres of Important Farmland, which is considered less than significant. The remaining wood poles along Segment 3A that were replaced were replaced one-for-one within an existing right-of way (ROW) and did not convert additional Important Farmland to non-agricultural use. Therefore, long-term impacts under this criterion are less than significant.”</p>	<p>SCE’s topped poles described in this section will ultimately be removed as part of this project’s scope, and will equate in no change in acreage to Important Farmland. Accordingly, SCE recommends the following edits:</p> <p>“Of the 17 poles that were topped and remained in place along Segment 3A, 11 poles are located on Important Farmland (two poles on Unique Farmland and nine on Prime Farmland) (CDC 2010). <del>Because they were not removed, the topped poles resulted in the conversion of approximately 0.001 acres of Important Farmland, which is considered less than significant.</del> <u>Because the topped poles will be removed as part of this project’s scope, there will be no change in acreage of Important Farmland. No impact is anticipated.</u> The remaining wood poles along Segment 3A that were replaced were replaced one-for-one within an existing right-of way (ROW) and did not convert additional Important Farmland to non-agricultural use. Therefore, long-term impacts under this criterion are less than significant.”</p>
<b>1-175</b> 7.3.5	7-10	<p>Impact CR-A states as follows on lines 39-41:</p> <p>“...cultural surveys were conducted along Segment 3A in 2012 and did not identify any cultural resources (SCE 2012).”</p>	<p>Please revise to accurately capture the dates of cultural surveys as follows below:</p> <p>“.. cultural surveys were conducted along Segment 3A in <u>2005 and 2012</u> and did not identify any cultural resources (SCE 2012).”</p>
<b>1-176</b> 7.3.10	7-18	<p>The discussion under Impact LU-B states as follows on lines 15-16:</p> <p>“Therefore, the long-term impact on the Local Coastal Program is significant.”</p>	<p>There has been no impact on the program itself. The conflict is current, and is not necessarily long-term. Accordingly, please revise as follows:</p> <p>“Therefore, the <u>conflict</u> with <del>long term impact on</del> the Local Coastal Program is <u>has been</u> significant.”</p>

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-177 7.4.5.1	7-30	Under the discussion of Option A, lines 22-24 state: “Land Use and Planning Implementation of Option A as part of the issuance of a retroactive CDP would reduce the long-term significant impact to land use that resulted from the construction of the past work within the Coastal Zone (along Segment 3A) without a CDP.”	In accordance with the above comment, the analysis of land use impacts associated with Option A should be deleted and replaced with the following:  “Option A would have the same effect on land use impacts as the Proposed Project. The question of whether the existing LWS poles and TSP are to be painted is not relevant to the analysis of whether the applicant has complied with and the project is consistent with applicable land use regulations -- which in this case include the County of Santa Barbara's Local Coastal Program's requirement to obtain a CDP prior to constructing the project. It is the obtaining of the applicable CDP pursuant to those regulations, not the modification of the project's design, which would avoid impacts to land use under the CEQA criteria”
1-178 7.4.5.2	7-33	Under the discussion of Option B, lines 30-33 state: “Land Use and Planning Implementation of Option B as part of the issuance of a retroactive CDP would reduce the long-term significant impact to land use that resulted from the past work within the Coastal Zone (along Segment 3A) without a CDP.”	The analysis of land use impacts associated with Option B should be deleted and replaced with the following:  “Option B would have the same effect on land use impacts as the Proposed Project. The question of whether the existing LWS poles and TSP are to be replaced with wood poles along Segment 3A is not relevant to the analysis of whether the applicant has complied with and the project is consistent with applicable land use regulations -- which in this case include the County of Santa Barbara's Local Coastal Program's requirement to obtain a CDP prior to constructing the project. It is the obtaining of the applicable CDP pursuant to those regulations, not the modification of the project's design, which would avoid impacts to land use under the CEQA criteria.”
1-179 7.4.5.2	7-37	Section 7.4.5.2 discusses Option C and states on lines 20-21 as follows: “Therefore, although Option B would require additional ground disturbance, such as trenching, the applicant would be required to follow all MMs required for the proposed project and would implement APMs as described in Chapter 2, “Project Description”	There appears to be a typo in this section due to the fact it discusses Option C, but erroneously refers to Option B. Please revise accordingly below:  “Therefore, although Option <u>B</u> <u>C</u> would require additional ground disturbance, such as trenching, the applicant would be required to follow all MMs required for the proposed project and would implement APMs as described in Chapter 2, “Project Description”

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-180 7.4.5.2	7-38	Under the discussion of Option C, lines 30-33 state: “Land Use and Planning Implementation of this option as part of the issuance of a retroactive CDP would reduce the long term significant impact to land use that resulted from the construction of the past work within the Coastal Zone (along Segment 3A) without a CDP.”	The analysis of land use impacts associated with Option C should be deleted and replaced with the following:  “Option C would have the same effect on land use impacts as the Proposed Project. The question of whether the portion of Segment 3A that is in the Shepard Mesa community would be relocated to underground conduit is not relevant to the analysis of whether the applicant has complied with and the project is consistent with applicable land use regulations -- which in this case include the County of Santa Barbara's Local Coastal Program's requirement to obtain a CDP prior to constructing the project. It is the obtaining of the applicable CDP pursuant to those regulations, not the modification of the project's design, which would avoid impacts to land use under the CEQA criteria.”
1-181 7.4.5.2	7-42	Under the discussion of Option D, lines 22-23 state: “There is no forest or timberland located along Segment 3A. Therefore, Option C would have no impact on forest land, timberland, or timberland zoned Timberland Production.”	This section appears to erroneously refer to Option C on line 22 rather than Option D, which is the focus of the section. Accordingly, please revise as follows:  “There is no forest or timberland located along Segment 3A. Therefore, Option <u>C</u> would have no impact on forest land, timberland, or timberland zoned Timberland Production.”
1-182 7.4.5.2	7-43	Under the discussion of Option D, lines 44-47 “Land Use and Planning Implementation of this option as part of the issuance of a retroactive CDP would reduce the long term significant impact to land use that resulted from the construction of the past work within the Coastal Zone (along Segment 3A) without a CDP.”	The analysis of land use impacts associated with Option D should be deleted and replaced with the following:  “Option D would have the same effect on land use impacts as the Proposed Project. The question of whether the entirety of Segment 3A should be relocated to underground conduit is not relevant to the analysis of whether the applicant has complied with and the project is consistent with applicable land use regulations -- which in this case include the County of Santa Barbara's Local Coastal Program's requirement to obtain a CDP prior to constructing the project. It is the obtaining of the applicable CDP pursuant to those regulations, not the modification of the project's design, which would avoid impacts to land use under the CEQA criteria.”
1-183 Chapter 9.0		Chapter 9.0 is entitled Mitigation Monitoring Plan.	Please ensure that all Mitigation Measures are edited in Chapter 9.0 so as to be consistent with the Mitigation Measures as edited pursuant to SCE’s comments throughout this comment table.

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<b>Section</b>	<b>Page</b>	<b>DEIR Language</b>	<b>SCE Comments and Recommendations</b>
1-184 Appendix E	E-5	The Appendix notes the following conservation status for Nuttall’s scrub oak:  Nuttall’s scrub oak; Conservation Status:  FSS, 1B	Note, this is an incomplete status. SCE recommends it be revised as follows:  FSS, 1B.1
1-185 Appendix E	E-5	The Appendix states as follows:  California Native Plant Society Listing Codes (CNPS 2013): 1B Rare or endangered in California and elsewhere 1B.1 seriously endangered in California 1B.2 fairly endangered in California 2 Rare or endangered in California, more common elsewhere 2.3 plants for which we need more information	SCE suggests modifying the text to reflect the CNPS language and organization, and to provide additional clarity as shown below:  <del>California Native Plant Society Listing Codes</del> <u>Rare Plant Rank</u> (CNPS 2013): 1B Rare, <u>threatened</u> , or endangered in California and elsewhere <u>2 Rare, threatened, or endangered in California, more common elsewhere</u>  <u>Rare Plant Rank Threat Extension:</u> <del>1B.1</del> seriously endangered in California <del>1B.2</del> fairly endangered in California <u>.3 not very endangered in California</u> <del>2 Rare, or endangered in California, more common elsewhere</del> <del>2.3 plants for which we need more information</del>
1-186 Appendix E	E-6	The Appendix states as follows for the Monarch butterfly:  Monarch butterfly; Conservation status; Potential to Occur in the Vicinity of the Proposed Project:  CDFW (habitat is protected)  Present: CNDDDB records of roost trees on Segments 1 and 4, and 0.3 mile south of Segment 3A.	No CNDDDB records for monarch butterfly roosts are reported on any of the project segments. Suppressed records for sensitive species show up in a CNDDDB search as “quad” boxes, which is what occurs for some monarch butterfly roosts in the project area. While these large quad boxes for suppressed monarch butterfly roosts include portions of all project segments, SCE notes it is not inaccurate to state they are actually located on the segments, particularly when no suitable roosts have been identified during SCE’s field surveys. Accordingly, SCE recommends the following edits:  <del>Present Low: CNDDDB records of roost trees on Segments 1 and 4, and 0.3 mile south of Segment 3A. Additional suppressed records reported by the CNDDDB known or with the potential to occur within the project area. No suitable roost trees were observed during field surveys.</del>



**SBCRP DRAFT ENVIRONMENTAL IMPACT REPORT**

**SCE COMMENTS**

Section	Page	DEIR Language	SCE Comments and Recommendations
<p>Appendix E</p> <p>1-187</p>	<p>E-11</p>	<p>The Appendix states the following with respect to the Southwestern willow flycatcher’s potential to occur within the vicinity of the Proposed Project:</p> <p>Moderate: Suitable habitat found during focused habitat assessment at Canada Larga (near Segment1). USFWS designated critical habitat in Ventura River is crossed by Segment 2 and critical habitat at the Santa Clara River is 2.7 miles southeast of Segment 1. No CNDDDB records within 5 miles of the proposed Project. eBird records in the project area near Segment 3A and 3B.</p>	<p>No southwestern willow flycatcher eBird observations are recorded within 5 miles of the project area. Willow flycatcher observations, including a data point near the Segment 3A/3B split, are recorded in eBird. There are four willow flycatcher subspecies, and they are typically only identified to subspecies level when observed on breeding grounds. Observations of ‘willow flycatcher’ in the project area were not identified to the ‘southwestern willow flycatcher’ subspecies level and should not be reported as such.</p> <p>Accordingly, SCE recommends the following edits:</p> <p>Moderate: Suitable habitat found during focused habitat assessment at Canada Larga (near Segment1). USFWS designated critical habitat in Ventura River is crossed by Segment 2 and critical habitat at the Santa Clara River is 2.7 miles southeast of Segment 1. No CNDDDB records within 5 miles of the proposed Project. <del>eBird records in the project area near Segment 3A and 3B.</del></p>
<p>Appendix E</p> <p>1-188</p>	<p>E-12</p>	<p>The Appendix states as following with respect to the California condor’s potential to occur in the vicinity of the Proposed Project:</p> <p>Low: Limited foraging habitat that allows for landing to access food and takeoff afterwards. eBird records in the Ojai area, approximately 6 miles from Casitas Substation, dating from 2003 and 2013.</p>	<p>Based on telemetry data SCE obtained from Hopper Mountain National Wildlife Refuge, condors have been observed within 1 mile of the project area during the time period of 2008 – 2014. No condor have been observed during SCE field surveys, and recorded observations within the project area have been sporadic and irregular. Therefore, SCE concurs that condor are considered to have a low potential for occurrence. SCE is addressing condors in its Biological Assessment for the Section 7 and will adhere to avoidance and minimization measures contained therein.</p> <p>Accordingly, SCE recommends the following additions:</p> <p>Low: Limited foraging habitat that allows for landing to access food and takeoff afterwards. eBird records in the Ojai area, approximately 6 miles from Casitas Substation, dating from 2003 and 2013. <u>Hopper Mountain National Wildlife Refuge data for the years 2008 – 2014, condors have been tracked in the Canada Larga Creek area, within 1 mile of the Project. No nesting or roosting habitat is known within 5 miles of the Project.</u></p>

# **Attachment B**

PUBLIC UTILITIES COMMISSION

SAN FRANCISCO, CA 94102-3298



November 21, 2013

**Advice Letter 2947-E/2947-E-A**

Megan Scott-Kakures  
Vice President, Regulatory Operations  
Southern California Edison Company  
8631 Rush Street  
Rosemead, CA 91770

**Subject: Notice of Proposed Construction Project Pursuant to GO 131-D,  
Del Amo-Bovine #1 and Del Amo-Cypress #1 66 kV Subtransmission  
Pole Replacement Project at the 605 Freeway Crossing**

Dear Ms. Scott-Kakures:

Advice LetterS 2947-E/2947-E-A are effective November 6, 2013.

Sincerely,

A handwritten signature in cursive script that reads "Edward F. Randolph".

Edward F. Randolph, Director  
Energy Division

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November 5, 2013

**ADVICE 2947-E-A**  
**(U 338-E)**

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
ENERGY DIVISION

**SUBJECT:** Supplement to Advice 2947-E - Notice of Proposed Construction Project Pursuant to General Order 131-D, Del Amo-Bovine #1 and Del Amo-Cypress #1 66 kV Subtransmission Pole Replacement Project at the 605 Freeway Crossing

**PURPOSE**

Pursuant to a request received on October 31, 2013, from the California Public Utilities Commission (Commission) Energy Division, Southern California Edison Company (SCE) is filing this advice letter to supplement, in part, Advice 2947-E, which was filed on October 7, 2013.

The Energy Division has requested that SCE cite General Order (GO) 131-D, Section III.B.1.b ("Exemption b") as the applicable exemption for the project discussed in Advice 2947-E. Accordingly, SCE is filing this supplement citing Exemption b.

"b. the replacement of existing power line facilities or supporting structures with equivalent facilities or structures."

**TIER DESIGNATION**

Pursuant to GO 96-B, Energy Industry Rule 5.2(4), this advice letter is submitted with a Tier 2 designation.

**EFFECTIVE DATE**

This supplemental advice filing will become effective on the same day as the original filing, Advice 2947-E, which is November 6, 2013.

## **PROTESTS**

SCE asks that the Commission, pursuant to GO 96-B, General Rule 7.5.1, maintain the original protest and comment period designated in Advice 2947-E and not reopen the protest period. The modifications included in this supplemental advice filing do not make substantive changes that would affect the overall evaluation of the filing.

## **NOTICE**

In accordance with Section 4 of GO 96-B, SCE is serving copies of this supplemental advice filing to the interested parties shown on the attached GO 96-B service list. Address change requests to the GO 96-B service list should be directed by electronic mail to [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com) or at (626) 302-2930. For changes to all other service lists, please contact the Commission's Process Office at (415) 703-2021 or by electronic mail at [Process\\_Office@cpuc.ca.gov](mailto:Process_Office@cpuc.ca.gov).

Further, in accordance with Public Utilities Code Section 491, notice to the public is hereby given by filing and keeping the advice filing at SCE's corporate headquarters. To view other SCE advice letters filed with the Commission, log on to SCE's web site at <https://www.sce.com/wps/portal/home/regulatory/advice-letters>.

For questions, please contact Christine McLeod at (626) 302-3947 or by electronic mail at [Christine.Mcleod@sce.com](mailto:Christine.Mcleod@sce.com).

Southern California Edison Company

/s/ MEGAN SCOTT-KAKURES

Megan Scott-Kakures

MSK:cm:sq  
Enclosures

# CALIFORNIA PUBLIC UTILITIES COMMISSION

## ADVICE LETTER FILING SUMMARY ENERGY UTILITY

MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No.: Southern California Edison Company (U 338-E)

Utility type:

ELC       GAS  
 PLC       HEAT       WATER

Contact Person: Darrah Morgan

Phone #: (626) 302-2086

E-mail: [Darrah.Morgan@sce.com](mailto:Darrah.Morgan@sce.com)

E-mail Disposition Notice to: [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com)

EXPLANATION OF UTILITY TYPE

ELC = Electric      GAS = Gas  
 PLC = Pipeline      HEAT = Heat      WATER = Water

(Date Filed/ Received Stamp by CPUC)

Advice Letter (AL) #: 2947-E-A

Tier Designation: 2

Subject of AL: Supplement to Advice 2947-E - Notice of Proposed Construction Project Pursuant to General Order 131-D, Del Amo-Bovine #1 and Del Amo-Cypress #1 66 kV Subtransmission Pole Replacement Project at the 605 Freeway Crossing

Keywords (choose from CPUC listing): Compliance, Power Lines

AL filing type:  Monthly  Quarterly  Annual  One-Time  Other

If AL filed in compliance with a Commission order, indicate relevant Decision/Resolution #:

D.94-06-014 and D.95-08-038

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: \_\_\_\_\_

Summarize differences between the AL and the prior withdrawn or rejected AL<sup>1</sup>: \_\_\_\_\_

Confidential treatment requested?  Yes  No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement.

Name and contact information to request nondisclosure agreement/access to confidential information:

Resolution Required?  Yes  No

Requested effective date: 11/6/13      No. of tariff sheets: -0-

Estimated system annual revenue effect: (%): \_\_\_\_\_

Estimated system average rate effect (%): \_\_\_\_\_

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: None

Service affected and changes proposed<sup>1</sup>: \_\_\_\_\_

Pending advice letters that revise the same tariff sheets: N/A

<sup>1</sup> Discuss in AL if more space is needed.

**All correspondence regarding this AL shall be sent to:**

CPUC, Energy Division  
Attention: Tariff Unit  
505 Van Ness Avenue  
San Francisco, California 94102  
E-mail: [EDTariffUnit@cpuc.ca.gov](mailto:EDTariffUnit@cpuc.ca.gov)

Megan Scott-Kakures  
Vice President, Regulatory Operations  
Southern California Edison Company  
8631 Rush Street  
Rosemead, California 91770  
Facsimile: (626) 302-4829  
E-mail: [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com)

Leslie E. Starck  
Senior Vice President, Regulatory Policy & Affairs  
c/o Karyn Gansecki  
Southern California Edison Company  
601 Van Ness Avenue, Suite 2030  
San Francisco, California 94102  
Facsimile: (415) 929-5544  
E-mail: [Karyn.Gansecki@sce.com](mailto:Karyn.Gansecki@sce.com)

---

October 7, 2013

**ADVICE 2947-E**  
**(U 338-E)**

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
ENERGY DIVISION

**SUBJECT:** Notice of Proposed Construction Project Pursuant to  
General Order 131-D, Del Amo-Bovine #1 and  
Del Amo-Cypress #1 66 kV Subtransmission Pole  
Replacement Project at the 605 Freeway Crossing

Southern California Edison Company (SCE) hereby submits notice pursuant to General Order (GO) 131-D, Section XI, Subsection B.4 of the Construction of Facilities that are exempt from a Permit to Construct. GO 131-D was adopted by the California Public Utilities Commission (Commission) in Decision (D.)94-06-014 and modified by D.95-08-038.

**PURPOSE**

This advice filing provides a copy of the Notice of Proposed Construction (Attachment A) and the Notice Distribution List (Attachment B) which comply with the noticing requirements found in GO 131-D, Section XI, Subsections B and C.

**BACKGROUND**

SCE is proposing to replace two 66 kilovolt (kV) subtransmission wood poles on the east and west side of the 605 Freeway in the City of Cerritos approximately 1,300 feet south of 195<sup>th</sup> Street and approximately 1,330 feet north of Del Amo Boulevard (please refer to the enclosed map). The existing wood poles, which are double-circuit and carry both the Del Amo-Bovine #1 and the Del Amo-Cypress #1 66 kV subtransmission lines, are located on the south side of SCE's existing fee-owned transmission corridor that spans the 605 Freeway and in which several 220 kV lines and towers are also present. The existing 66 kV subtransmission wood pole on the west side of the 605 freeway is approximately 65 feet above ground and requires replacement due to deterioration; it will be replaced with an 80-foot tubular steel pole (TSP). The existing 66 kV subtransmission wood pole on the east side of the freeway, which is 70 feet above ground, requires replacement in order to ensure for sufficient clearances of the conductors (wires) across the freeway; it will be replaced with an 85-foot TSP.



The existing 653.9 kcmil Aluminum Conductor Steel Reinforced (ACSR) and distribution lines will be transferred from the existing poles to the new poles.

Pursuant to Commission GO 131-D, Section III.B.1, projects meeting specific conditions are exempt from the Commission's requirement to file for an application requesting authority to construct. This project qualifies for the following exemption:

- “g. power line facilities or substations to be located in an existing franchise, road-widening setback easement, or public utility easement; or in a utility corridor designated, precisely mapped and officially adopted pursuant to law by federal, state or local agencies for which a final Negative Declaration or EIR finds no significant unavoidable environmental impacts.”

GO 131-D, Section XI, Subsection B.4, requires that this advice filing be made not less than 30 days before the date such construction is intended to begin. Construction of the proposed project is scheduled to begin on or after November 21, 2013, and is expected to be completed in February 2014.

No cost information is required for this advice filing.

This advice filing will not increase any rate or charge, cause the withdrawal of service, or conflict with any other rate schedule or rule.

### **TIER DESIGNATION**

Pursuant to GO 96-B, Energy Industry Rule 5.2(4), this advice letter is submitted with a Tier 2 designation.

### **EFFECTIVE DATE**

Because this filing is being made in accordance with the noticing requirements described in GO 131-D, Section XI, Subsection B.4, this advice filing will become effective on November 6, 2013, the 30<sup>th</sup> calendar day after the date filed.

### **NOTICE**

Anyone wishing to protest this advice filing may do so by letter via U.S. Mail, facsimile, or electronically, any of which must be received no later than October 28, 2013. Protests should be mailed to:

CPUC, Energy Division  
Attention: Tariff Unit  
505 Van Ness Avenue  
San Francisco, California 94102  
E-mail: [EDTariffUnit@cpuc.ca.gov](mailto:EDTariffUnit@cpuc.ca.gov)

Copies should also be mailed to the attention of the Director, Energy Division, Room 4004 (same address above).

In addition, protests and all other correspondence regarding this advice letter should also be sent by letter and transmitted via facsimile or electronically to the attention of:

Megan Scott-Kakures  
Vice President, Regulatory Operations  
Southern California Edison Company  
8631 Rush Street  
Rosemead, California 91770  
Facsimile: (626) 302-4829  
E-mail: [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com)

Leslie E. Starck  
Senior Vice President, Regulatory Policy & Affairs  
c/o Karyn Gansecki  
Southern California Edison Company  
601 Van Ness Avenue, Suite 2030  
San Francisco, California 94102  
Facsimile: (415) 929-5544  
E-mail: [Karyn.Gansecki@sce.com](mailto:Karyn.Gansecki@sce.com)

There are no restrictions on who may file a protest, but the protest shall set forth specifically the grounds upon which it is based and shall be submitted expeditiously.

In accordance with Section 4 of GO 96-B, SCE is serving copies of this advice filing to the interested parties shown on the attached GO 96-B service list. Address change requests to the GO 96-B service list should be directed by electronic mail to [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com) or at (626) 302-2930. For changes to all other service lists, please contact the Commission's Process Office at (415) 703-2021 or by electronic mail at [Process\\_Office@cpuc.ca.gov](mailto:Process_Office@cpuc.ca.gov).

Further, in accordance with Public Utilities Code Section 491, notice to the public is hereby given by filing and keeping the advice filing at SCE's corporate headquarters. To view other SCE advice letters filed with the Commission, log on to SCE's web site at <https://www.sce.com/wps/portal/home/regulatory/advice-letters>.

For questions, please contact Christine McLeod at (626) 302-3947 or by electronic mail at [Christine.Mcleod@sce.com](mailto:Christine.Mcleod@sce.com).

Southern California Edison Company

/s/ MEGAN SCOTT-KAKURES  
Megan Scott-Kakures

MSK:cm:sq  
Enclosures

# CALIFORNIA PUBLIC UTILITIES COMMISSION

## ADVICE LETTER FILING SUMMARY ENERGY UTILITY

MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No.: Southern California Edison Company (U 338-E)

Utility type:

ELC       GAS  
 PLC       HEAT     WATER

Contact Person: Darrah Morgan

Phone #: (626) 302-2086

E-mail: [Darrah.Morgan@sce.com](mailto:Darrah.Morgan@sce.com)

E-mail Disposition Notice to: [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com)

EXPLANATION OF UTILITY TYPE

ELC = Electric      GAS = Gas  
 PLC = Pipeline      HEAT = Heat      WATER = Water

(Date Filed/ Received Stamp by CPUC)

Advice Letter (AL) #: 2947-E

Tier Designation: 2

Subject of AL: Notice of Proposed Construction Project Pursuant to General Order 131-D, Del Amo-Bovine #1 and Del Amo-Cypress #1 66 kV Subtransmission Pole Replacement Project at the 605 Freeway Crossing

Keywords (choose from CPUC listing): Compliance, Power Lines

AL filing type:  Monthly  Quarterly  Annual  One-Time  Other

If AL filed in compliance with a Commission order, indicate relevant Decision/Resolution #:

D.94-06-014 and D.95-08-038

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: \_\_\_\_\_

Summarize differences between the AL and the prior withdrawn or rejected AL<sup>1</sup>: \_\_\_\_\_

Confidential treatment requested?  Yes  No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement.

Name and contact information to request nondisclosure agreement/access to confidential information:

Resolution Required?  Yes  No

Requested effective date: 11/6/13      No. of tariff sheets: -0-

Estimated system annual revenue effect: (%): \_\_\_\_\_

Estimated system average rate effect (%): \_\_\_\_\_

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: None

Service affected and changes proposed<sup>1</sup>: \_\_\_\_\_

Pending advice letters that revise the same tariff sheets: N/A

<sup>1</sup> Discuss in AL if more space is needed.

**Protests and all other correspondence regarding this AL are due no later than October 28, 2013, 21 days after the date of this filing, unless otherwise authorized by the Commission, and shall be sent to:**

CPUC, Energy Division  
Attention: Tariff Unit  
505 Van Ness Avenue  
San Francisco, California 94102  
E-mail: [EDTariffUnit@cpuc.ca.gov](mailto:EDTariffUnit@cpuc.ca.gov)

Megan Scott-Kakures  
Vice President, Regulatory Operations  
Southern California Edison Company  
8631 Rush Street  
Rosemead, California 91770  
Facsimile: (626) 302-4829  
E-mail: [AdviceTariffManager@sce.com](mailto:AdviceTariffManager@sce.com)

Leslie E. Starck  
Senior Vice President, Regulatory Policy & Affairs  
c/o Karyn Gansecki  
Southern California Edison Company  
601 Van Ness Avenue, Suite 2030  
San Francisco, California 94102  
Facsimile: (415) 929-5544  
E-mail: [Karyn.Gansecki@sce.com](mailto:Karyn.Gansecki@sce.com)

**Attachment A**  
**NOTICE OF PROPOSED CONSTRUCTION**

**DEL AMO-BOVINE #1 AND DEL AMO-CYPRESS #1 66 KILOVOLT (KV) SUBTRANSMISSION POLE  
REPLACEMENT PROJECT AT THE 605 FREEWAY CROSSING**  
**SCE Advice Letter Number: 2947-E**  
**Date: October 7, 2013**

**Proposed Project:**

Southern California Edison Company (SCE) is proposing to replace two 66 kilovolt (kV) subtransmission wood poles on the east and west side of the 605 Freeway in the City of Cerritos approximately 1,300 feet south of 195<sup>th</sup> Street and approximately 1,330 feet north of Del Amo Boulevard (please refer to the enclosed map). The existing wood poles, which are double-circuit and carry both the Del Amo-Bovine #1 and the Del Amo-Cypress #1 66 kV subtransmission lines, are located on the south side of SCE's existing fee-owned transmission corridor that spans the 605 Freeway and in which several 220 kV lines and towers are also present. The existing 66 kV subtransmission wood pole on the west side of the 605 freeway is approximately 65 feet above ground and requires replacement due to deterioration; it will be replaced with an 80-foot tubular steel pole (TSP). The existing 66 kV subtransmission wood pole on the east side of the freeway, which is 70 feet above ground, requires replacement in order to ensure for sufficient clearances of the conductors (wires) across the freeway; it will be replaced with an 85-foot TSP.

The existing 653.9 kcmil Aluminum Conductor Steel Reinforced (ACSR) and distribution lines will be transferred from the existing poles to the new poles.

Construction of the Proposed Project is anticipated to begin on or after November 21, 2013, and is expected to be completed in February 2014.

**EMF Compliance:** The California Public Utilities Commission (CPUC) requires utilities to employ "no-cost" and "low-cost" measures to reduce public exposure to electric and magnetic fields (EMF). In accordance with "EMF Design Guidelines" filed with the CPUC in compliance with CPUC Decisions 93-11-013 and 06-01-042, this project is not required to implement any no-cost or low-cost EMF reduction measures because the work is considered "...maintenance work that does not materially change the design or overall capacity of the transmission line, including the one for one replacement of hardware, equipment, poles or towers."

**Exemption from CPUC Authority:** Pursuant to CPUC General Order 131-D, Section III.B.1, projects meeting specific conditions are exempt from the CPUC's requirement to file an application requesting authority to construct. This project qualifies for the following exemption:

"g. power line facilities or substations to be located in an existing franchise, road-widening setback easement, or public utility easement; or in a utility corridor designated, precisely mapped and officially adopted pursuant to law by federal, state, or local agencies for which a final Negative Declaration or EIR finds no significant unavoidable environmental impacts."

**Public Review Process:** Persons or groups may protest the proposed construction if they believe that the utility has incorrectly applied for an exemption or believe there is a reasonable possibility that the proposed project or cumulative effects or unusual circumstances associated with the project, may adversely impact the environment.

Protests must be filed by October 28, 2013, and should include the following:

1. Your name, mailing address, and daytime telephone number.
2. Reference to the SCE Advice Letter Number and Project Name Identified.
3. A clear description of the reason for the protest.

The letter should also indicate whether you believe that evidentiary hearings are necessary to resolve factual disputes. Protests for this project must be mailed within 20 calendar days to:

California Public Utilities Commission  
Director, Energy Division  
505 Van Ness Avenue, 4<sup>th</sup> Floor  
San Francisco, CA 94102

**AND**

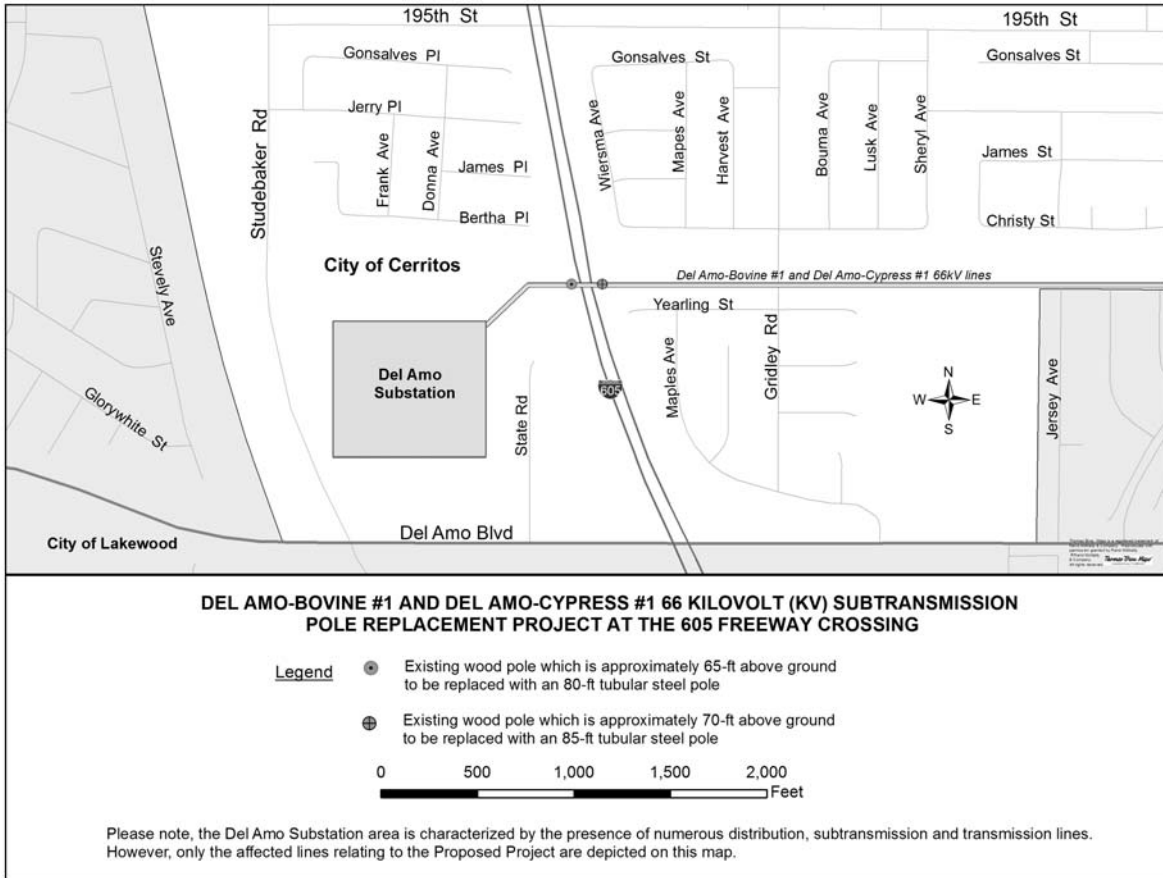
Southern California Edison Company  
Law Department - Exception Mail  
2244 Walnut Grove Avenue  
Rosemead, CA 91770  
Attention: C. Lawson

SCE must respond within five business days of receipt and serve copies of its response on each protestant and the CPUC. Within 30 days after SCE has submitted its response, the Executive Director of the CPUC will send you a copy of an Executive Resolution granting or denying the request and stating the reasons for the decision.

**Assistance in Filing a Protest:** For assistance in filing a protest, contact the CPUC's Public Advisor in San Francisco at (415) 703-2074 or in Los Angeles at (213) 576-7057.

**Additional Project Information:** To obtain further information on the proposed project, please contact:

**Constance Turner**  
**SCE Local Public Affairs Region Manager**  
**SCE Dominguez Hills Service Center**  
**1924 E. Cashdan Street**  
**Compton, CA 90220**  
**Phone (310) 608-5103**



## **Attachment B**

### **DEL AMO-BOVINE #1 AND DEL AMO-CYPRESS #1 66 KILOVOLT (KV) SUBTRANSMISSION POLE REPLACEMENT PROJECT AT THE 605 FREEWAY CROSSING**

#### **Distribution List**

##### **1) Agencies**

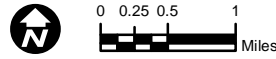
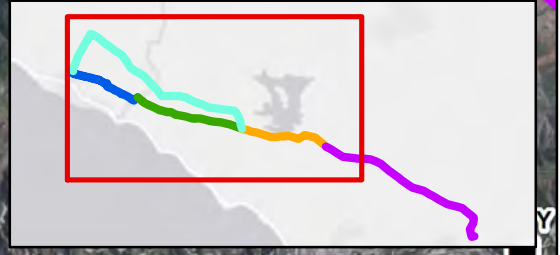
Torrey Contreras  
Community Development Director  
City of Cerritos  
18125 Bloomfield Avenue  
Cerritos, CA 90703-3130

Mr. Robert Oglesby, Executive Director  
California Energy Commission  
1516 9th Street, MS-39  
Sacramento, CA 95814-5512

##### **2) Newspapers**

Long Beach Press-Telegram  
300 Oceangate  
Long Beach, CA 90844

Path: P:\PROJECTS\MPO\_Projects\SBCRP\Maps\CPUUC\20101030\_DEIR\_forCPUUC\SBCRP\_DEIR\_Figure2\_1b\_20141107\_Mark.mxd



**Existing Electrical Subtransmission Lines**

- Segment 1
- Segment 2
- Segment 3A
- Segment 3B
- Segment 4
- Segment 5

- New Proposed New Right of Way Alignment
- Potential Minor Shift in the 66kV Alignment

- Existing Substation Location
- Helicopter Landing Zones
- USFS
- Coastal Commission Zone
- Staging Yards

- Major Roads
- Local Roads
- County Boundary
- City Limits

Features depicted herein are planning level accuracy, and intended for informational purposes only. Distances and locations may be distorted at this scale. Always consult with the proper legal documents or agencies regarding such features. Real Properties Department.

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 National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

**SOUTHERN CALIFORNIA EDISON**  
 An EDISON INTERNATIONAL Company

**Figure 2-1b  
 Proposed Project Components  
 Revised November 12, 2014**

**Santa Barbara County  
 Reliability Project  
 Santa Barbara and  
 Ventura Counties**



# county of ventura

November 12, 2014

Santa Barbara County Reliability Project  
c/o Ecology and Environment, Inc.  
505 Sansome Street, Suite 300  
San Francisco, CA 94111

E-mail: SBCRP.CPUS@ene.com

Subject: Comments on the Notice of Availability Southern California Edison company  
Santa Barbara County Reliability Project Draft Environmental Impact Report

To whom it may concern:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

2a-1

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

2a-2

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,



Tricia Maier, Manager  
Planning Programs Section

Attachments

County RMA Reference Number 13-013-1



**VENTURA COUNTY**  
**AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Laura Hocking, Planning

DATE: May 20, 2013

FROM: Alicia Stratton

SUBJECT: Request for Review of Draft Environmental Impact Report for the Santa Barbara & Ventura County Reliability Project (SBCRP), Southern California Edison, State of California Public Utilities Commission (Reference No. 13-013-1)

Air Pollution Control District staff has reviewed the subject draft environmental impact report (DEIR), which addresses potential impacts from the proposal to build and operate the Santa Barbara Reliability Project. The purpose of the project is to ensure the availability of safe and reliable electrical service and to help meet customer electrical demand. The project has a portion of its transmissions infrastructure in Santa Barbara and Ventura Counties between the City of Ventura and the City of Carpinteria. This involves reconstruction of existing subtransmission facilities, installation of marker balls on overhead wire, modification of subtransmission and substation equipment, replacement of line protection relays within existing substation equipment rooms, installation of telecommunications facilities, installation of fault return conductor on subtransmission structures, and removal of subtransmission infrastructure foundations. The project location spans several segments over the course of 32 miles; project construction would last 24 months. Segment 1 is from Santa Clara Substation in the east to the Casitas Substation in the west. Segment 2 spans from Casitas Substation in the east to the "Y" in the west. Segments 3A and B span from to the Ventura County border and beyond. The remaining segments are in Santa Barbara County.

2b-1

Section 4.3 of the DEIR addresses air quality issues, including air quality issues pertaining to air quality in Ventura County. The DEIR identifies air quality as an area of potential adverse impact in Ventura County. Temporary construction activities would likely cause an exceedance of criteria pollutants above established thresholds. Impacts on air quality standards would be significant and unavoidable during the first year of construction, even after implementation of all feasible mitigation measures. Additionally, the first year of construction would result in a net increase of criteria pollutant emissions and would be cumulatively considerable after implementation of all feasible mitigation measures.

2b-2

As stated in Section 4.3.3.1, *Methodology and Significance Criteria*, both Santa Barbara County APCD and Ventura County APCD have not established thresholds of significance for temporary construction emissions. The applicant has opted to compare the estimated construction emissions to the South Coast Air Quality Management District's significance thresholds for construction (because of its proximity to Ventura and Santa Barbara Counties). Based on this comparison, the construction emissions from the project would be less than significant, however, we recommend implementation of the mitigation measures presented in Table 2-9, *Applicant Proposed Measures* and Table 4.3-5, *Ventura County Fugitive Dust Control Requirements Applicable to the Proposed Project*, and Applicant Proposed Measures APM AQ-1 and APM AQ-2. Implementation of these measures will reduce short-term air quality impacts to the greatest extent feasible.

2b-3

As mentioned in our May 20, 2013 memo responding to the notice of preparation for this project, this project may be subject to the requirements of the federal General Conformity regulation (although this is not a CEQA issue). Conformity is defined in the Clean Air Act as conformity to an air quality implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment. Section 176(c) of the Clean Air Act requires the EPA to develop criteria and procedures for determining the conformity of transportation and nontransportation (general) projects that require federal agency approval or funding with the applicable air quality plan. We recommended that the DEIR includes a summary of the federal general conformity rule, which actions related to the project may require a conformity analysis to be performed, and which agencies will likely be involved with the conformity determination(s).

2b-4

If you have any questions, please call me at (805) 645-1426.



**County of Ventura**  
**Public Works Agency**  
**Integrated Waste Management Division**  
**MEMORANDUM**

**Date:** October 17, 2014

**To:** Jensen Uchida, Planner  
California Public Utilities Commission

**From:** Derrick Wilson, Staff Services Manager  
Integrated Waste Management Division

**Subject:** Notice of Preparation of a Draft EIR for Southern California Edison's  
*Santa Barbara County Reliability Project*. RMA Reference No: 13-013-1

**Lead Agcy:** California Public Utilities Commission

Pursuant to your request, the Integrated Waste Management Division (IWMD) has reviewed the project materials provided with your September 29, 2014, memo and appreciates this opportunity to provide our comments.

Due to proposed construction activities in Ventura County, the IWMD requests the Lead Agency to comply, to the extent feasible, with the general requirements of Ventura County Ordinances #4445 (solid waste handling, disposal, waste reduction, and waste diversion) and #4421 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, and salvage) to assist the County in its efforts to meet the requirements of Assembly Bill 939 (AB 939). AB 939 mandates all cities and counties in California to divert a minimum of 50% of their jurisdiction's solid waste from landfill disposal. Ordinances 4445 and 4421 may be reviewed in their entirety at [www.vcpublicworks.org/ord4445](http://www.vcpublicworks.org/ord4445) and [www.vcpublicworks.org/ord4421](http://www.vcpublicworks.org/ord4421).

2c-1

Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

**Recyclable Construction Materials**

Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., concrete, asphalt, metal, rebar, wood) generated by the project, but not reused on site, be recycled at a permitted recycling facility. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: [www.vcpublicworks.org/C&D](http://www.vcpublicworks.org/C&D).

2c-2

**Soil - Recycling & Reuse**

Contract specifications for this project shall include a requirement that soil not reused on-site during the construction phase of the project be transported to a permitted facility for recycling or reuse. Illegal disposal and landfilling of soil is prohibited. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: [www.vcpublicworks.org/C&D](http://www.vcpublicworks.org/C&D).

2c-3

**Green Materials - Recycling & Reuse**

The Contract Specifications for this project shall include a requirement that wood waste and/or vegetation removed during the construction phase of this project be diverted from the landfill. This can be accomplished by on-site chipping and land-application at various project sites, or by transporting the materials to a permitted greenwaste facility in Ventura County. A complete list of permitted greenwaste facilities is located at: [www.vcpublicworks.org/greenwaste](http://www.vcpublicworks.org/greenwaste).

2c-4

**Report to Quantify Materials Diverted from Landfill Disposal by On-Site Reuse or Off-site Recycling**

The contract specifications for this project shall include a requirement that all contractors working on the project submit a *Summary Table* to the IWMD at the conclusion of their work. The *Summary Table* must include the contractor's name, address, and phone number, the project's name, the types of recyclable materials generated during the project (e.g., metal, concrete, asphalt, rebar, wood, soil, greenwaste) and the *approximate* weight of recyclable materials:

2c-5

- Reused on-site, and/or
- Transported to permitted facilities in for recycling and/or reuse.

Please include the name, address, and phone number of the facilities where recyclable materials were transported for recycling or reuse in the *Summary Table*.

2c-6

Receipts and/or documentation are required for each entry in the *Summary Table* to verify recycling and/or reuse occurred, and that recyclable greenwaste, wood, soil, and sediment generated by this project was not landfilled.

2c-7

Should you have any questions regarding this memo, please contact Pandee Leachman at 805/658-4315.

2c-8




# Memorandum

County of Ventura • Resource Management Agency • Planning Division

800 S. Victoria Avenue, Ventura, CA 93009-1740 • (805) 654-2478 • [ventura.org/rma/planning](http://ventura.org/rma/planning)

November 7, 2014

To: Laura Hocking, RMA Planning Technician

From: Shelley Sussman, Senior Planner, Long-Range Planning Section 

Subject: RMA Ref. #13-013-1 Draft Environmental Impact Report, Santa Barbara County Reliability Project

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Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) Santa Barbara County Reliability Project proposed by Southern California Edison. The Planning Division – Long Range Planning Section offers the following comments.

## Background

Southern California Edison (SCE) is the project applicant. The applicant plans to construct the Santa Barbara County Reliability Project, which involves activities in the City of Ventura, the County of Ventura, the City of Carpinteria, and the County of Santa Barbara. The proposed project is expected to be constructed over a 24-month period and involve multiple components including:

- Removal and replacement of subtransmission structures;
- Installation of marker balls on overhead wires, when required;
- Installation of telecommunications facilities;
- Modifications to existing substations; and
- Removal of decommissioned infrastructure.

## Long-Range Planning Section Comments

The Long-Range Planning Section recognizes that the California Public Utility Commission has preemptive jurisdiction over the construction, maintenance, and operation of public utilities and therefore no local discretionary permits are required for this project. That said, staff reviewed the environmental analysis with regard to the issues of concern to the Long-Range Planning Section, including aesthetics, agriculture, land use and noise.

Based on our review of these DEIR sections, it appears that the project applicant has acknowledged the applicable General Plan policies and the environmental Thresholds of Significance Criteria for the issue areas noted above and has incorporated mitigation measures in cases where environmental impacts were identified.

2d-2

That said, based on the information contained within *Table 4.2-3 Temporary and Permanent Impacts to Prime and Unique Farmlands in Acres* (DEIR, pg. 4.2-8), the County notes that the 9.98-acre permanent loss of Unique Farmland comes extremely close to the 10-acre Threshold of Significance for impacts to agricultural resources. As discussed in the County's Initial Study Assessment Guidelines, any project that would result in the direct and/or indirect loss of 10 acres of soils classified as Unique, (within the Agricultural General Plan Land Use designation), is considered to have a significant project impact that requires mitigation. (ISAGs pg. 47) The Threshold of Significance for the permanent loss of Unique soils within the Open Space/Rural Land Use Designation is 15 acres. However, based on the information provided in the DEIR, it was not possible to determine which General Plan Land use Designation was applicable.

2d-3

Thank you again for the opportunity to comment. Please contact me at 805-654-2493 or [shelley.sussman@ventura.org](mailto:shelley.sussman@ventura.org) if you have any questions.

2d-4



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic, Advance Planning & Permits Division**

**MEMORANDUM**

**DATE:** October 7, 2014

**TO:** PWA – Planning Division  
Attention: Laura Hocking

**FROM:** Transportation Department *Ben*

**SUBJECT: REVIEW OF DOCUMENT 13-013-1** Draft Environmental Impact Report (DEIR)  
**Southern California Edison Santa Barbara County Reliability Project**  
Permit to rebuild and upgrade existing electrical transmission infrastructure in  
Santa Barbara County and Ventura County (utility).  
Lead Agency: **California Public Utilities Commission**

Pursuant to your request, the Public Works Agency Transportation Department has reviewed the 1,526-page DEIR (Sch No. 2013041070, A 1210018) for the Southern California Edison (SCE) Santa Barbara County Reliability Project (SBCRP, Project).

The project involves rebuilding and upgrading of existing electrical transmission infrastructure in existing utility right-of-way in the unincorporated areas of Santa Barbara County and Ventura County. The work includes the reconstruction of 66-kilovolt (kV) subtransmission facilities, removal of a 66-kV segment, installation of marker balls on existing overhead wire, modification of equipment/cabinets, and the replacement of line-protection relays at the Carpinteria, Casitas, Goleta, Ortega, Santa Barbara, and/or Santa Clara substations. From east to west, the substations located in the County of Ventura are Santa Clara, Getty, Casitas, and Ventura. Segments 1, 2, 3, and 4 are located in open space or rural areas of the County.

We offer the following comments:

1. Our previous comments dated May 16, 2013, for the NOP of an EIR or IS/MND (RMA No. 13-013) are still valid and applicable to the project. 2e-1
2. We generally concur with the four (4) draft Mitigation Measures (MM) in Table 9-1 beginning on Page 9-60 for those areas under the purview of the Transportation Department. 2e-2
3. In addition to the repair of damaged trails (MM TT-4, P. 9-66), proper precautions shall be taken to protect County-maintained roads during construction. 2e-3
4. Since this project may impact the Ojai Valley Trail, the Ventura County Parks Department should also review this project. 2e-4
5. An Encroachment Permit (EP) is required for any work or traffic impacts within the right-of-way of a County road. 2e-5
6. A Traffic Control Plan (MM TT-1, P. 9-60) is required for any road closure, partial road closure, or detour. 2e-6



- 7. SCE should be made aware that County policy precludes any trenching work on County-maintained roads rehabilitated within the last five (5) years unless a full-lane-width overlay is provided after trenching is completed. 2e-7
- 8. Since this project may impact State Route 33, Caltrans should also review this project. 2e-8
- 9. Construction-related traffic on State Route 33 between the freeway and City of Ojai city limits should avoid the peak hours in the morning (6:30 a.m. to 9 a.m.) in the southbound direction and in the afternoon/evening hours (3:30 p.m. to 6:30 p.m.) in the northbound direction. 2e-9
- 10. The two-year project will require approximately 105 daily construction personnel (see P. 2-38). The cumulative impacts of the development of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate TIMF should be paid to the County, including any reciprocal fee. Based on the information provided, the fee due to the County (and City of Ojai) would be **\$10,332.00**.

Ojai TD #1	50%** x 210 ADT x \$9.77 / ADT	= \$1,025.85	
Ventura TD #10	50%** x 210 ADT x \$52.76 / ADT	= \$5,539.80	
<u>City of Ojai</u>	<u>50%** x 210 ADT x \$35.87 / ADT</u>	<u>= \$3,766.35</u>	2e-10
		<b><u>= \$10,332.00</u></b>	

210 ADT = 105 employee vehicles x 2 trips/vehicle

Notes

1. \*\* The project is deemed to be located in two traffic districts, the Ojai Traffic District #1 and the Ventura Traffic District #10.\*\*
2. Pursuant to the Reciprocal Traffic Mitigation Agreement between the City of Ojai and the County of Ventura, the District should deposit with the Transportation Department a TIMF on behalf of the City of Ojai to be transferred to the city within 30 days.
3. The trip generation is below the threshold for the City of Ventura, therefore a TIMF will not be collected by the County for the City of Ventura.
4. The above-estimated fee may be subject to adjustment at the time of deposit, due to provisions in the TIMF Ordinance allowing the fee to be adjusted for inflation based on the Engineering News Record Construction Cost Index. The estimate above is based only on information provided in the DEIR.

- 5. Please provide the TD with a copy of the final EIR when it becomes available for our review and comment. 2e-11

Our review is limited to the impacts this project may have on the County's Regional Road Network. 2e-12



**VENTURA COUNTY WATERSHED PROTECTION DISTRICT**  
PLANNING AND REGULATORY DIVISION  
800 South Victoria Avenue, Ventura, California 93009  
Sergio Vargas, Deputy Director – (805) 650-4077

**MEMORANDUM**

DATE: October 30, 2014

TO: Laura Hocking, RMA/Planning Technician Planner  
Resource Management Agency, Planning Division

FROM: Sergio Vargas, P.E. – Deputy Director *S.V.*

SUBJECT: RMA 13-013-1 – Notice of Availability of a Draft Environmental Impact Report (DEIR): Santa Barbara County Reliability Project Proposed by Southern California Edison

Pursuant to your request, this office has reviewed the subject Notice of Availability of a Draft Environmental Impact Report (DEIR) prepared for Southern California Edison: California Public Utilities Commission- Energy Division by Ecology and Environment, Inc., dated September 14, 2014.

**SUBJECT LOCATION:**

The project allows for the rebuilding and upgrading of a portion of the Southern California Edison transmission infrastructure in portions of Ventura and Santa Barbara Counties, between the City of Ventura and the City of Carpentry.

**PROJECT DESCRIPTION**

The project proposes to rebuild and upgrade a portion of the Southern California Edison transmission infrastructure within northwestern Ventura County and southeastern Santa Barbara Counties between the Cities of Ventura and Carpentry. The project would increase service reliability particularly during emergency conditions by modernizing and reinforcing the existing 66 kilovolt subtransmission system. The objectives of the proposed project is to (i) provide long-term reliability and continuity of service to the Electrical Needs Area; (ii) enhance operational flexibility by providing the ability to transfer the electric load between local substations and removing existing 220 kV or 66 kV lines from service when needed for maintenance purposes; and (iii) increase energy efficiency of the 66 kV subtransmission line.

The following activities are major components of the proposed project within Ventura County:

- Reconstruction of existing 66 kV subtransmission facilities within existing utility rights-of-way between the Santa Clara Substation and Carpentry Substation.
- Modification of subtransmission and substation equipment within the existing Casitas and Santa Clara Substations.

October 30, 2014

RMA 13-013-1 – Notice of Availability of a Draft Environmental Impact Report (DEIR):

Page 2 of 2

- Installation of fiber optic telecommunication equipment at the Casitas, Santa Clara and Ventura Substations.

**WATERSHED PROTECTION DISTRICT PROJECT COMMENTS:**

1. On Page 3-8, Section 3.0: Summary of Scoping Comments (Hydrology and Water Quality), reference is made to the comments previously submitted (May 20, 2013) by the Ventura County Watershed Protection District (District) regarding the need for District permits for any development activity proposed in, on, under, or across any District jurisdictional redline channel, including the bed and banks. Channels included Harmony Creek, Lake Canyon, Sexton Creek, East Fork Hall Canyon, Manuel Canyon, Canada Larga and facility, Weldon Creek and facility, and Ventura River. The District requests the following additional information be included in the final EIR document:

2f-1

(a) Based on Figure 2-1a: Proposed Project Components, and Figure 2-1b: Proposed Project Components of the (DEIR) prepared by Ecology and Environment, Inc., dated September 14, 2014, the District has identified additional jurisdictional redline channels which we request be included by reference in the final EIR document:

2f-2

- Rincon Creek
- Casitas Creek
- Coyote Creek
- Fresno Creek
- Canada de Aliso Creek.

(b) Please revise Section 1.4: "Intended Uses of the EIR": Subsection 1.4.3 "Other Public Agencies" to include a discussion that recognizes the reviewing and permitting authority of the Ventura County Watershed Protection District relative to all affected jurisdictional redline channels and facilities.

2f-3

(c) Please identify all watercourses by name on all maps, exhibits, and figures.

2f-4

2. The District would like to meet with the project proponent to determine what proposed infrastructure reconstructions, upgrades, and new facilities and transmission alignments will impact the District's jurisdictional channels and facilities, and discuss permitting requirements. If it is determined through the Environmental Assessment process that impacts to District channels and facilities are unavoidable, the Environmental Assessment document should include a discussion addressing that finding for each affected District channel and facility.

2f-5

Thank you for the continued opportunity to comment regarding compliance with the requirements of the District relative to the project. Feel free to contact me for further information or if you have further questions.

2f-6

**END OF TEXT**

**James, Rachel**

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**From:** James, Rachel  
**Sent:** Monday, April 06, 2015 11:38 AM  
**To:** James, Rachel  
**Subject:** RE: Santa Barbara County Reliability Project Proposed by Southern California Edison

**Categories:** SBCRP

**From:** Doner, Nicole [<mailto:Nicole.Doner@ventura.org>]  
**Sent:** Monday, September 29, 2014 3:18 PM  
**To:** Uchida, Jensen  
**Subject:** RE: Santa Barbara County Reliability Project Proposed by Southern California Edison

Mr. Uchida

Was a separate historic resource report from a qualified architectural historian completed or was the CEQA historical review prepared by an archaeologist and documented in the Cultural Resources report? Can you please send over the pdf electronically?

2g-1

Regarding the Section 106 consultation process, I would appreciate if you let the USFS staff know that Ventura County Cultural Heritage Board as the CLG wants to be included as a consulting party in Section 106 review.

2g-2

thanks  
Nicole

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**From:** Uchida, Jensen [<mailto:jensen.uchida@cpuc.ca.gov>]  
**Sent:** Monday, September 29, 2014 3:09 PM  
**To:** Doner, Nicole  
**Subject:** RE: Santa Barbara County Reliability Project Proposed by Southern California Edison

Ms. Doner:

It's my understanding that the USFS Los Padres National Forest is conducting its own review of the project in a separate NEPA process and should address any formal Section 106 consultation.

The Cultural Technical Report is confidential to the public and therefore was not included in the Draft EIR (only a slip sheet was included). The CPUC's project archeologist (Tim Gross) was notified about your request and will be in touch with you about the cultural report.

Jensen

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**From:** Doner, Nicole [<mailto:Nicole.Doner@ventura.org>]  
**Sent:** Monday, September 29, 2014 11:17 AM  
**To:** Uchida, Jensen  
**Subject:** Santa Barbara County Reliability Project Proposed by Southern California Edison

Mr. Uchida

Please provide me a copy of the Historic Resource Report and Cultural Resource Report that is referenced in the Draft EIR but is not enclosed.

2g-3

Also, is this project receiving federal funds or a license from the federal government, and thus is subject to a Section 106 Review?

2g-4

If so, the County of Ventura is a CLG and requests copies of the Section 106 review.  
Thank you

Nicole Doner  
Cultural Heritage Program Administrator  
Ventura County Planning Division  
800 S Victoria Avenue L1740  
Ventura CA 93009  
805-654-5042  
[nicole.doner@ventura.org](mailto:nicole.doner@ventura.org)

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# LAW OFFICE OF MARC CHYTILO

ENVIRONMENTAL LAW

November 12, 2014

Mr. Lon Payne  
California Public Utilities Commission  
c/o Ecology and Environmental, Inc.  
505 Sansome Street, Suite #300  
San Francisco, CA 94111

By email to [SBCRP.CEQA@ene.com](mailto:SBCRP.CEQA@ene.com)

RE: Southern California Edison Company (SCE) Santa Barbara County Reliability Project Draft Environmental Impact Report (DEIR)

Dear Mr. Payne and the California Public Utilities Commission,

This office represents Mr. William Kerstetter regarding the Santa Barbara County Reliability Project (hereafter “Project”). Mr. Kerstetter has been involved in this and related projects for over a decade, beginning when SCE began expanding its transmission and distribution facilities in the Shepard Mesa area of Carpinteria in 1999 without the benefit of permits, environmental review or community notification. In our Scoping Comments (dated May 23, 2013) we conveyed how critically important it is that the EIR consider the effects of the serial unpermitted work as part of the Project’s environmental review process and to use the pre-Project conditions in 1998 as the baseline for environmental review to ensure that SCE does not benefit from their improper unpermitted activities. Unfortunately, the draft EIR does not include the work SCE commenced without permits as part of the Project Description, and fails to use pre-Project conditions as the baseline for environmental review. Additionally, the draft EIR lacks adequate visual simulation of affected views in the Shepard Mesa area of Carpinteria. Discussed below, these failures render the draft EIR non-compliant with CEQA, and revision and recirculation of a revised draft EIR is required.

3-1

## 1. Failure to Include the Whole Project in the Project Description

In order for an EIR to adequately evaluate the environmental ramifications of a project, it must first provide a comprehensive description of the project itself. “ ‘Project’ means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment”. (CEQA Guidelines § 15378 (a)). “All phases of a project must be considered when evaluating its impact on the environment”. (Guidelines § 15126). An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR. (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 730 (quoting *County of Inyo v. City of Los Angeles* (1977) 71 Cal. App. 3d 185, 193).) As a result, courts have found that even if an EIR is adequate in all other respects, the use of a truncated project description violates CEQA and mandates the conclusion that the lead agency did not proceed in the manner required by law. (*San Joaquin Raptor*, 27 Cal. App. 4th at 729-30.) Importantly, “[a]n accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity.” (*Id.* at 730 (citation

3-2

omitted).) Thus, an inaccurate or incomplete project description renders the analysis of significant environmental impacts inherently unreliable.

Here, the work that commenced in 1999 on Segment 3A is an essential and integral component of SCE's endeavor to enhance reliability by reconstructing the 66-kV subtransmission line extending from Ventura to Carpinteria. SCE commenced the Project under the erroneous assumption that the Project was exempt from CPUC permitting jurisdiction pursuant to General Order 131-D Section III.B.1 and exempt from permitting under the California Coastal Act. (*See* SCE Application No. A.12-10-018, pp. 2-3.) In fact, this prior work is subject to the PUC's permitting jurisdiction pursuant to GO 131-D (*see* DEIR p. 1-4), and as we understand it the PUC's jurisdiction includes the power to deny an after-the-fact permit to construct the as-built portion and require its removal and restoration of the environmental conditions that existed before the Project commenced in 1999 (assuming the facts warranted such an action). Under these circumstances it is clear that the work conducted between 1999 and 2004 is indeed part of the Project and must be analyzed as such.

Under CEQA, the EIR must describe the whole project, and must analyze and mitigate the impacts of the whole project. In this case, the whole project includes the work SCE commenced without permits in 1999. Accordingly, the EIR must be revised and recirculated to broaden the Project Description to include the whole project, and to analyze and mitigate the impacts of the whole project including the as-built portion of Segment 3A.

## 2. Failure to Utilize the Pre-Project Baseline for Analysis of Environmental Impacts

CEQA analysis must "employ a realistic baseline that will give the public and decision makers the most accurate picture practically possible of the project's likely impacts." (*Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4<sup>th</sup> 439, 449.) While CEQA Guidelines § 15125 provides that the baseline "normally" consists of "the physical environmental conditions in the vicinity of the project, as they exist at the time ... environmental analysis is commenced ...", the California Supreme Court has made clear that other baselines may be used where substantial evidence shows that a comparison only to existing conditions would be uninformative or misleading. (*Id.* at 452.) Moreover "an agency may not escape its duty by ignoring that duty and then presenting the result as a fait accompli incorporated into an environmental baseline." (*League to Save Lake Tahoe v. Tahoe Reg'l Planning Agency* (2010) 739 F. Supp. 2d 1260, 1276 (underline in original).) Where existing "projects had not been authorized and the project at issue concerned, in part, whether to authorize them, including these projects in the baseline wrongfully 'assume[d] the existence of the very plan being proposed.'" (*Id.* at 1276 (quoting *Friends of Yosemite Valley v. Scarlett* (2006) 439 F. Supp. 2d 1074, 1105).)

The draft EIR asserts that "CEQA does not require review of prior unpermitted activity", citing *Fat v. County of Sacramento* (2002) 97 Cal.App.4<sup>th</sup> 1428 and *Riverwatch v. County of San Diego* (1999) 76 Cal.App.4<sup>th</sup> 1428. (DEIR p. 7-1.) Generally, these cases stand for the proposition that "[p]rior code or zoning violations unrelated to the current application need not be considered in

3-2  
cont.

3-3

evaluating a new application.” (See *Eureka Citizens v. City of Eureka* (2007) 147 Cal. App. 4th 357, 371 and fn. 19 (emphasis added) citing *Baird v. County of Contra Costa* (1995) Cal.App.4th 1464, 1471.) *Fat*, *Riverwatch*, and *Eureka* all upheld agency decisions to include unauthorized development or activity in the environmental baseline that existed at the time environmental review was commenced, but was not part of the project being approved by the agency. In each of these cases, the court deferred to the agency’s choice of baseline and determined that substantial evidence supported that choice based on the particular facts of each case. By contrast, *League to Save Lake Tahoe* rejected an agency’s use of a baseline that included existing unauthorized buoys in the number of existing buoys, and specifically distinguished *Fat*, *Riverwatch*, and *Eureka* on the basis that “[i]n each of the above cases, the issue was whether the agency could let sleeping dogs lie. Here, TRPA proposes to act on its existing duty to enforce permit requirements, to issue permits to only those existing buoys that can otherwise be lawfully permitted, and to remove the remaining buoys only to permit other unrelated buoys in their place.” (739 F. Supp. 2d at 1277.)

3-3  
cont.

In this case, SCE began construction on the project now under review at the PUC before environmental analysis was commenced, and now seeks permits from PUC to both validate the prior work and construct additional portions of the project. Like *League to Save Lake Tahoe*, the unauthorized work is an inextricable part of the proposed project, and cannot properly be included in the baseline for purposes of environmental analysis. Utilizing the “normal” baseline of conditions existing at the commencement of environmental review would fail to compare the Project with the environment’s state absent the project, detracting from the EIR’s effectiveness as an informational document and misleading the public as to the Project’s true environmental impacts. (See *Neighbors for Smart Rail*, 57 Cal.4<sup>th</sup> at 449). Under these circumstances the EIR must at a minimum include an analysis of the Project against the environmental setting as it existed prior to the commencement of work in 1999.<sup>1</sup>

### 3. Failure to Include Adequate Visual Simulations

Visual simulations are a critical aspect of an adequate visual impact analysis. The draft EIR includes relatively few KOPs relative to the geographic scope of the Project (see Figure 4.1-1), making it impossible to ascertain the extent of the visual impact in areas of concern including the Shepard Mesa area in Carpinteria. There are several additional public views from SR 192 from which the Project is highly visible and which merit inclusion as KOPs in the EIR. For example, the photo attached hereto as Exhibit A depicts the portion of Segment 3A that traverses agricultural land in the Shepard Mesa Community, demonstrating the Project’s visual impact from the state scenic highway eligible SR 192 toward the mountains. The photos attached hereto as Exhibit B show the extent of Project intrusion into the SR 192 viewshed closer to the intersection with Shepard Mesa Road. These additional views should be considered in the visual impact analysis, and simulations of

3-4

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<sup>1</sup> The draft EIR’s approach of including an analysis of the as-built portion of Segment 3A in Chapter 7 does not fulfill the PUC’s obligation under CEQA with respect to mitigation and consideration of alternatives, among other things.



the Project from these vantage points included in a revised environmental document.

Notably, the draft EIR fails to include private views from the Shepard Mesa community that are among the most impacted by the Project. (See Exhibit C, photos showing the Project from a Shepard Mesa residence). Accordingly it is unclear what effect the additional unconstructed portion of the Project would have on these views. CEQA requires analysis of impacts on private views where public views are also affected. (*Ocean View Estates Homeowner's Association v. Montecito Water District* (2004) 116 Cal. App. 4<sup>th</sup> 396, 402-403.) Without inclusion of representative private such as the one depicted in Exhibit C, the EIR is lacking a critical component of the visual impact analysis, and accordingly that analysis is fundamentally flawed.

Additionally, the draft EIR fails to include adequate and accurate photo documentation demonstrating the extent of the impact of the unpermitted work on views and aesthetic resources. For example, Figure 7-1 shows several views that are largely obstructed by vegetation, and not indicative of the open expansive views available from various locations including private residences and SR 192 in the Shepard Mesa area. (See Exhibits A-C.) Additionally, the photos of pre-2004 wooden poles and post-2004 LWS poles in Figure 7-2 appear to be taken at different angles, artificially reducing the perceived impact of the new poles. Simulations which accurately reflect the extent of the impact of the LWS poles including their increased height and thicker more visually prominent wires must be included in a revised EIR.

To ensure that visual impacts are adequately addressed in the EIR, new visual simulations showing additional vantage points along SR 192 and from residences in Shepard Mesa community are required. Additional photos and visual simulations are also necessary to enable an accurate comparison of the pre-2004 wooden poles, the post-2004 LWS poles, and the post-Project conditions within Segment 3A. These additional photos and visual simulations must be included in a revised and recirculated draft EIR.

#### 4. Conclusion

For the reasons stated herein, we respectfully request that you revise the draft EIR to include the unpermitted but already constructed portion of Segment 3A in the Project Description, to utilize the pre-Project (1998) conditions as the baseline for environmental analysis to ensure that all Project impacts are disclosed, analyzed, and mitigated or avoided, and to include adequate visual simulations representing the additional unconstructed portions of the Project in the Shepard Mesa area of Carpinteria. Because Chapter 7 of the draft EIR recognized significant impacts of the unpermitted work along Segment 3A, incorporating the unpermitted work in the Project Description and analyzing impacts utilizing the pre-Project baseline will result in the identification of significant impacts from the Project. Accordingly recirculation of the revised draft EIR is necessary to comply with CEQA Guidelines § 15088.5 (disclosure of a new environmental impact or substantial increase in the severity of an impact would result without additional mitigation constitutes significant new information requiring recirculation of the EIR.)

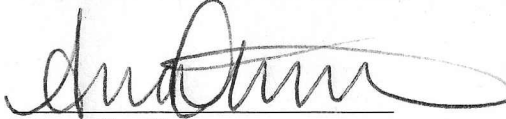
3-4  
cont.

3-5

Mr. Payne and CPUC  
November 12, 2014  
Page 5

Respectfully submitted,

LAW OFFICE OF MARC CHYTILO

A handwritten signature in black ink, appearing to read 'Marc Chytilo', written over a horizontal line.

Marc Chytilo  
Ana Citrin

- Exhibit A: Photo showing public view from SR 192 looking north toward the Shepard Mesa community
- Exhibit B: Photos showing public views along SR 192 looking east and west respectively, near the intersection with Shepard Mesa Road
- Exhibit C: Photos showing views from a Shepard Mesa residence

CC: Clients  
Supervisor Salud Carbajal

**EXHIBIT A:** Photo showing public view from SR 192 looking north toward the Shepard Mesa community



**EXHIBIT B:** Photos showing public views along SR 192 looking east and west respectively, near the intersection with Shepard Mesa Road.





**EXHIBIT C:** Photos showing views from a Shepard Mesa residence.









# CITY of CARPINTERIA

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November 26, 2014

California Public Utilities Commission  
RE: SBCRP, c/o Ecology and Environment, Inc.  
505 Sansome Street #300  
San Francisco, CA 94111

RE: Draft Environmental Impact Report  
Southern California Edison Santa Barbara County Reliability Project

Dear Mr. Payne:

Thank you for the opportunity to comment on the Draft Environment Impact Report (EIR) for the Southern California Edison Santa Barbara County Reliability Project. The City of Carpinteria supports SCE's efforts to resolve concerns raised by the impacts from the new and modified transmission system and reliability efforts to meet customer needs.

4-1

In addition to our comments below on the draft EIR, be advised that Southern California Edison will be required to apply for and obtain a Conditional Use Permit and Coastal Development Permit from the City of Carpinteria to allow the project within the City's boundaries. The City will rely on this environmental document to satisfy its environmental review requirements when the permit applications are reviewed by the Planning Commission. Any action on the subject permits by the Planning Commission may be appealed to the City Council and/or the California Coastal Commission.

4-2

Our comments on the draft EIR for the Santa Barbara County Reliability Project include the following:

1. **Specify Sites** - Clarify the specific addresses and parcels, in the Carpinteria Valley, which would be impacted by the project. Specifically, clarify the location of Service Yards 7, 9 and 10 and the pole locations and construction areas near the Franklin Trail and along Highway 192.
2. **Helicopter Storage and Landing** – Please clarify if helicopters are to be used in the Carpinteria area, where they will be stored and staged. If helicopters are to be stored and used regularly at the Service Yards in Carpinteria, mitigation measures must address impacts of noise, dust or other impacts to neighboring residential and educational facilities.

4-3

4-4

3. **Retaining Walls** – Please clarify the location of each Construction Site identified in Table 2-5. A map diagram would be helpful to show locations of potential new walls in the backcountry or near recreational trails. 4-5
4. **Access and Spur Roads** – Please clarify if any new or modified access roads would be constructed near the Franklin Trail or surrounding recreational areas. A map diagram showing new roads or access areas is preferred. 4-6
5. **Aesthetic Impacts** – Please consider further mitigation of Significant Aesthetics impacts generated by previous pole replacements along Highway 192, discussed in Section 7.3. We suggest consideration of a mitigation measure similar to MMAE-4 could be considered for the steel poles which replaced previously wooden poles. 4-7
6. **Recreation Impacts** – Please consider modifying Draft Mitigation Measure MMRE-1 to also include the County of Santa Barbara and the Land Trust of Santa Barbara County in any trail closure notifications which would impact the Franklin Trail. The majority of the trail is located in the County of Santa Barbara. 4-8

We thank you for the opportunity to comment on this document and look forward to working with the State Parks staff to see this project to fruition. Please feel free to contact me at (805) 684-5405 ext. 451 or via email at: [jackiec@ci.carpinteria.ca.us](mailto:jackiec@ci.carpinteria.ca.us).

Sincerely,



Jackie Campbell, Director  
Community Development Department

**In The Matter Of:**  
*CALIFORNIA PUBLIC UTILITIES COMMISSION*

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*PUBLIC HEARING*  
*October 29, 2014*

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CALIFORNIA PUBLIC UTILITIES COMMISSION  
SANTA BARBARA COUNTY RELIABILITY PROJECT  
WEDNESDAY, OCTOBER 29, 2014  
6:00 p.m.  
Public Meeting  
Carpinteria City Hall  
5775 Carpinteria Avenue  
Carpinteria, California

RACHEL WILKINSON, A.I.C.P Project Manager  
BONNY O'CONNOR, Deputy Project Manager  
JENSEN UCHIDA, Project Manager

SPEAKERS:  
Fred Shaw  
Phil Eckert

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Carpinteria, California  
Wednesday, October 29, 2014  
6:30 p.m.

MS. WILKINSON: With that we will accept any verbal comments.

MS. O'CONNOR: So far we have only had one and it is Fred Shaw. If you would like to come up and speak.

MR. SHAW: Good evening. Thank you.

It was a question more than anything else. And if you look at the reliability project, the first chart, it shows Segment 4, and it comes up behind Gobernador Canyon, Cate School and behind the high school and all that.

We have a large group of homes that are back in that area that are not part of the city of Carpinteria but part of unincorporated Carpinteria Valley. The question is when they redo the lines along the ridge there, are there going to be substantially -- is there going to be a substantially different footprint that would affect the view shed looking towards the mountains for all of the people who live in that area? That is a pretty substantial area. I'm guessing about two miles of distance there that goes from the 150 to Carpinteria

5a-1



1 High School. And there's a lot of homes back in there.

2 It is just a question of what kind of  
3 infrastructure is going to go in there. Is it going to  
4 be remarkably different from what's currently in there?  
5 Thank you.

6 MS. WILKINSON: Thank you. I would like to see  
7 if anybody else has comments but after the comment  
8 period, I can point it out to you in the document.

9 MR. ECKERT: Will we get answers?

10 MS. WILKINSON: Answers will be official in the  
11 Final EIR. But if you want us to direct you to  
12 somewhere in the document, I would be willing to do  
13 that.

14 MS. O'CONNOR: Phil Eckert.

15 MR. ECKERT: Has Edison budgeted this project  
16 for 2015 or later?

17 MS. O'CONNOR: Can you expand on exactly what  
18 you mean by this question?

19 MR. ECKERT: Are they going to start  
20 construction in 2015 and finish it in 2016? Are the  
21 monies available? What's the time frame? I'm old and  
22 will probably die before this thing gets done.

23 MS. WILKINSON: Hopefully, that's not true.  
24 Again, once we hear any other comments, I would be  
25 willing to direct you to the place in the document that

5a-1  
cont

5b-1

5b-2

5b-2  
cont

5b-3

1 might have that information. But I can tell you that it  
2 is somewhat dependent on when the project is approved by  
3 the Commission and part of that is dependent upon the  
4 administrative law judge process. We can tell you what  
5 we do know which is in the document.

6 I think we are going to stay for a while and  
7 see if anybody else filters in and wants to make  
8 comments.

9 If nobody else wants to make an official  
10 comment right now, then we'll just pause the commenting  
11 portion. And then, if anybody else comes in, we will  
12 take additional comments.

13 (Recess.)

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REPORTER'S CERTIFICATE

STATE OF CALIFORNIA,                    )  
  ) ss  
COUNTY OF SANTA BARBARA.            )

I, TARA ANN SANDFORD, CSR #3374, Certified Shorthand Reporter, in the County of Santa Barbara, State of California, hereby certify:

That the hearing was taken down by me in stenotype at the time and place herein named and thereafter reduced to typewriting by computer-aided transcription under my direction.

I further certify that I am not interested in the event of the action.

WITNESS my hand this \_\_\_\_\_ day of \_\_\_\_\_, 2014, at Santa Barbara, California.

\_\_\_\_\_  
Certified Shorthand Reporter  
State of California  
CSR No. 3374

PUBLIC HEARING - October 29, 2014  
CALIFORNIA PUBLIC UTILITIES COMMISSION

	4:2,3	2:24		3:4
<b>A</b>	<b>die (1)</b> 3:22	<b>H</b>	<b>N</b>	<b>ridge (1)</b> 2:19
<b>accept (1)</b> 2:5	<b>different (2)</b> 2:21;3:4	<b>hear (1)</b> 3:24	<b>nobody (1)</b> 4:9	<b>right (1)</b> 4:10
<b>additional (1)</b> 4:12	<b>direct (2)</b> 3:11,25	<b>high (2)</b> 2:14;3:1	<b>O</b>	<b>S</b>
<b>administrative (1)</b> 4:4	<b>distance (1)</b> 2:25	<b>homes (2)</b> 2:16;3:1	<b>O'CONNOR (3)</b> 2:7;3:14,17	<b>school (3)</b> 2:14,14;3:1
<b>affect (1)</b> 2:22	<b>document (4)</b> 3:8,12,25;4:5	<b>Hopefully (1)</b> 3:23	<b>October (1)</b> 2:2	<b>Segment (1)</b> 2:13
<b>Again (1)</b> 3:24	<b>done (1)</b> 3:22	<b>I</b>	<b>official (2)</b> 3:10;4:9	<b>Shaw (2)</b> 2:8,10
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<b>B</b>	<b>else (5)</b> 2:11;3:7;4:7,9,11	<b>K</b>	<b>out (1)</b> 3:8	<b>speak (1)</b> 2:9
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<b>budgeted (1)</b> 3:15	<b>expand (1)</b> 3:17	<b>large (1)</b> 2:16	<b>pause (1)</b> 4:10	<b>substantial (1)</b> 2:24
<b>C</b>	<b>F</b>	<b>later (1)</b> 3:16	<b>people (1)</b> 2:23	<b>substantially (2)</b> 2:20,21
<b>California (1)</b> 2:1	<b>far (1)</b> 2:7	<b>law (1)</b> 4:4	<b>period (1)</b> 3:8	<b>T</b>
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<b>Cate (1)</b> 2:14	<b>first (1)</b> 2:12	<b>looking (1)</b> 2:22	<b>point (1)</b> 3:8	<b>U</b>
<b>chart (1)</b> 2:12	<b>footprint (1)</b> 2:21	<b>lot (1)</b> 3:1	<b>portion (1)</b> 4:11	<b>unincorporated (1)</b> 2:18
<b>city (1)</b> 2:17	<b>frame (1)</b> 3:21	<b>M</b>	<b>pretty (1)</b> 2:24	<b>up (2)</b> 2:8,13
<b>comment (2)</b> 3:7;4:10	<b>Fred (1)</b> 2:8	<b>mean (1)</b> 3:18	<b>probably (1)</b> 3:22	<b>upon (1)</b> 4:3
<b>commenting (1)</b> 4:10	<b>G</b>	<b>might (1)</b> 4:1	<b>process (1)</b> 4:4	<b>V</b>
<b>comments (5)</b> 2:6;3:7,24;4:8,12	<b>gets (1)</b> 3:22	<b>miles (1)</b> 2:24	<b>project (3)</b> 2:12;3:15;4:2	<b>Valley (1)</b> 2:18
<b>Commission (1)</b> 4:3	<b>Gobernador (1)</b> 2:13	<b>monies (1)</b> 3:21	<b>R</b>	<b>verbal (1)</b> 2:6
<b>construction (1)</b> 3:20	<b>goes (1)</b> 2:25	<b>more (1)</b> 2:11	<b>Recess (1)</b> 4:13	<b>view (1)</b> 2:22
<b>currently (1)</b> 3:4	<b>Good (1)</b> 2:10	<b>mountains (1)</b> 2:22	<b>redo (1)</b> 2:19	<b>W</b>
<b>D</b>	<b>group (1)</b> 2:16		<b>reliability (1)</b> 2:12	
<b>dependent (2)</b>	<b>guessing (1)</b>		<b>remarkably (1)</b>	<b>wants (2)</b>

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CALIFORNIA PUBLIC UTILITIES COMMISSION

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<b>150 (1)</b> 2:25				
<b>2</b>				
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<b>4</b>				
<b>4 (1)</b> 2:13				
<b>6</b>				
<b>6:30 (1)</b> 2:3				