

EXECUTIVE SUMMARY

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ES 1.1 PROJECT OVERVIEW

Southern California Edison Company (SCE) proposes to construct the Devers-Mirage 115 kilovolt (kV) Subtransmission System Split Project (referred to as the Proposed Project as summarized below and fully described in Chapter 3). The Proposed Project is necessary to maintain electric system reliability, enhance operational flexibility, and serve projected electrical demand in the cities of Palm Springs, Rancho Mirage, Cathedral City, Palm Desert, and Indian Wells and unincorporated areas of Riverside County, including the Thousand Palms community (Electrical Needs Area), as shown on Figure 1.1: Regional Map and Electrical Needs Area. Construction is scheduled to begin by the second quarter of 2009, or immediately following receipt of all project approvals. The Proposed Project is scheduled to be operational by mid-2010, to ensure that safe and reliable electric service is available to serve customer electrical demand in the Electrical Needs Area.

ES 1.2 PROPOSED PROJECT

The Proposed Project includes the following elements. A detailed description may be found in Chapter 3.0 of this PEA.

- Replace approximately 5.3 miles of existing single-circuit 115 kV subtransmission lines with new higher capacity double-circuit 115 kV subtransmission lines and replace support structures within existing SCE rights-of-way (ROWs) and franchise locations between Farrell and Garnet substations in the City of Palm Springs.
- Construct a new 115 kV subtransmission line from Mirage Substation south to Interstate 10 (I-10), adjacent to the east side of Tri-Palm Estates and within SCE's existing ROWs or franchise locations. This work would be accomplished by replacing portions of existing single-circuit 115 kV structures with double-circuit structures, installing of new single-circuit structures, installing new, higher capacity conductor, and reconfiguring of existing lines on the existing and new 115 kV structures.
- Loop the existing Devers-Coachella 220 kV transmission line from an existing ROW for approximately 0.8 mile on double-circuit lattice steel towers (LSTs) to Mirage Substation (install eight LSTs and remove four LSTs). Install one new tubular steel pole (TSP) near Mirage Substation.
- Install one new 280 megavolt amperes (MVA) 220/115 kV transformer, two new 220 kV circuit breakers, and five new 115 kV circuit breakers at SCE's existing Mirage Substation.
- Replace six existing 115 kV subtransmission line wood poles with four new wood poles and one new TSP in the vicinity of Date Palm Drive and Varner Road.
- Replace an existing single-circuit 115 kilovolt subtransmission line wood pole with a new double-circuit TSP located south of I-10, approximately 50 feet north of the existing wood pole at the intersection of Portola Avenue and Gerald Ford Drive in the City of Palm Desert.

- Replace four poles at the intersection of Bob Hope Drive and Dinah Shore Drive. One wood pole located at the southwestern corner would be replaced with one lightweight steel (LWS) pole (with a new pole switch) and one TSP. One LWS pole located at the northeastern corner would be replaced with one TSP. One TSP at the northwestern corner would be replaced with one LWS pole (with a new pole switch) and one TSP. One TSP at the southeastern corner would be replaced with one LWS pole (with a new pole switch) and one TSP.
- Transfer existing fiber optic cable to the new support structures and install new fiber optic and digital telecommunications equipment as needed.
- Install additional equipment and relays at certain substations located within the Electrical Needs Area.

ES 1.3 PROJECT PURPOSE AND NEED

Currently, the Devers 115 kV Subtransmission System is served by the Devers and Mirage substations' 220/115 kV transformers. The 115 kV subtransmission lines from the Devers and Mirage substations serve the distribution substations in the Electrical Needs Area. The purpose and need of the Proposed Project (see Chapter 1) is to relieve existing thermal overload conditions on two 115 kV subtransmission lines and to resolve a forecasted voltage problem on the 220 kV transmission system that would exist by 2009. The Proposed Project is needed to continue to provide safe and reliable electric service to customers in the Electrical Needs Area.

The Proposed Project has two components, splitting the Devers 115 kV Subtransmission System into two systems and looping the Devers-Coachella Valley 220 kV transmission line into Mirage Substation.

The first component of the Proposed Project, the Devers-Mirage 115 kV subtransmission system split, is necessary to relieve thermal overload conditions on the existing Mirage-Concho¹ leg of the Devers-Capwind-Concho-Mirage 115 kV subtransmission line and the Mirage-Tamarisk 115 kV subtransmission line. These two 115 kV subtransmission lines are part of the Devers 115 kV Subtransmission System. In addition, the Proposed Project would improve electric system reliability and operational flexibility, as well as relieve electrical demand on the Devers 115 kV Subtransmission System, by splitting the existing Devers 115 kV Subtransmission System between the Devers and Mirage substations into two separate 115 kV subtransmission systems, forming the proposed Devers 115 kV Subtransmission System and the proposed Mirage 115 kV Subtransmission System (see Figure 1.2: Proposed Subtransmission System Split in the Electrical Needs Area).

¹ In 2008, the Devers-Capwind-Concho-Mirage 115 kV subtransmission line would be separated into the Devers-Capwind-Mirage 115 kV subtransmission line and the Mirage-Concho 115 kV subtransmission line (2008 Mirage-Concho 115 kV Subtransmission Line), to improve operational flexibility and reliability at Mirage Substation.

Additionally, by 2009, the Devers 220 kV Transmission System would not be able to meet North American Electric Reliability Council (NERC) and Western Electricity Coordinating Council (WECC) reliability standards under N-2 conditions.² The second component of this Proposed Project, the Devers-Coachella Valley 220 kV transmission line loop-in, is necessary to provide voltage support to the 220 kV transmission system to avoid post transient (post-N-2) voltage drops of 10 percent or more of pre-disturbance values (pre-N-2), when a loss of more than one 220 kV transmission line serving the Mirage Substation occurs.

ES 1.4 ALTERNATIVES ANALYSIS

The California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15126.6(a) require that an environmental impact report describe a range of reasonable alternatives for a proposed project, or to the location of the project that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project. CEQA Guidelines Section 15126.6(d) requires that sufficient information about each alternative be included to allow meaningful evaluation, analysis, and comparison with the proposed project. In addition, CEQA Guidelines Section 15126.6(e) requires that the analysis must include evaluation of a “no project” alternative in order to compare the impacts of approving the proposed project with the impacts of not approving the proposed project (No Project Alternative).

SCE first evaluated whether the existing electrical infrastructure could be modified to meet the project objectives. Since it could not, SCE evaluated what new infrastructure would be required and where it would be located in order to meet project objectives. Two electrical system alternatives and five subtransmission line route alternatives were evaluated through the screening process (See Chapter 2). One system and one route alternative were eliminated from further consideration, and five subtransmission line route alternatives were carried forward for environmental analysis. Additionally, the No Project Alternative was discussed and dismissed as not feasible due to forecasted NERC and WECC violations on the existing 220 kV transmission lines and the thermal overload conditions on two 115 kV subtransmission lines in the Electrical Needs Area. The Proposed Project is System Alternative A, which includes the proposed 115 kV subtransmission route alternatives and the proposed 220 kV transmission loop-in, as illustrated in Figure 2.1: Proposed Project and Alternatives.

ES 1.5 ENVIRONMENTAL OVERVIEW

Potential impacts of the Proposed Project and alternatives are evaluated by considering both the initial construction activities (Construction Impacts) and long-term operation (Operation Impacts) of the transmission and subtransmission lines and substation modifications (See Chapter 4.0). For some resource categories, where the potential impacts are the same or similar for all project elements, the impact analysis generally applies to the project as a whole. However, for resource categories where impacts would differ, the potential impacts are

² The NERC and WECC reliability standards state that transmission system post transient voltage drops should not exceed 10 percent of their pre-disturbance value under a "normal minus two" (N-2) contingency.

evaluated individually for each project element. The proposed substation modifications primarily would be located within the fence/wall of existing substations and, in many cases, would not impact environmental resources outside of the substation perimeters. No new telecommunications cable would be installed for the Proposed Project. The transfer of existing telecommunications (fiber optic) cable to new structures is associated with construction of the proposed Farrell-Garnet and Mirage-Santa Rosa 115 kV subtransmission lines and, therefore, impacts associated with the fiber optic cable line are generally included in the corresponding subtransmission line segment and are not discussed separately, except for in the Air Quality and Noise impact assessments.

The analysis of each resource category begins with a description of the existing physical setting (baseline conditions as determined pursuant to Section 15125[a] of the CEQA Guidelines) that may be affected by the Proposed Project. The effects of the Proposed Project are defined as changes to the environmental setting that are attributable to project construction and operation.

Significance criteria are identified for each environmental resource. The significance criteria serve as benchmarks for determining if a project would result in significant adverse environmental impacts when evaluated against the baseline. According to the CEQA Guidelines, Section 15382, a significant effect on the environment means “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project...” If significant impacts are identified, feasible mitigation measures are formulated to eliminate or reduce the level of the impacts and focus on the protection of sensitive resources.

Impacts from the Proposed Project for all resource categories except air quality, biological resources, and cultural resources would be less than significant with the implementation of Applicant Proposed Measures (APMs). Impacts to biological resources would be less than significant with the implementation of APMs and biological (species-specific) mitigation measures. In addition to APMs, specific measures will be implemented to reduce potential impacts to cultural resources to a less than significant level.

The Proposed Project would result in a significant and unavoidable air quality impact due to construction activities that would exceed the local significance thresholds at a nearby residential receptor for PM₁₀ and PM_{2.5} for the following project elements:

- Construction at Mirage Substation;
- Construction at Farrell Substation; and,
- Construction of the Farrell-Garnet and Mirage-Santa Rosa 115 kV subtransmission lines.

The maximum construction emissions for NO_x, PM₁₀, and PM_{2.5} are expected to occur during the third quarter of 2009 and would be above the regional thresholds. During this period, the following activities will be taking place for:

- Mirage Substation;
- Devers Substation;
- Eisenhower Substation; and,
- Mirage-Santa Rosa-Tamarisk 115 kV subtransmission line reconfiguration.

Feasible APMs are proposed to reduce the air quality impacts to the greatest extent possible.

Overall, the Proposed Project and the three 115 kV subtransmission line route alternatives would result in similar levels of impacts in all resources categories. Therefore, like the Proposed Project, the 115 kV subtransmission line route alternatives would result in less than significant impacts in all resource categories (with the exception of air quality). However, in comparing the Proposed Project to the alternative routes, there would be differences in the extent of impacts that would be likely to result from construction and operation of the subtransmission lines, as discussed in Chapter 5: Comparison of Alternatives.

Table ES-1 presents APMs that have been incorporated into the Proposed Project's design to minimize potential impacts during construction and operational phases. Where potentially significant impacts may occur due to implementation of the Proposed Project and may not be avoided through implementation of APMs, SCE has proposed mitigation measures in addition to APMs.

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TABLE ES-1: POTENTIAL IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation Construction/ Operation*	Applicant Proposed Measures	Mitigation Measures	Significance After Mitigation Construction/ Operation*
* LS = Less than Significant Impacts LSM = Less than Significant Impacts with Mitigation NI = No Impacts PS = Potentially Significant Impacts				
Aesthetics and Visual Resources	LS/LS	No SCE Measures Proposed	No Mitigation Measures Required	LS/LS
Agricultural Resources	NI/NI	No SCE Measures Proposed	No Mitigation Measures Required	NI/NI
Air Quality	PS/LS	<p>AQ-1. Control Exhaust Emissions. Use ultra-low sulfur diesel fuel (e.g., <15 ppm).</p> <p>AQ-2. Control Exhaust Emission. Use of clean-burning on- and off-road diesel engines. Where feasible, heavy duty diesel-powered construction equipment manufactured after 1996 (with federally mandated “clean” diesel engines) will be utilized.</p> <p>AQ-3. Control Exhaust Emission. Construction workers will carpool when possible.</p> <p>AQ-4. Control Exhaust Emission. Restrict vehicle idling time to less than 10 minutes whenever possible.</p> <p>AQ-5. Control Exhaust Emission. Properly maintain mechanical equipment.</p> <p>AQ-6. Minimize Diesel Particulate Matter. Use particle traps and other appropriate controls to reduce diesel particulate matter (DPM) where possible. Utilize equipment such as specialized catalytic converters (oxidation catalysts) to control approximately 20 percent of DPM, 40 percent of CO, and 50 percent of hydrocarbon emissions.</p> <p>AQ-7. Fugitive Dust Control Measures. Implement feasible fugitive dust control measures as provided in SCAQMD Rule 403.</p> <p>AQ-8. Construction Operations. As feasible, restrict construction operations during the morning hours and during high wind events, when NO_x emissions are more likely to contribute to O₃ formation.</p> <p>AQ-9. Construction Scheduling. Efficiently schedule staff and daily construction activities to minimize the use of unnecessary/duplicate equipment when possible.</p>	No Mitigation Measures Available	PS/LS

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		<p>AQ-10. Emissions Reduction. To reduce simultaneous project-related NO_x, PM₁₀, and PM_{2.5}, emissions from on- and off-road heavy construction equipment, given the constraints of the construction schedule, SCE shall phase project construction, to the extent feasible, so that off-site disposal of excavated material from Proposed Project area grading and excavation does not occur simultaneously with transmission and subtransmission line and substation construction or upgrade activity (including, but not limited to, access road grading, excavation for tower and pole bases, crane pads, tower and pole delivery, or tower and pole erection). During transmission and subtransmission line construction, SCE shall phase the project construction schedule, to the extent feasible, so that grading and excavation for site access, tower and pole bases, or crane pads do not occur simultaneously with tower or pole delivery or erection.</p>		
Biological Resources	LSM/LS	<p>BIO-1. Preconstruction surveys. Preconstruction biological clearance surveys will be performed to minimize impacts to special-status plants and wildlife.</p> <p>BIO-2. Minimize vegetation impacts. Every effort will be made to minimize vegetation removal and permanent loss at construction sites. If necessary, native vegetation will be flagged for avoidance.</p> <p>BIO-3. Avoid impacts to state and federal jurisdiction wetlands. Construction crews will avoid impacting the streambeds and banks of streams along the route to the extent possible. If necessary, a Streambed Alteration Agreement (SAA) will be secured from the CDFG. Impacts will be mitigated based on the terms of the SAA. No streams with flowing waters capable of supporting special status species will be expected to be impacted by the project.</p> <p>BIO-4. BMPs. Crews will be directed to use Best Management Practices (BMPs) where applicable. These measures will be identified prior to construction and incorporated into the construction operations.</p>	<p>BIO MIT-1. Coachella Valley Milkvetch. Surveys for Coachella Valley milkvetch will be performed within 1 year prior to construction, between February and early May, during the plant's growing and flowering season. GPS coordinates of plant locations will be recorded with high precision (to within 1 meter) and stored in an electronic database. Plants will be marked conspicuously with pin flags and avoided during construction to the greatest extent possible. Following the completion of construction, areas compacted during temporary construction</p>	LS/LS

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		<p>BIO-5. Biological monitors. Biological monitors will be assigned to the project in areas of sensitive biological resource. The monitors will be responsible for ensuring that impacts to special status species, native vegetation, wildlife habitat, or unique resources will be avoided to the fullest extent possible. Where appropriate, monitors will flag the boundaries of areas where activities need to be restricted in order to protect native plants and wildlife or special status species. Those restricted areas will be monitored to ensure their protection during construction.</p> <p>BIO-6. Worker Environmental Awareness Program. A Worker Environmental Awareness Program (WEAP) will be prepared. All construction crews and contractors will be required to participate in WEAP training prior to starting work on the project. The WEAP training will include a review of the special status species and other sensitive resources that could exist in the project area, the locations of sensitive biological resources and their legal status and protections, and measures to be implemented for avoidance of these sensitive resources. A record of all trained personnel will be maintained.</p> <p>BIO-7. Avoid impacts to active nests. SCE will conduct project-wide raptor surveys and remove trees, if necessary, outside of the nesting season (nesting season is usually February 1 to August 31). If a tree or pole containing a raptor nest must be removed during nesting season, or if work is scheduled to take place in close proximity to an active nest on an existing transmission tower or pole, SCE will coordinate with the CDFG and USFWS and obtain written verification prior to moving the nest.</p> <p>BIO-9. Avian protection. All transmission and subtransmission towers and poles will be designed to be raptor-safe in accordance with the Suggested Practices for Raptor Protection on Power Lines: the State of the Art in 2006 (Avian Power Line Interaction Committee, 2006).</p>	<p>activities (e.g., lay-down areas, pulling sites) will be scarified, if deemed necessary, to enhance germination of this species.</p> <p>A compensation fee for habitat loss shall be paid to BLM or a land conservation organization, as approved by the USFWS, for acquisition of replacement habitat. The agreed-upon fee amount will be \$5,000 (not to exceed \$7,246) per acre for the three acres of temporary impacts (\$15,000 total). In addition, there will also be a one-time fee of 15 percent, in the amount of \$2,250 (not to exceed \$3,261) to cover overhead costs associated with habitat acquisition. Total compensation funds will not exceed \$25,000 without the written concurrence of SCE, BLM, and the USFWS. These actions shall be coordinated with the BLM or a land conservation agency and approved by the USFWS. Funds shall be paid prior to beginning the Proposed Project and will mitigate both direct/indirect impacts of construction and operations</p>	

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			<p>and management.</p> <p>BIO MIT-2. Coachella Valley Fringe-toed Lizard. Coachella Valley Fringe-toed Lizards are restricted to isolated deposits of loose windblown sand associated with hummocks, west and east of Gene Autry Trail (where the road crosses the UPRR tracks). The Farrell-Garnet easement in this area encompasses approximately 3.35 acres of potential habitat, of which approximately 1.0 acre was occupied by Fringe-toed Lizards in June 2006. While active, Coachella Valley Fringe-toed Lizards flee readily from danger and threats and will be inclined to move as construction activities begin. All construction work within Coachella Valley Fringe-toed Lizard habitat will be performed during the lizards' active season. Determination of the active season will be based on temperatures being consistently above 80 degrees Fahrenheit and the observation of activity at a nearby reference population.</p>	

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			<p>The active season is typically between May and September. Specific protections that SCE will implement for the Coachella Valley Fringe-toed Lizard are summarized as such:</p> <p>Protocol-level surveys will be conducted within 1 year of construction activities to determine presence or absence of Coachella Valley Fringe-toed Lizards.</p> <p>All construction areas in Coachella Valley Fringe-toed Lizard habitat will be fenced and completely enclosed to keep the lizards from entering active work areas. Fencing will include fences leading up to and encircling the specific subtransmission poles where work will be performed and along the western edge of Gene Autry Trail, north along the overpass (to prevent lizards from entering the road). Silt fencing will be used and buried to a depth of 8 to 12 inches. The access end of the enclosed area shall be kept closed except to allow immediate access to equipment and personnel. An</p>	

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			<p>area between the existing tamarisk trees (bordering the UPRR tracks) and the northern-most pole south of the railroad tracks will remain unfenced to allow Fringe-toed Lizards to move back and forth.</p> <p>Qualified biologists shall conduct clearance surveys within the enclosed construction sites. Parallel transects spaced 20 feet apart will be performed within 48 hours before the initiation of construction. Surveys shall provide 100-percent coverage of the entire enclosed construction area. The area underneath shrubs and surrounding large rocks and boulders will be gently raked to expose hidden lizards. Surveys will be repeated and construction not allowed to begin until two consecutive surveys fail to reveal Fringe-toed Lizards.</p> <p>A biological monitor will oversee all construction activities within Fringe-toed Lizard habitat. The monitor will have in their possession</p>	

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			<p>a federal 10(a)(1)(A) permit and associated Memorandum of Understanding (MOU) from CDFG. When a Coachella Valley Fringe-toed Lizard is found during surveys, the exclusionary fencing will be opened or lifted, and the lizard will be encouraged to run through the opening to the outside of the work area, after which the fencing will be closed again. Capture of Fringe-toed Lizards will be allowed by net, noose, or by hand only if a lizard is not moving out of the fenced project area through encouragement or of its own volition. A new pair of latex or synthetic gloves will be used for each lizard handled.</p> <p>If any Coachella Valley Fringe-toed Lizards are captured as above, they will be released immediately to the west of the project footprint (to a distance of up to 500 feet outside the enclosed area, away from any active roadways) in loose sand contiguous with the area at which construction is occurring. The immediate area will be searched for</p>	

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			<p>snakes, and if found, a different microsite will be found. Fringe-toed Lizards will be released in the shade of a shrub. No lizards will be in captivity or in transport for longer than 10 minutes after their initial capture within an enclosed construction area. Lizards will be transported in clean, white, plastic 5-gallon buckets.</p> <p>All movement of construction vehicles outside of the ROW will be restricted to pre-designated access, contractor-acquired access, or public roads.</p> <p>If road stabilization is required for the temporary access roads, the materials used for stabilization will consist of temporary, easily removable material (e.g. mats laid down on sand, rather than gravel).</p> <p>The real limits of construction within the ROW will be predetermined, with activity restricted to and confined within those limits. No paint or permanent discoloring agents will be applied to</p>	

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			<p>rocks or vegetation to indicate survey or construction activity limits.</p> <p>Construction and maintenance vehicles will not exceed a speed of 10 miles per hour in Coachella Valley Fringe-toed Lizard habitat.</p> <p>To the extent possible, construction operations within habitat for the Coachella Valley Fringe-toed Lizard shall occur when the air temperatures 1 inch above the ground in the shade are between 96 degrees and 112 degrees Fahrenheit, preferably between April 1 and October 30, contingent upon activity being observed at a nearby reference population. However, if protocol-level clearance surveys have been performed within 48 hours prior to construction, work may proceed (with a biological monitor present) outside of these parameters (e.g., construction during the evening hours).</p> <p>Any spoils will be stockpiled in previously disturbed areas</p>	

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			<p>that have been examined for the presence of Coachella Valley Fringe-toed Lizards by a qualified biologist. Those areas will be fenced and cleared of lizards prior to use as in steps 1 through 5 above.</p> <p>Existing sand-retaining lattice fences in the ROW will be repaired or replaced.</p> <p>After construction, compacted soils will be scarified and seeded with twinbugs (<i>Dicoria canescens</i>) in low density.</p> <p>Clearance surveys will be repeated if more than 72 hours elapse between work sessions, if any portion of a fence is removed or blown down, or if measurable rainfall occurs.</p> <p>BIO MIT-3. Burrowing Owl. During and prior to breeding season, preconstruction surveys will be performed in all work areas to identify areas where Burrowing Owls or potential burrows exist. Previously documented</p>	

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			burrows will be revisited. Potential burrows will be searched to determine occupancy, and if vacant, will be collapsed outside of nesting season. In collaboration with CDFG and the accepted relocation strategy, occupied burrows, if any, will be fitted with exclusionary devices that allow exit, but not re-entrance, of a Burrowing Owl into a burrow outside of nesting season. If active burrows are located during nesting season, construction within 450 feet of the burrow will be delayed until the young have fledged.	
Cultural Resources	LSM/LSM	<p>CUL-1. Native American Consultations. Continued consultation and communication with interested Native American community to understand the concerns of the Native American members in identifying measures that would prevent direct and indirect impacts. One such measure may include the following: if previously unidentified archaeological resources are unearthed during construction activities, construction will be halted in that area and directed away from the discovery, until a qualified archaeologist assesses the significance of the resource. The archaeologist would recommend appropriate measures to record, preserve, or recover the resources.</p> <p>CUL-2 Native American Consultations.. If human remains are encountered during construction or any other phase of development, work in the area of the discovery must be halted in</p>	<p>CUL-MIT-1: An evaluation and data recovery plan shall be developed to address impacts to CA-RIV-785, 33-15429, and 33-15430.</p> <p>CUL-MIT-2: A cultural resource management plan shall be developed to prevent operational impacts to the cultural resource located between the Mirage Substation and I-10.</p> <p>CUL-MIT-3: Appropriate</p>	LS/LS

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		<p>that area and directed away from the discovery. No further disturbance would occur until the county coroner makes the necessary findings as to origin, pursuant to Public Resources Code 5097.98-99, Health and Safety Code 7050.5. If the remains are determined to be Native American, then the NAHC would be notified within 24 hours, as required by Public Resources Code 5097. The Native American Heritage Commission (NAHC) would notify the designated Most Likely Descendants, who would provide recommendations for the treatment of the remains within 24 hours. The NAHC mediates any disputes regarding the treatment of remains.</p> <p>CUL-3. Construction Monitoring. All ground-disturbing activities occurring along the Proposed Mirage-Santa Rosa 115 kV Subtransmission Line Alternative (Route 4) would be monitored by a qualified archaeologist. The route is highly sensitive for cultural resources.</p>	<p>measures, if deemed necessary, would be developed in consultation with Native American community members, as recommended by the NAHC, to address potential impacts to the Garnet Hills Native American cultural resource.</p>	
Geology, Soils and Seismicity	LS/LS	<p>GEO-1. Seismic Design for Ground Shaking. A geotechnical investigation of site soils and geologic conditions, coupled with engineering design, would identify the hazards and develop recommendations to support appropriate seismic designs to mitigate the effects of ground shaking. Specific requirements for seismic design would be based on the IEEE 693 "Recommended Practices for Seismic Design of Substations."</p> <p>GEO-2. Subsurface Trenching. Where appropriate, subsurface trenching along active fault traces would be required to ensure tower foundations are not placed on, or immediately adjacent to, these features. In addition, tower locations would be selected to accommodate anticipated fault offset, and minimize excessive tension in lines, should a fault movement occur.</p>	No Mitigation Measures Required	LS/LS
Hazards and Hazardous Materials	LS/LS	HAZ-1. Hazardous Materials and Waste Handling Management. Hazardous materials used and stored onsite for the proposed construction activities - as well as hazardous wastes generated	No Mitigation Measures Required	LS/LS

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		<p>onsite as a result of the proposed construction activities - would be managed according to the specifications outlined below.</p> <ul style="list-style-type: none"> • Hazardous Materials and Hazardous Waste Handling: A project-specific hazardous materials management and hazardous waste management program would be developed prior to construction of the project. The program would outline proper hazardous materials use, storage and disposal requirements, as well as hazardous waste management procedures. The program would identify types of hazardous materials to be used during the project and the types of wastes that would be generated. All project personnel would be provided with project-specific training. This program would be developed to ensure that all hazardous materials and wastes were handled in a safe and environmentally sound manner. Hazardous wastes would be handled and disposed of according to applicable rules and regulations. Employees handling wastes would receive hazardous materials training and shall be trained in hazardous waste procedures, spill contingencies, waste minimization procedures and Treatment, Storage and Disposal Facility (TSDF) training in accordance with OSHA Hazard Communication Standard and 22 CCR. SCE would use landfill facilities that are authorized to accept treated wood pole waste in accordance with HSC 25143.1.4(b). • Construction Stormwater Pollution Prevention Plan (SWPPP): A project-specific construction SWPPP would be prepared and implemented prior to the start of construction of the Proposed Project. The SWPPP would utilize Best Management Practices (BMPs) to address the storage and handling of hazardous materials and sediment runoff during construction activities. • Transport of Hazardous Materials: Hazardous materials that would be transported by truck include fuel (diesel fuel and gasoline) and oil and lubricants for equipment. Containers used to stored hazardous materials would be properly labeled and kept in good condition. Written procedures for the transport of hazardous materials used would be established in accordance with U.S. Department of Transportation and Caltrans regulations. A qualified transporter would be selected to comply with U.S. Department of 		

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		<p>Transportation and Caltrans regulations.</p> <ul style="list-style-type: none"> • Fueling and Maintenance of Construction Equipment: Written procedures for fueling and maintenance of construction equipment would be prepared prior to construction. Vehicles and equipment would be refueled onsite or by tanker trucks. Procedures would include the use of drop cloths made of plastic, drip pans and trays to be placed under refilling areas to ensure that chemicals do not come into contact with the ground. Refueling stations would be located in designated areas where absorbent pad and trays would be available. The fuel tanks would also contain a lined area to ensure that accidental spillage does not occur. Drip pans or other collection devices would be placed under the equipment at night to capture drips or spills. Equipment would be inspected daily for potential leakage or failures. Hazardous materials such as paints, solvents, and penetrants would be kept in an approved locker or storage cabinet. • Emergency Release Response Procedures: An Emergency Response Plan detailing responses to releases of hazardous materials would be developed prior to construction activities. It would prescribe hazardous materials handling procedures for reducing the potential for a spill during construction, and would include an emergency response program to ensure quick and safe cleanup of accidental spills. All hazardous materials spills or threatened release, including petroleum products such as gasoline, diesel, and hydraulic fluid, regardless of the quantity spilled would be immediately reported if the spill has entered a navigable water, stream, lake, wetland, or storm drain, if the spill impacted any sensitive area including conservation areas and wildlife preserved, or if the spill caused injury to a person or threatens injury to public health. All construction personnel, including environmental monitors, would be aware of state and federal emergency response reporting guidelines. <p>HAZ-2. Fire Management Plan. The Fire Management Plan would be developed by SCE prior to start of construction.</p>		

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		<p>HAZ-3. Spill Prevention, Counter Measure, and Control Plan (SPCC). In accordance with Title 40 of the CFR, Part 112, SCE would prepare an updated SPCC for appropriate substations within the Proposed Project. The plans would include engineered and operational methods for preventing, containing, and controlling potential releases, and provisions for quick and safe cleanup.</p> <p>HAZ-4. Hazardous Materials Business Plan (HMBPs). SCE would prepare and submit an updated HMBP for appropriate substations within the Proposed Project. The required documentation would be submitted to the Certified Unified Program Agency (CUPA). The HMBPs would include hazardous materials and hazardous waste management procedures and emergency response procedures including emergency spill cleanup supplies and equipment.</p>		
Hydrology and Water Resources	LS/NI	<p>HYDRO-1. Grading Activities. Grading activities would not commence if heavy rain is forecasted for the period of time of major earthmoving activities through compaction and stabilization of the site.</p> <p>HYDRO-2A. Erosion Control & Drainage Plan. An engineered erosion control and drainage plan would be developed as part of the site grading plan. The plan would be developed in accordance with the County of Riverside Hydrology Manual and would address all construction activities associated with the project. The location of the discharge of site runoff for construction would be defined in final engineering and in consultation with Riverside County, the RWQCB, and the CDFG.</p> <p>HYDRO-2B. Construction Erosion Control Plan. SCE shall develop an erosion control plan incorporating construction-phase measures to limit and control erosion and siltation. The erosion control plan shall include components such as phasing of grading, limiting areas of disturbance, diversion of runoff away from disturbed areas, protective measures for sensitive areas, outlet protection, and provision for revegetation or mulching. The plan shall also</p>	No Mitigation Measures Required	LS/NI

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		<p>prescribe treatment measures to trap sediment once it has been mobilized, at a scale and density appropriate to the size and slope of the catchment.</p> <p>HYDRO-2C. Environmental Training Program. An environmental training program would be established to communicate environmental concerns and appropriate work practices, including spill prevention and response measures, to all field personnel involved in the construction of the Proposed Project elements. A monitoring program would be implemented to ensure that the plans are followed throughout the period of construction.</p> <p>HYDRO-3. Access Road Location. Prior to final engineering of the proposed access road, SCE would consult with Riverside County, CDFG, and the RWQCB regarding the location of the access road.</p> <p>HYDRO-4. Hazardous Substance Control & Emergency Response Plan. SCE would prepare a Hazardous Substance Control and Emergency Response Plan, which would include preparations for quick and safe cleanup of accidental spills. This plan would be submitted to agencies with the grading permit application. It would prescribe hazardous materials handling procedures for reducing the potential for a spill during construction, and would include an emergency response program to ensure quick and safe cleanup of accidental spills. The plan would identify areas where refueling and vehicle maintenance activities and storage of hazardous materials, if any, would be permitted. Oil-absorbent materials, tarps, and storage drums would be used to contain and control any minor releases of mineral oil.</p>		
Land Use and Planning	LS/LS	<p>LU-1. Aeronautical considerations. Per the Study of Aeronautical Considerations (2007), SCE would submit notice to the FAA electronically in accordance with FAA procedures and as far in advance of construction as possible</p>	No Mitigation Measures Required	LS/LS

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Mineral Resources	NI/NI	No SCE Measures Proposed	No Mitigation Measures Required	NI/NI
Noise	LS/LS	<p>NOISE-1. Noise Ordinances. SCE would comply with all applicable noise ordinances construction schedule. In the event the construction must occur outside the allowable work hours, a variance would be obtained.</p> <p>NOISE-2. Noise Control Equipment Maintenance. Maintain all noise-control equipment in good working order, in accordance with manufacturers' specifications.</p> <p>NOISE-3. Handling of Noise Complaints. During construction, investigate, document, evaluate, and attempt to resolve legitimate project-related noise complaints. This would involve attempting to contact the source (person or persons) of the noise complaint within 24 hours; investigating to determine the project noise source(s) that led to the complaint; and taking all feasible measures to reduce the noise at the source, if the complaint is legitimate.</p>	No Mitigation Measures Required	LS/LS
Paleontology	LS/LS	<p>PA-1. Paleontological Field Assessment. Conduct a paleontological field assessment of the finalized ROWs for the Proposed Project, as needed.</p> <p>PA-2. Paleontological Resources. Prior to construction, a paleontologist would salvage known, exposed paleontological resources. This would consist of collecting standard samples of fossiliferous sediments.</p> <p>PA-3. Paleontological Monitoring. A paleontological monitor would be present during ground-disturbing activities within areas designated as having a high possibility for the presence of paleontological resources. The monitor would be empowered to temporarily halt or redirected construction activities to ensure avoidance of adverse impacts.</p>	No Mitigation Measures Required	LS/LS

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		<p>PA-4. Salvage and Recovery of Paleontological Resources. Upon encountering a large deposit of bone, salvage of all bone in the area would be conducted in accordance with modern paleontological techniques.</p> <p>PA-5. Transfer of Fossils to Museum. All fossils collected would be prepared to a reasonable point of identification. Itemized catalogs of all material collected and identified would be provided to a museum repository along with the specimens. A specimen repository would be arranged, in writing, with a museum prior to initiation of construction excavation.</p> <p>PA-6. Paleontological Reporting. A report documenting the results of the monitoring and salvage activities and the significance of the fossils would be prepared.</p>		
Population and Housing	LS/NI	No SCE Measures Proposed	No Mitigation Measures Required	LS/NI
Public Services and Utilities	LS/LS	<p>PUSVC-1. Work Around High Pressure Gas Lines. No mechanical equipment will be permitted to operate within three feet of the Southern California Gas Company high pressure pipelines, and any closer work must be done by hand.</p> <p>PUSVC-2. Monitoring by the Southern California Gas Company. A representative of the Southern California Gas Company must observe the excavation around or near our facilities to insure protection and to record pertinent data necessary for our operations.</p>	No Mitigation Measures Required	LS/LS

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Recreation	LS/NI	<p>REC-1. Recreational Area Closures. When temporary short-term closures to recreational areas are necessary for construction activities, SCE would coordinate those closures with recreational facility owners. To the extent practicable, SCE would schedule construction activities to avoid heavy recreational use periods (e.g. holidays or tournaments). SCE would post notice of the closure onsite 14 calendar days prior to the closure.</p> <p>D</p>	No Mitigation Measures Required	LS/NI
Traffic and Transportation	LS/LS	<p>TRA-1. Obtain Permits. If any work requires modifications or activities within local roadway ROWs, appropriate permits would be obtained prior to the commencement of construction activities, including any necessary local permits and encroachment permits.</p> <p>TRA-2. Traffic Management and Control Plans. Traffic control and other management plans would be prepared where necessary to minimize project impacts on local streets.</p> <p>TRA-3. Minimize Street Use. Construction activities would be designed to minimize work on or use of local streets.</p>	No Mitigation Measures Required	LS/LS
<p>* LS = Less than Significant Impacts LSM = Less than Significant Impacts with Mitigation NI = No Impacts PS = Potentially Significant Impacts</p>				

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