Final Initial Study/ Mitigated Negative Declaration (IS/MND)

Kimball Substation Project Chino, California

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Prepared for

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FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SOUTHERN CALIFORNIA EDISON'S (SCE) APPLICATION NO. A.06-12-032, KIMBALL SUBSTATION PROJECT

Introduction

Southern California Edison (SCE), in its California Public Utilities Commission (CPUC) application (A.06-12-032), seeks a Permit to Construct (PTC) for the proposed project, which consists of: (i) the construction of a 66/12 kilovolt (kV) substation (Kimball Substation) on an approximately 2-acre site located in the City of Chino; (ii) the modification of approximately 6.7 miles of the Chino-Corona-Pedley 66 kV subtransmission line and construction of two 340-foot underground 66 kV subtransmission lines that will connect Kimball Substation through a tubular steel pole (TSP) riser to an existing 66 kV overhead transmission line; (iii) the addition of a second 66 kV subtransmission line circuit to an approximately 0.9 mile segment of the Archibald-Chino-Corona 66 kV subtransmission line and construction of a new 0.4 mile segment within public street rights-of-way to connect the Chino-Corona-Pedley 66 kV line to the Archibald-Chino-Corona 66 kV line (these modifications would form the new Chino-Cimgen-Kimball 66 kV subtransmission line); (iv) construction of six 12 kV underground circuits extending from the proposed Kimball Substation to the nearest public street; and (v) installation of new fiber optic cable and communication equipment to connect the Kimball Substation to SCE's existing telecommunication system.

The Application was filed on December 29, 2006, and includes the Proponents Environmental Assessment (PEA) (SCE, 2006) prepared by SCE pursuant to Rules 17.1 and 17.3 of CPUC's Rules of Practice and Procedure. Under the Commission's General Order 131-D, approval of this project must comply with the California Environmental Quality Act (CEQA).

Pursuant to CEQA, the CPUC must prepare an "Initial Study" for discretionary projects such as the proposed project to determine whether the project may have a significant adverse effect on the environment. If an Initial Study prepared for a project indicates that such an impact could occur, the CPUC would be required to prepare an Environmental Impact Report (EIR). If the Initial Study does not reveal substantial evidence of such an effect, or if the potential effect can be reduced to below a level of significance through project revisions, a Negative Declaration can be adopted (Section 21080; CEQA Public Resources Code).

An Initial Study/Mitigated Negative Declaration (IS/MND) is the third type of document that could be prepared based on an Initial Study. The statute provides that MNDs are used "when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment" (Section 21064.5; CEQA Public Resources Code).

Based on the assessment of the Draft IS/MND prepared for the Kimball Substation Project, this Final IS/MND has been prepared.

Project Overview

The Kimball Substation Project (proposed project) contains the following components:

- Construction of a new 66/12 kilovolt (kV) substation. The proposed substation would be constructed on an approximately 2-acre site in the City of Chino, California. The proposed substation would be an unmanned, automated, low-profile, 56 megavolt-ampere (MVA) 66/12 kV substation. The proposed substation would include underground distribution circuits leaving the substation, a perimeter wall surrounding the substation equipment with a gate to provide access in and out of the substation, and an access road to the substation from the public road.
- Modification of approximately 6.7 miles of the existing Chino-Corona-Pedley 66 kV subtransmission line and the construction of two new 340-foot long underground circuits to extend the Chino-Corona-Pedley line into the proposed substation. The existing lines to be modified are located in either SCE-owned rights-of-way or public street rights-of-way. Along approximately 5.6 miles of the line, the existing wood poles would be replaced with light weight steel (LWS) poles and the conductor would be replaced. Along approximately 1.1 mile of the line, the conductor would be replaced on existing LWS poles. These modifications would form the new Chino-Kimball 66 kV subtransmission line.
- Addition of a second circuit to an approximately 0.9 mile segment of the existing Archibald-Chino-Corona 66 kV subtransmission line and construction of a new 0.4 mile segment within public street rights-of-way to connect the Chino-Corona-Pedley 66 kV line to the Archibald-Chino-Corona 66 kV line. These modifications would form the new Chino-Cimgen-Kimball 66 kV subtransmission line.
- Construction of six 12 kV underground circuits extending from the proposed substation to the nearest public street.
- Installation of new fiber-optic cable and communication equipment along an existing telecommunications line to connect the proposed Kimball Substation to SCE's existing telecommunication system.

Purpose and Need

According to SCE, the electrical needs of the Cities of Chino and Ontario, as well as the surrounding unincorporated areas of western Riverside County and southwestern San Bernardino County, define the Electrical Needs Area (ENA). The distribution lines that serve the ENA originate from other SCE-operated substations (e.g., Archibald, Chino, Soquel, and Mira Loma) within the region. The distribution lines from these substations to the ENA range in length from 5 to 7 miles, and can adequately provide electrical service to land primarily used for dairy operations and agriculture. However, the ENA is currently in a transitional phase. An SCE review of general plans and specific plans affecting the ENA indicates that by 2025 there will be approximately 16,000 acres of new residential development, 900 acres of new commercial development, and 1,160 acres of new light-industrial development in addition to the substantial amount of existing residential, commercial, and industrial development in the area.

While the existing distribution lines were able to accommodate the electrical demand of the primarily agricultural ENA, some areas of the ENA, such as Eastvale, has been partially developed and the equipment serving this newly developed area has been exposed to distribution circuit overloads and significant low voltages have been experienced during the peak period on sections at the end of the

distribution circuits as a result of long distribution lines between the Chino, Soquel, Archibald, and Mira Loma substations.

In order to accommodate the projected increase in electrical demand associated with the development discussed earlier, several things are needed. First, additional transformer capacity at a substation is needed to serve the ENA. Second, the length of the distribution lines between the Chino, Soquel, Archibald, and Mira Loma substations needs to be shortened. Finally, improved telecommunications infrastructure is needed to facilitate operating and monitoring new substation and subtransmission line equipment.

The installation of Kimball Substation at the proposed location and shortened distribution lines would provide a new source of power to handle the additional load projected within the ENA by 2025 and prevent low voltage conditions during the peak period as mentioned above, thereby providing more flexibility to the electrical system as well as reliability during both normal and abnormal conditions.

According to SCE, sections of the ENA are presently experiencing low voltage conditions caused by long distribution lines between the Chino, Soquel, Archibald, and Mira Loma substations. SCE has proposed a plan to correct the existing low voltage conditions for the present rate of electrical demand in the ENA, but as demand continues to grow and the sources of demand move further from the existing substations, SCE has stated it will be difficult to maintain CPUC-mandated voltage levels. Therefore, SCE is proposing the project to be operational on June 1, 2010, to ensure the electrical distribution system has sufficient capacity and capability to provide safe and reliable electric service to customers in the ENA.

In summary, the objectives of the proposed project are:

- To serve projected electrical demand requirements in the ENA beginning in 2010;
- To improve electrical system reliability within the ENA;
- To enhance operational flexibility by providing the ability to transfer load between distribution lines and substations within the ENA;
- To prevent existing electrical equipment from overloading during high demand periods;
- To meet projected need while minimizing environmental impact;
- To meet project need in a cost-effective manner; and
- To correct present and projected low voltage conditions experienced by long distribution lines within the ENA by constructing a new substation between the existing Edison and Archibald substations.

Environmental Determination

The Initial Study was prepared to identify the potential effects on the environment from the construction and operation of the proposed project and to evaluate the significance of these effects. The Initial Study was based on information presented in SCE's PEA filed on December 29, 2006, site inspections by the CPUC environmental team, and other environmental analyses of the project. Within the PEA, measures addressing potentially significant impacts were proposed by the Applicant (Applicant Proposed Measures), and have been incorporated into the project description. Additional Mitigation Measures are recommended as a result of the Initial Study's analysis, and SCE has agreed to implement these measures as well. Where Applicant Proposed Measures and Mitigation Measures are similar in intent, the more stringent measure is to be implemented.

Based on the Initial Study, the project as proposed by SCE would be mitigable to less than significant effects or no impacts in the areas of aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards & hazardous materials, hydrology & water quality, land use planning, mineral resources, noise, population and housing, recreation, transportation & traffic, and utilities and service systems. Implementation of these mitigation measures would avoid all potential impacts or reduce them to less than significant levels.

A Mitigation Implementation and Monitoring Plan (Section D) has been prepared to ensure that the Applicant Proposed Measures and the Mitigation Measures are properly implemented. The plan describes specific actions required to implement each measure, including information on the timing of implementation and monitoring requirements.

Michael C Rosauer 6-25-09

Signature Date

B.1 Introduction

The CPUC released for public review a Draft IS/MND for the proposed Kimball Substation Project on April 8, 2009, which was circulated for a 30-day public review period. Section B.2 presents the responses to comments received on the Draft IS/MND (April 2009). See Appendix A for copies of the comment letters.

B.2 Responses to Draft IS/MND Comment Letters

Table B-1 lists all comments received on the initial Draft IS/MND and shows the comment set identification number for each letter. The responses are presented in the order shown in Table B-1. To find the response to a particular comment letter, note its comment set number from Table B-1. Responses to agency comment letters are presented in Section B.2.1 below. See Appendix A for copies of comment letters on the Draft IS/MND.

Table B-1. Commenters and Comment Set Numbers - Draft IS/MND

Commenter	Comment Set
LETTERS FROM PUBLIC AGENCIES	
California Department of Toxic Substances	A
Department of Transportation Division of Aeronautics	B
South Coast Air Quality Control Board	C
Riverside County Fire Department	D
City of Chino	E
Southern California Edison	F

B.2.1 Responses to Comments from Agencies

COMMENT SET A: DEPARTMENT OF TOXIC SUBSTANCES CONTROL

A-1 This comment provides project description information and requests information on the potential for a release of hazardous wastes/ substances as a result of current or historic uses. A Phase I study with a limited Phase II Environmental Site Assessment (ESA) was conducted for the proposed project to identify recognized environmental conditions (RECs) and areas of potential environmental concerns (AOPCs) at the proposed project substation site. The ESA includes a review of records for the proposed project to identify current or potential historic uses of the project site that may have resulted in a release of hazardous wastes/substances. The limited Phase II ESA consisted of a soil and groundwater investigation at the proposed project substation and adjacent parcel. Soil and groundwater sampling at the proposed substation site and adjacent parcel was performed on March 11, 2005. The Preliminary Environmental Assessment (PEA) provided a summary of results of the Phase I and Phase II ESA (GeoTrans, 2005a and 2005b) and is provided below.

- Eleven 55-gallon drums were observed at the proposed substation site. However, further investigation concluded that the soil beneath the 55-gallon drums had not been impacted by fuel or fuel-related metals.
- The proposed substation site formed part of a walnut grove prior to 1948. Therefore, there is the possibility that pesticides associated with the past walnut grove are present in the soils at the site. According to an environmental records search of a California

Department of Toxic Substances Control (DTSC)-maintained database, a site less than 0.5 miles from the proposed substation site has been identified as having the potential to contain pesticides and other chemicals of concern. Phase II soil sampling of the substation site showed the soil had not been impacted by the use of pesticides.

- Livestock was present at the substation site approximately 30 years ago. As a result, there is the possibility that nitrates, a known potable water contaminant found in animal waste, are present in the soils at the site. Contaminated groundwater from this site may have impacted groundwater underneath the proposed substation site. Nitrate was detected in concentrations above acceptable levels for drinking water from a groundwater sample taken from the proposed substation site. However, it was deemed likely that the source of this nitrate was from historical dairy farming activities within the region, and not specifically from the DTSC-flagged site. Furthermore, the concentration was found to be consistent with regional background levels.

A-2 This comment requests identification of any known or potentially contaminated sites within the proposed project area and evaluation of whether site conditions may pose a threat to human health or the environment. The proposed substation site is not located on a site listed on a government database. As indicated in Response A-1, an environmental records search of a DTSC -maintained database identified a site less than 0.5 miles from the proposed substation site as having the potential to contain pesticides and/or other chemicals of concern. According to the records search, contaminated groundwater from this site may have impacted groundwater underneath the proposed substation site. According to the Phase II, ESA conducted in response to this concern, the origin of the contamination was determined to be from historical dairy farming activities in the region, and not from the DTSC-flagged site. The concentration was found to be consistent with regional background levels, and ESA determined that the contaminated site would pose no threat to human health or the environment. Therefore, implementation of the proposed project would not result in an impact to public health or the environment.

A-3 This comment requests the Draft IS/MND identify whether additional investigation and/or remediation is required. As stated above, the Phase I and Phase II ESA prepared for the project conclude that implementation of the project would not result in an impact to public health or the environment and no remediation would be required.

A-4 This comment provides guidance on when soil sampling and disposal may be required. As discussed in the Draft IS/MND, mitigation measure MM Haz2, "in the event that contaminated soil is encountered during excavation activities at the substation site or along the subtransmission line route, the soil would be segregated, sampled, and tested to determine appropriate disposal/treatment options. If the soil is classified as hazardous (using federal Land Disposal Restrictions (LDR) regulations), the soil would be properly profiled, manifested and transported to a Class I Landfill or other appropriate soil treatment or recycling facility."

A-5 This comment states that human health and the environment of sensitive receptors must be protected during the construction or demolition activities. As discussed in the Draft IS/MND, Applicant Proposed Measure APM2, "operation and maintenance of the proposed project would involve the periodic and routine transport, use, and disposal of minor amounts of hazardous materials, primarily petroleum products (lubricating and insulating oils). Batteries associated with the proposed substation would be properly stored to prevent the release of battery acid in the event of a leak or rupture. Proper handling of these materials would avoid any significant hazards to the public or the environment.

Further, the design of the proposed substation would provide containment and/or diversionary structures or equipment to prevent the discharge of oil or other hazardous material as required by Mitigation Measure MM Haz1. These features would be included as part of the Spill Prevention Control and Countermeasure (SPCC) requirements (40 Code of Federal Regulations (CFR) Part 112.1 through Part 112.7) that would be prepared by SCE prior to construction of the substation (SCE 2006) and submitted to the CPUC. With incorporation of Mitigation Measure MM Haz1, impacts associated with the potential release of hazardous materials would be reduced to below a level of significance.

Hazardous or flammable materials used during construction would consist primarily of vehicle fuels (gasoline and diesel), oil, grease, and other fluids (hydraulic fluid, antifreeze, and transmission fluid) associated with construction equipment. Liquid concrete would also be used during construction. To avoid the inadvertent release of these materials (and to ensure proper response protocols), SCE would be required to implement environmental training for its field personnel as part of APM Haz1. Hazardous materials such as the hydrocarbons that fill the transformers would be stored, handled, and disposed of in accordance with local ordinances and state and federal regulatory requirements to reduce the risk of accidental spills. After construction, all hazardous materials would be removed from the site. With these measures in place, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials."

A-6 This comment provides the requirement that construction cease if soil and/or groundwater contamination is suspected. In the event that contaminated soil may be encountered during excavation activities along the subtransmission and/or telecommunication alignments, implementation of mitigation measure MM Haz2 would result in less than significant impacts.

A-7 See Response A-1. This comment would require investigation and remedial actions if on-site soil and/groundwater may contain pesticides, agricultural chemicals, organic waste or other related residue. As discussed above, the Phase I and Phase II ESA concluded that on-site soil had not been impacted by the use of pesticides and groundwater nitrate concentration was found to be consistent with regional background levels.

A-8 See Response A-4 and A-5. This comment provides requirements for operational hazardous waste generation. The proposed project would not generate hazardous wastes during operation. As discussed in the Draft IS/MND, Applicant Proposed Measure APM2, operation and maintenance of the proposed project would involve the periodic and routine transport, use, and disposal of minor amounts of hazardous materials, primarily petroleum products (lubricating and insulating oils). Batteries associated with the proposed substation would be properly stored to prevent the release of battery acid in the event of a leak or rupture. Proper handling of these materials would avoid any significant hazards to the public or the environment.

Further, the design of the proposed substation provides for containment and/or diversionary structures or equipment to prevent the discharge of oil or other hazardous material as required by Mitigation Measure MM Haz1. These features will be included as part of the Spill Prevention Control and Countermeasure (SPCC) requirements (40 Code of Federal Regulations (CFR) Part 112.1 through Part 112.7) that SCE is required to prepare prior to construction of the substation (SCE 2006) and submitted to the CPUC. With incorporation of Mitigation Measure MM Haz1, impacts associated with the potential release of hazardous materials would be reduced to below a level of significance.

Hazardous or flammable materials used during construction would consist primarily of vehicle fuels (gasoline and diesel), oil, grease, and other fluids (hydraulic fluid, antifreeze, and

transmission fluid) associated with construction equipment. Liquid concrete would also be used during construction. To avoid the inadvertent release of these materials (and to ensure proper response protocols), SCE will be required to implement environmental training for its field personnel as part of APM Haz1. Hazardous materials such as the hydrocarbons that fill the transformers would be stored, handled, and disposed of in accordance with local ordinances and state and federal regulatory requirements to reduce the risk of accidental spills. After construction, all hazardous materials would be removed from the site. With these measures in place, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

A-9 This comment provides concluding comments and does not raise any substantive environmental issue. No change to the Draft IS/MND was made in response to this comment.

COMMENT SET B: DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS

B-1 This comment requests that the project be submitted to Chino Airport to ensure compatibility with future and existing airport operations. In addition, this comment requests that the project be submitted to the City of Chino Airport Land Use Commission for a consistency determination.

The Comprehensive Land Use Plan – Chino Airport (ACLUP) was prepared by the San Bernardino Airport Land Use Commission. A Draft IS/MND and Notice of Intent (NOI) for the proposed project were submitted to the San Bernardino County Department of Airports Director Mike N. Williams, A.A.E to initiate the process of consistency determination. According to the City of Chino General Plan, the proposed substation site is zoned for airport-related development, which allows office, manufacturing, business parks, and other airport-compatible uses. The proposed land uses surrounding the proposed substation site include residential and commercial uses. Since the proposed project would serve the electrical demand for these future uses, it would be considered compatible with an airport-related development land use designation. The subtransmission line modifications and telecommunication improvements would take place along a subtransmission line within existing SCE easements that already contain wood power poles and conductor, within public street rights-of-way, or at the proposed (Kimball) and existing (Archibald) substations. In addition, according to the ACLUP, the project site is located within Referral Area "C" and Safety Zone III, the outer boundary of this referral area lies on an arc with a radius of approximately 10,000 feet from the airport. The threat of aircraft accidents in this area is below that of the other referral areas; however, some do occur, and it is necessary to ensure that some continuing restrictions on land use are imposed when planning within this area. Light industrial and manufacturing uses are also acceptable, provided that they do not generate any visual, electronic or physical hazards to aircraft. General business facilities, office buildings, motels, banks and eating and drinking facilities are permitted. All existing City of Chino "Business", "Residential" and "Office" zoning, located near the North- Eastern perimeter of Referral Area "C", are consistent uses within this zone and should be maintained. Therefore, the construction and operation of these project components would not conflict with any applicable land use plan, policy, or regulation since they would not require a change in an existing land use.

The proposed project Draft MND along with a Notice of Intent (NOI) was sent to the San Bernardino County Department of Airports during public review and the Department was contacted for a consistency determination as a follow up to this comment (B-1). The Department did not express any concerns with regards to the proposed project Draft MND or the project's consistency with the Chino Airport ACLUP.

The ACLUP contains compatibility criteria for "Land Use and Population Densities" in various zones near the airport. These compatibility criteria would apply to development projects that

would result in an increase of the concentration of people in the airport vicinity. Since the proposed project is a utility project consisting of a substation and transmission lines, the compatibility criteria would not be applicable. Instead, per the ACLUP "Airspace Restrictions", the proposed project is required to comply with height restrictions established in the Federal Aviation Administration's (FAA) Federal Aviation Regulation (FAR) Part 77 "Objects Affecting Navigable Airspace." This discussion can be found in Section 2.7 Hazards and Hazardous Materials in the Draft MND and response to comment B-2 below. With the implementation of mitigation measures MM Haz3 and Haz4, the proposed project would be compatible with the airport and FAA regulations.

B-2 This comment states that State Public Utilities Code Section 21659 and the Federal Aviation Administration's (FAA) Federal Aviation Regulation (FAR) Part 77 "Objects Affecting Navigable Airspace" prohibits structural hazards near airports. As discussed in the Draft IS/MND, upon completion, the substation would have a maximum height of 17 feet, while construction of the substation would require equipment exceeding 20 feet in height. Given the site's proximity to the end of one of the airport's runways (approximately 1,600 feet north/northwest of the proposed substation site), the FAA would require notification per FAR 77 Subpart B. At this distance, permanent structures up to approximately 41 feet would not interfere with airport operation, according to FAR 77 Subpart B guidelines[1]. During construction, cranes to be used may be near or taller than 72 feet. Implementation of Mitigation Measure MM Haz3 during construction of the proposed substation would reduce potential short-term obstruction impacts to below a level of significance.

Also discussed in the Draft IS/MND, the proposed project would install Light Weight Steel (LWS) poles to be installed within the airport's southwest- to northeast-oriented take-off zone, approximately 2,650 feet from the end of the runway. Per FAR 77 Subpart B, the FAA would require notification for proposed structures exceeding 27 feet in height at this distance. Given that the LWS poles to be installed along this portion of the alignment would have a maximum height of 65 feet, FAA notification (MM Haz4) would be required. The FAA requires that a formal "Notice of Intent to Construct" (Form 7460-1) be submitted if a proposed project is within a defined distance from an airport. The FAA conducts a review procedure outlined in Part 77. Notification allows the FAA to identify potential aeronautical hazards in advance, thus preventing or minimizing any adverse impacts on the safe and efficient use of navigable airspace. The FAA does not "approve" a proposed project, rather it provides a written "finding" to the applicant that the project is: (1) not a problem with respect to air navigation; (2) is an obstruction, but not a hazard to air navigation; (3) is a hazard to air navigation. This finding is advisory to the applicant and to local jurisdictions. The FAA has no authority to prohibit the project, though they can require coordination with the FAA tower and air traffic controller or other safety measures including markings and lighting during construction if there is an obstruction or hazard to air navigation. The proposed project will implement mitigation measure MM Haz3 and MM Haz4 to ensure a less than significant impact. In response to this comment, mitigation measure MM Haz3 has been updated to reflect the need to submit the FAA form 7460-1. Mitigation measure MM Haz3 and Haz4 have been updated to show consultation with Chino Airport as suggested by comment B-1. The revised mitigation measures are as follows:

[1] According to FAR 77 Subpart B guidelines, temporary or permanent structures are prohibited in the area extending 150 feet upward from the established airport elevation and 10,000 feet outward from the center of a 200-foot imaginary planer surface extension from the end of the runway. Additionally, objects are restricted in the airspace extending one vertical foot upward for every 34 horizontal feet outward from the center of the imaginary planer surface extension. At a distance of approximately 1,600 feet from the closest runway, structures at the proposed substation would violate FAA obstruction standards at a height of approximately 41 feet ((1,600 ft – 200 ft)/34 ft = 41 ft).

MM Haz3: Coordination with the FAA and consultation with Chino Airport shall~~would~~ be required during construction of the proposed substation to ensure compliance with FAA obstruction standards (FAR 77~~.11~~Subpart B guidelines). The applicant shall be responsible for the submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. This notice must be submitted at least 30 days before the earlier of the following dates: The date the proposed construction or alteration is to begin or the date an application for a construction permit is to be filed. The applicant shall comply with all requirements for coordination and implement all safety measures, including lighting and marking identified by the FAA. Construction of the project shall not proceed prior to receipt of a written finding of compliance (or "non-hazard") by FAA.

MM Haz4: FAA notification and consultation with Chino Airport shall ~~would~~ be required for the LWS pole installation along the portion of the alignment of the subtransmission modifications within the airport's southwest- to northeast-oriented take-off zone, approximately 2,650 feet from the end of the runway to ensure compliance with FAA obstruction standards (FAR 77~~.11~~Subpart B guidelines). The applicant shall be responsible for the submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. This notice must be submitted at least 30 days before the earlier of the following dates: The date the proposed construction or alteration is to begin or the date an application for a construction permit is to be filed. The applicant shall comply with all requirements for coordination and implement all safety measures, including lighting and marking identified by the FAA. Construction of the project shall not proceed prior to receipt of a written finding of compliance (or "non-hazard") by FAA.

B-3 This comment states that visual and electronic hazards should not result from the project. The proposed substation would have access and maintenance lighting. As discussed in the project description, project access light would be low-intensity and controlled by photo sensors. Maintenance lights would consist of high-pressure sodium lights located in the switchracks, around the transformer banks, and in areas of the substation where maintenance activity may take place. Maintenance lights would be used only when required for maintenance outages or emergency repairs occurring at night. The maintenance lights would be controlled by a manual switch and would normally be in the off position. The lights will be directed downward and shielded to reduce glare outside the facility. The proposed access and maintenance lights would not be confused with airfield lights, and the project would not create glare or smoke. Therefore, the proposed project would not result in hazards to flight from visual hazards associated with distracting lights, glare, and sources of smoke, or from electronic hazards that may interfere with aircraft instruments or radio communication. In addition, the proposed project does not include components that would result in electronic hazards that would interfere with aircraft instruments or radio communication.

B-4 This comment states that any proposed location and type of landscaping trees should not become a hazard to aircraft around the airport. The proposed substation shall be screened behind an 8-foot high perimeter wall with exterior drought tolerant landscaping. The proposed substation site is located in Referral Area "C" and Safety Zone III, according to the Comprehensive Land Use Plan for Chino Airport prepared by San Bernardino County Airport Land Use Commission. The threat of aircraft accidents in this area is below that of the other referral areas, however some do occur, and it is necessary to ensure that some continuing restrictions on land use are imposed when planning within this area. Chino Airport ACLUP states that consideration would be given to use of trees near buildings located within Referral Area "C". The revised mitigation measure MM AES1 is as follows:

MM AES1 The substation shall be screened behind an 8-foot high perimeter wall with exterior drought tolerant landscaping. Though no specific height restrictions for landscaping are identified in the Chino Airport ACLUP, the proposed exterior drought tolerant landscaping shall be maintained to avoid any hazard to aircraft around the airport.

B-5 This comment requests that construction activities are coordinated with the airport manager in advance. As mentioned above, the FAA requires notification per FAR 77.11. The proposed project would implement pre-construction mitigation measures MM Haz3 and MM Haz4 which require coordination during construction and notification of proposed LWS pole installation. As shown above, mitigation measure MM Haz4 has been updated to show consultation with Chino Airport as suggested by comment B-1.

B-6 This comment discusses the importance of land use consistency. According to the City of Chino General Plan and ACLUP, the proposed substation site is zoned for airport-related development, which allows office, manufacturing, business parks, and other airport-compatible uses. The proposed land uses surrounding the proposed substation site include residential and commercial uses. Since the proposed project would serve the electrical demand for these future uses, it should be considered compatible with an airport-related development land use designation. The subtransmission line modifications and telecommunication improvements would take place along a subtransmission line within existing SCE easements that already contain wood power poles and conductor, within public street rights-of-way, or at the proposed (Kimball) and existing (Archibald) substations. Therefore, the construction and operation of these project components would not conflict with any applicable land use plan, policy, or regulation since they would not require a change in an existing land use.

B-7 A Draft IS/MND and Notice of Intent (NOI) for the proposed project were sent to the Caltrans District 8 office on April 8, 2009 for a 30-day review and no comments were received from the agency.

COMMENT SET C: SOUTH COAST AIR QUALITY CONTROL BOARD

C-1 South Coast Air Quality Management District (SCAQMD) e-mailed a request for the Urbemis modeling outputs used to support the air quality analysis in the Draft IS/MND. The coefficients referenced on page 55 in the Draft IS/MND are emission factors used to calculate construction emissions. For the purposes of calculating construction emissions, the emission factors for 2008 (coefficeients referenced on page 55 of the Draft IS/MND) from the SCAQMD CEQA Air Quality Analysis Handbook were used, with the exception of fugitive dust (particulate matter). Particulate matter emissions were calculated using URBEMIS 2007. The outputs were entered into the spreadsheet in the air quality appendix (Appendix A in the Draft IS/MND April 2009). The emissions calculations for the remaining pollutants were done by hand and are presented in the spreadsheet in the air quality appendix as well. As requested, this information was provided to SCAQMD. No additional comments were received from SCAQMD.

C-2 This comment requests an estimate for the amount of daily soil disturbance. At the request of this information, SCE has provided an updated Technical Memo (May 6, 2009) regarding construction fugitive dust emissions. This memo has been attached as Appendix B in the Final IS/MND. As provided in the Appendix B, during the construction grading phase would result in the removal of 375 cubic yards of material per day or 638 tons of material. This information was provided to SCAQMD. In addition, the PM_{10} and $PM_{2.5}$ emission during the construction of the proposed substation grading phase have been revised as follows. Impacts would remain less than

significant with mitigation incorporated. No additional comments were received from SCAQMD.

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Table 2.3-5. Estimated Mitigated Construction Emissions for Phase I of Proposed Project

Site	Days	Activity	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_X	VOC[1]
Substation	40	Grading	14.1	31.6	~~1.8~~8.0	~~1.7~~2.0	4.5	3.1
	45	Survey	0.5	0.0	0.0	0.0	0.0	0.1
	50	Civil	12.4	23.3	1.5	1.4	4.5	2.4
Subtransmission Line Modifications (overhead)	60	Modifications	1.7	2.1	0.0	0.0	0.0	0.2
	75	Wire replacement	1.6	1.4	0.0	0.0	0.0	0.2
Subtransmission Line Modifications (underground)	2	TSP footing installation	6.5	14.6	0.8	0.7	2.6	1.2
	6	Construction of 66 kV duct bank	3.6	6.4	0.7	0.6	0.9	1.0
	4	Install 2 vaults	2.0	5.3	0.1	0.1	0.0	0.3
Worst-case scenario construction emissions estimated for Phase I			42.4	84.8	~~4.9~~11.1	4.~~5~~8.0	12.5	8.5
SCAQMD threshold of significance for construction emissions			550	100	150	55	150	75
Exceedence of threshold?			No	No	No	No	No	No

Source: SCE 2006 and SCE 2009
Notes: All estimated emissions are presented in lbs/day. $PM_{2.5}$ emission estimates and significance threshold are based on SCAQMD methodology (SCAQMD 2006).
[1] VOC = Volatile Organic Compound

COMMENT SET D: RIVERSIDE COUNTY FIRE DEPARTMENT

D-1 This comment states that the proposed project would add to cumulative adverse affects on the Fire Department's ability to maintain adequate level of service. The proposed project would involve the construction of an unmanned automated electrical facility and the improvement of existing transmission and telecommunication lines, and would not involve substantial maintenance vehicles or lead to an increase in traffic on the circulation network during operation. The majority of the proposed project is located within City of Chino and unincorporated San Bernardino County and not Riverside County. The portion of the project within Riverside County is on Schleisman Road between Hellman and Archibald Avenue and on Archibald Avenue between Schleisman Road and Riverside and San Bernardino County line, near Remington Avenue. Within this portion of the project alignment, telecommunication system improvements would include installation of fiber optic cables to existing utility poles. The proposed project would not result in a direct population increase. Construction of the proposed project is not anticipated to increase the demand for fire protection services in a manner that would result in the need for new or altered facilities. Operation of the proposed substation could possibly result in instances requiring fire protection services. However, due to standard construction, operation and safety procedures such incidents are considered to be highly unlikely and therefore would not necessitate the need for new or physically altered facilities. Therefore, long-term operation of the proposed substation is not anticipated to affect the ability of local or regional fire personnel to respond to fires, nor would it affect response times or other service measurements.

D-2 This comment suggests that the proposed project incorporate mitigation through the payment of impact fees. As stated above, the project would not result in an impact to fire department response times during operation. The majority of the proposed project is located within City of Chino and unincorporated San Bernardino County and not Riverside County. The proposed project would adhere to any fee requirements pursuant to Riverside County Municipal Ordinance Chapter 4.60 Development Impact Fee. However, during construction, the project would result in a temporary increase in traffic which could result in adequate emergency access. To address construction impacts on provision of fire services, Mitigation Measure MM Traffic1 has been revised as follows:

MM Traffic1 SCE shall implement a Traffic Control Plan (TCP) to limit potential traffic impacts to the project area. Specifically, the measures outlined in the TCP shall~~will~~ ensure an adequate flow of traffic in both directions by providing sufficient signage to alert drivers of construction zones, notifying emergency responders prior to construction, conducting community outreach, and controlling traffic around schools. The TCP shall be reviewed by the Transportation and Fire Departments from City of Chino, Riverside County, and San Bernardino County. The TCP shall only be implemented subject to approval by these agencies. The measures shall include the following:

- To the extent feasible, truck traffic shall be scheduled for off-peak hours to reduce impacts during periods of peak traffic.
- Truck traffic shall be phased throughout the five-week grading period and site preparation construction phase.
- Truck traffic shall use designated truck routes when arriving to and from the proposed substation site.
- If lane closures are required, SCE shall comply with BMPs established by the Work Area Protection and Traffic Control Manual (California Joint Utility Traffic Control Committee 1996). All work within public roadway rights-of-way shall be subject to the conditions established by the appropriate jurisdiction in an encroachment permit to be secured prior to initiating work within the right-of-way.
- During project construction, provide access to all fire hydrants along all access routes and provide and maintain fire department vehicle access roads along project site.
- Vehicular access roads shall be an all weather surface; unobstructed width of not less than twenty-four feet and an unobstructed vertical clearance of not less than thirteen feet six inches. (California Fire Code (CFC) 902.2.2.1)

D-3 This comment recommends maintaining two points of access during the construction of the proposed project. The proposed substation would be constructed on a flat, 2-acre site located off of Walker Avenue and north of Kimball Avenue. The proposed substation located in a single parcel site that fronts on Walker Avenue, access to the site would be via Walker Avenue from either Remington Avenue or Kimball Avenue. The proposed project is not considered to be a land/subdivision development comment D-3 would not apply to the proposed project.

D-4 This comment states that any construction within a response area, could lead to a cumulative increase in requests for service, which would decrease the Fire Department's ability to provide adequate service. As discussed in Response D-1, construction of the proposed project will not directly increase the demand for fire protection services in a manner that would result in the need for new or altered facilities. Any new development that would use electrical service facilitated by the proposed project will be reviewed by the jurisdiction within which it is located, and would be subject to site specific environmental review and mitigation for any impacts that would be created. However, the construction of the proposed project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system would result in inadequate emergency access. As stated above, mitigation measure MM Traffic1 has been updated to include the requests by the Fire Department and would mitigate construction impacts to traffic delays and emergency access to below a level of significance. Furthermore, the project will adhere to the California Fire Code's fire protection standards for the safety, health, and welfare of the public.

COMMENT SET E: CITY OF CHINO

E-1 This comment expresses land use compatibility and right-of-way concerns regarding subtransmission line modification alignment in segment 10 of the proposed project. The proposed improvement at Segment 10 would include a new conductor added to existing poles on Hereford Drive to Chino-Corona Road (4,850 feet). Therefore, the proposed second conductor as a component of the proposed subtransmission line modifications to existing poles would not be incompatible with the uses and street pattern set forth for the town center in The Preserve Specific Plan. The City's concern that the line itself may be incompatible with the land uses proposed in The Preserve Specific Plan is acknowledged; however, that incompatibility is the result of the original construction of the transmission line route, and not of the proposed project which only seeks to add a second circuit on existing poles.

SCE has been in communication with the property owner of said development within the Preserve Specific Plan, to relocate those lines within segment 10. Lewis Homes (property owner) is aware that they are responsible for this cost and had initiated with a check to SCE for engineering fees to work on this relocation. The cost would include, but not be limited to the following: labor of the construction, engineering work to ensure proper sizing of the new poles, and the cost of any new wire/equipment for the relocation of the lines. Further, the letter on the following pages from Charles Coe at the City dated February 2008 confirms the City acknowledged that SCE and the property owner would work together to relocate the lines in question.

E-2 This comment requests confirmation regarding relocation of existing poles north side of Kimball Avenue between Hellman and Rincon Meadows. Regarding the replacement of poles on the north side of Kimball Avenue and Rincon Meadows (segment 6 and 7), SCE plans to relocate the new poles in order to accommodate the ultimate ROW.[2] This was confirmed with the City at SCE's May 6th, 2009 Development Review Committee Review meeting with the City of Chino.

[2] Milissa Marona, Project Manager, Regulatory Affairs, Southern California Edison. Email communication, May 26, 2009.

CITY of CHINO

February 29, 2008

Michael Rosauer
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

Subject: Southern California Edison's Proposed Kimball Avenue Substation Project

Dear: Mr. Rosauer:

Since our correspondence to you dated January 29, 2008, City staff has met several times with Southern California Edison (SCE) representatives. As a result, the concerns of the City about Segment 10 of 66kV line upgrade have been resolved. The City is now in full support of the subject project.

SCE has provided clarification as to why the alternative alignment suggested in our letter is not something that can be considered at this time. We are also aware that this part of the project was included in the project description and information provided to the City and the affected property owner by SCE when the project was proposed.

In the future, the property owner will initiate a power line relocation project for the Segment 10 lines. SCE representatives have agreed to assist the City and land owner in this effort.

The City will review the environmental document for the Kimball Avenue Substation when it is received and provide appropriate responses at that time, consistent with the Public Utility Commission's review process.

13220 Central Avenue Chino California 91710
Mailing Address: P.O. Box 667 Chino California 91708-0667
(909) 627-7577 • (909) 591-6829 Fax
Web Site: www.cityofchino.org

Thank you for your assistance in addressing the City's concerns. If you have any questions, please do not hesitate to call me at 909-591-9811.

Sincerely,

Charles E. Coe, AICP
Director of Community Development

cc: Jose Alire Director of Public Works
Brent Arnold, City Planner
Joe Indrawan, Senior Engineer Manager
Sandra L. Blain, Sothern California Edison
Ray Hicks, Southern California Edison
Melissa Marona, Southern California Edison
Pat Loy, Lewis Operation Corporation
Lloyd Zola, HDR

E-3 This comment expresses concern that Figure 2.1-1 and Figure 2.1-2 do not show electrical circuits/equipment associated with the propose substation. Figure 2.1-1 depicts a simulated view of the proposed substation from Walker Avenue which would be the only available view towards the substation from Kimball Avenue. There are no additional electrical circuits or equipments proposed at the location depicted in Figure 2.1-2.

The proposed substation would be constructed on a flat, 2-acre site located off of Walker Avenue and north of Kimball Avenue. The site is bound on the north and west by a row of mature tamarisk trees and consists of non-native, weedy vegetation, a grove of walnut trees, and scattered trash and debris. Surrounding land uses include Chino Airport to the west, Kimball Avenue and a large residential development to the south, and dairy facilities to the north and east. A single-family residence is located immediately south of the proposed substation site. The residence has been scheduled for removal and the site will be developed as part of a light industrial or commercial business park.

Structures associated with the substation would incorporate low profile design features that would limit the height of the electrical equipment to approximately 17 feet and would be located towards the eastern end of the proposed 2-acre site. Mitigation Measure MM AES1 would require the substation to be screened behind an 8-foot high perimeter wall with exterior drought tolerant landscaping. These measures would largely screen the substation from casual view. Future land uses, which include a proposed business park, would further screen the substation from view from residential areas to the south, and would prevent the facility from substantially degrading the existing visual character or quality of the site and its surroundings.

COMMENT SET F: SOUTHERN CALIFORNIA EDISON

F-1 Comment noted. This comment includes an updated list of substations within the existing distribution lines. The Draft IS/MND has been updated according to this comment as follows:

Page 17, 2nd paragraph.

While the existing distribution lines were able to accommodate the electrical demand of the primarily agricultural ENA, some areas of the ENA, such as Eastvale, has been partially developed and the equipment serving this newly developed area has been exposed to distribution circuit overloads and significant low voltages have been experienced during the peak period on sections at the end of the distribution circuits as a result of long distribution lines between the ~~Edison,~~ Chino, Soquel, Archibald, and Mira Loma substations.

F-2 Comment noted. This comment includes an updated list of substations within the existing distribution lines. The Draft IS/MND has been updated according to the comment as follows:

Page 17, 3rd paragraph.

In order to accommodate this projected increase in electrical demand, additional transformer capacity at a substation is needed to serve the ENA, the length of the distribution lines between the ~~Edison,~~ Chino, Soquel, Archibald, and Mira Loma substations needs to be shortened, and improved telecommunications infrastructure is needed to facilitate operating and monitoring new substation and subtransmission line equipment.

F-3 Comment noted. This comment includes an updated list of substations within the existing distribution lines. The Draft IS/MND has been updated according to this comment as follows:

Page 17, 5th paragraph.

According to SCE, sections of the ENA are presently experiencing low voltage conditions caused by long distribution lines between the ~~Edison,~~ Chino, Soquel, Archibald, and Mira Loma substations. SCE has proposed a plan to correct the existing low voltage conditions for the present rate of electrical demand in the ENA, but as demand continues to grow and the sources of demand move further from the existing substations, SCE has stated it will be difficult to maintain CPUC-mandated voltage levels.

F-4 Comment noted. This comment includes an updated operational date. The Draft IS/MND has been updated according to this comment as follows:

Page 17, 5th paragraph

Therefore, SCE is proposing the project to be operational on ~~December 31, 2009~~ June 1, 2010, to ensure the electrical distribution system has sufficient capacity and capability to provide safe and reliable electric service to customers in the ENA.

F-5 Comment noted. This comment states that the proposed substation would be located between the existing Chino Substation and Archibald Substation. The Draft IS/MND has been updated according to this comment as follows:

Page 18 second bullet

To correct present and projected low voltage conditions experienced by long distribution lines within the ENA by constructing a new substation between the existing ~~Edison~~ Chino and Archibald substations.

F-6 Comment noted. This comment includes updated construction staging area information. The Draft IS/MND has been updated according to this comment as follows:

Page 18 7th paragraph

After preparation of the site, a temporary chain-link fence would be erected around the perimeter of the site for the duration of construction. Construction of the foundations and below-ground facilities would be completed, followed by the installation of the above-ground structures and the electrical equipment. Construction of the proposed substation would conclude with the installation of the perimeter wall. Equipment lay down areas for substation construction would be within ~~the substation footprint~~ a material staging area fenced for construction of Kimball Substation (which would include the substation footprint, buffer, and access road.

F-7 Comment noted. This comment includes an updated construction start date. The Draft IS/MND has been updated according to this comment as follows:

Page 38 2nd paragraph

Construction is scheduled to begin in ~~May~~ September 2009, with a projected completion date for the substation and transmission line of April 2010. Approximately two months would be required

to energize and test subtransmission line components once construction has been completed. The projected operating date for the proposed project is June 2010.

F-8 This comment states that the subtransmission line depicted in the "Proposed View from Edison Avenue Looking East" photo would not be modified as part of the project. Figure 2.1-4 shows an existing view of the project alignment on Edison Avenue, east of Oaks Avenue and east of Chino Substation and a proposed visual simulation of a 66 kV double circuit with 12kV arms poles at that location. Figure 2.1-4 has been removed from the Draft IS/MND as the proposed 66 kV double circuit with 12kV arms poles would not be at that location. The proposed project would replace poles in Segment 9 (Hellman Avenue, south of Pine Avenue) with the 66 kV double circuit with 12kV arms poles. Since the existing poles on Hellman Avenue (Segment 9) are the same as the proposed poles (66 kV double circuit with 12kV arms), no new visual impact would occur from pole replacement and no new visual simulation would be necessary.

F-9 This comment states that checklist item f on page 54 of the Draft IS/MND is not part of Appendix G of the CEQA Guidelines. The comment further states that the proposed CEQA Guideline amendments for greenhouse gas emissions developed by the Governor's Office of Planning and Research indicate that this issue is more appropriately discussed in the Cumulative Impacts portion of the IS/MND. Currently, Checklist item f and related existing conditions, background, and impacts discussion pertaining to greenhouse gas emissions are located in Section 2.3 Air Quality in the Draft IS/MND. The reorganization of the MND including the relocation of checklist item f and the related greenhouse gas emissions discussion to the cumulative section of the MND (Checklist item b in XVII. Mandatory Findings of Significance) would not change the adequacy of the greenhouse gas impacts discussion or Draft IS/MND. Therefore, no revisions to the IS/MND were made in response to this comment.

F-10 Comment noted. This comment states the correct checkbox should be "No Impact" for checklist item g on page 101 of the Draft IS/MND.

The Draft IS/MND has been updated according to this comment as follows:

Page 101 Checklist item g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Checkbox has been changed to "~~Less than Significant with mitigation incorporated~~No Impact"

Page 107 1st paragraph

g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ~~LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED~~ NO IMPACT

While the proposed substation would not be located within a 100-year floodplain, a large portion of the alignment of the subtransmission line modifications is located within a 100-year floodplain (Figure 2.8 1). Although new LWS would be placed within the floodplain, those poles would replace existing wood poles. As such, the subtransmission line modifications would not change the course of the floodplain in a manner that could impact housing in the project area by redirecting flood flows. No ~~A less than significant~~ impact has been identified for this issue area.

F-11 Comment noted. This comment states that SCE has applied for a Permit to Construct. The Draft IS/MND has been updated according to comment as follows:

Page 154 3rd paragraph

SCE has applied for a Permit to Construct. The Commission will address its responsibility under Public Resources Code Section 21081.6 when it takes action on SCE's application. ~~for a Certificate of Public Convenience and Necessity.~~ If the Commission approves the application, it will also adopt a Mitigation Monitoring, Compliance, and Reporting Program that includes the mitigation measures ultimately made a condition of approval by the Commission

C.1 Introduction

The following Section C.1 contains revisions to information included in the Draft IS/MND based upon: (1) additional or revised information required to prepare a response to a specific comment; (2) updated information required due to of the passage of time; and/or (3) typographical errors. Based upon comment letters received on the Draft IS/MND, no new mitigation measures were added in the Final IS/MND. However, mitigation measures were revised in the Final IS/MND to respond to comments received on the Draft IS/MND and/or to provide greater specificity for implementation. The revisions to these mitigation measures are shown below.

C.2 Revised and Supplemental Text and Mitigation

Changes to the MND were made in response to comments received on the Draft IS/MND. Overall, these revisions clarify information, analysis, and mitigation measures previously presented in the Draft MND and do not represent new information. Text that has been added to the document appears in an underline format. Text that has been deleted appears with strikeout.

Project Description

Page 17 of the Draft IS/MND (Comment F-1)

An updated list of substations within the existing distribution lines has been added to the second paragraph on page 17 and the Draft IS/MND has been revised as follows:

> While the existing distribution lines were able to accommodate the electrical demand of the primarily agricultural ENA, some areas of the ENA, such as Eastvale, has been partially developed and the equipment serving this newly developed area has been exposed to distribution circuit overloads and significant low voltages have been experienced during the peak period on sections at the end of the distribution circuits as a result of long distribution lines between the ~~Edison,~~ Chino, Soquel, Archibald, and Mira Loma substations.

Page 17 of the Draft IS/MND (Comment F-2)

An updated list of substations within the existing distribution lines has been added to the third paragraph on page 17 and the Draft IS/MND has been revised as follows:

> In order to accommodate this projected increase in electrical demand, additional transformer capacity at a substation is needed to serve the ENA, the length of the distribution lines between the ~~Edison,~~ Chino, Soquel, Archibald, and Mira Loma substations needs to be shortened, and improved telecommunications infrastructure is needed to facilitate operating and monitoring new substation and subtransmission line equipment.

Page 17 of the Draft IS/MND (Comment F-3)

An updated list of substations within the existing distribution lines has been added to the fifth paragraph on page 17 and the Draft IS/MND has been revised as follows:

> According to SCE, sections of the ENA are presently experiencing low voltage conditions caused by long distribution lines between the ~~Edison,~~ Chino, Soquel,

> Archibald, and Mira Loma substations. SCE has proposed a plan to correct the existing low voltage conditions for the present rate of electrical demand in the ENA, but as demand continues to grow and the sources of demand move further from the existing substations, SCE has stated it will be difficult to maintain CPUC-mandated voltage levels.

Page 17 of the Draft IS/MND (Comment F-4)

This comment includes an updated operational date. The fifth paragraph on page 17 of this Draft IS/MND has been revised as follows:

> Therefore, SCE is proposing the project to be operational on ~~December 31, 2009~~ June 1, 2010, to ensure the electrical distribution system has sufficient capacity and capability to provide safe and reliable electric service to customers in the ENA.

Page 17 of the Draft IS/MND (Comment F-5)

This comment states that the proposed substation would be located between the existing Chino Substation and Archibald Substation. Page 18 second bullet of the Draft IS/MND has been updated according to this comment as follows:

> To correct present and projected low voltage conditions experienced by long distribution lines within the ENA by constructing a new substation between the existing ~~Edison~~ Chino and Archibald substations.

Page 18 of the Draft IS/MND (Comment F-6)

This comment includes updated construction staging area information. The seventh paragraph on page 18 of this Draft IS/MND has been revised as follows:

> After preparation of the site, a temporary chain-link fence would be erected around the perimeter of the site for the duration of construction. Construction of the foundations and below-ground facilities would be completed, followed by the installation of the above-ground structures and the electrical equipment. Construction of the proposed substation would conclude with the installation of the perimeter wall. Equipment lay down areas for substation construction would be within ~~the substation footprint~~ a material staging area fenced for construction of Kimball Substation (which would include the substation footprint, buffer, and access road).

Page 38 of the Draft IS/MND (Comment F-7)

This comment includes an updated construction start date. The second paragraph on page 38 of this Draft IS/MND has been revised as follows:

Construction is scheduled to begin in ~~May~~ September 2009, with a projected completion date for the substation and transmission line of April 2010. Approximately two months would be required to energize and test subtransmission line components once construction has been completed. The projected operating date for the proposed project is June 2010.

Aesthetics

Page 4, 42, and 160 of the Draft IS/MND (Comment B-5)

In response to this comment, mitigation measure MM AES1 has been updated to address landscaping hazard to aircraft around the airport. The mitigation measure is revised as follows:

MM AES1 The substation shall be screened behind an 8-foot high perimeter wall with exterior drought tolerant landscaping. Though no specific height restrictions for landscaping are identified in the Chino Airport Comprehensive Land Use Plan (ACLUP), the proposed exterior drought tolerant landscaping shall be maintained to avoid any hazard to aircraft around the airport.

Air Quality

Page 61 of the Draft IS/MND

SCE has provided an updated Technical Memo (May 6, 2009) regarding construction fugitive dust emissions. This memo has been attached as Appendix B in the Final IS/MND. The PM_{10} and $PM_{2.5}$ emission during the construction of the proposed substation grading phase have been revised as follows. Impacts would remain less than significant with mitigation incorporated.

Table 2.3-5. Estimated Mitigated Construction Emissions for Phase I of Proposed Project

Site	Days	Activity	CO	NO_X	PM_{10}	$PM_{2.5}$	SO_X	VOC[1]
Substation	40	Grading	14.1	31.6	~~1.8~~8.0	~~1.7~~2.0	4.5	3.1
	45	Survey	0.5	0.0	0.0	0.0	0.0	0.1
	50	Civil	12.4	23.3	1.5	1.4	4.5	2.4
Subtransmission Line Modifications (overhead)	60	Modifications	1.7	2.1	0.0	0.0	0.0	0.2
	75	Wire replacement	1.6	1.4	0.0	0.0	0.0	0.2
Subtransmission Line Modifications (underground)	2	TSP footing installation	6.5	14.6	0.8	0.7	2.6	1.2
	6	Construction of 66 kV duct bank	3.6	6.4	0.7	0.6	0.9	1.0
	4	Install 2 vaults	2.0	5.3	0.1	0.1	0.0	0.3
Worst-case scenario construction emissions estimated for Phase I			42.4	84.8	~~4.9~~11.1	4.~~58~~.0	12.5	8.5
SCAQMD threshold of significance for construction emissions			550	100	150	55	150	75
Exceedence of threshold?			No	No	No	No	No	No

Source: SCE 2006 and SCE 2009

Notes: All estimated emissions are presented in lbs/day. $PM_{2.5}$ emission estimates and significance threshold are based on SCAQMD methodology (SCAQMD 2006).

[1] VOC = Volatile Organic Compound

Hazards and Hazardous Materials

Page 9, 99, and 168 of the Draft IS/MND (Comment B-1 and B-2)

In response to this comment, mitigation measure MM Haz3 has been updated to reflect the need to fill out the FAA form 7460-1. The revised mitigation measure is as follows:

MM Haz3: Coordination with the FAA and consultation with Chino Airport shall~~would~~ be required during construction of the proposed substation to ensure compliance with FAA obstruction standards (FAR 77~~.11~~Subpart B guidelines). The applicant shall be responsible for the submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. This notice must be submitted at least 30 days before the earlier of the following dates: The date the proposed construction or alteration is to begin or the date an application for a construction permit is to be filed. The applicant shall comply with all requirements for coordination and implement all safety measures, including lighting and marking identified by the FAA. Construction of the project shall not proceed prior to receipt of a written finding of compliance (or "non-hazard") by FAA.

Page 9, 99, and 168 of the Draft IS/MND (Comment B-1)

Mitigation measure MM Haz4 has been updated to show consultation with Chino Airport as suggested by comment B-1.

MM Haz4: FAA notification and consultation with Chino Airport shall ~~would~~ be required for the LWS pole installation along the portion of the alignment of the subtransmission modifications within the airport's southwest- to northeast-oriented take-off zone, approximately 2,650 feet from the end of the runway to ensure compliance with FAA obstruction standards (FAR 77~~.11~~Subpart B guidelines). The applicant shall be responsible for the submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. This notice must be submitted at least 30 days before the earlier of the following dates: The date the proposed construction or alteration is to begin or the date an application for a construction permit is to be filed. The applicant shall comply with all requirements for coordination and implement all safety measures, including lighting and marking identified by the FAA. Construction of the project shall not proceed prior to receipt of a written finding of compliance (or "non-hazard") by FAA.

Page 98 and 99 of the Draft IS/MND

To accurately reference the Federal Aviation Administration's (FAA) Federal Aviation Regulation (FAR) Part 77 Subpart B "Notice of Construction or Alteration," all references to FAR 77.11 should be changed to FAR 77 Subpart B, which includes FAR 77.11.

Hydrology and Water Quality

Page 101 of the Draft IS/MND (Comment F-10)

This comment states the correct checkbox should be "less than significant." The checklist item g on page 101 of this Draft IS/MND has been revised as follows:

Checkbox has been changed to "No Impact."

Page 107 of the Draft IS/MND (Comment F-10)

g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ~~LESS THAN SIGNIFICANT IMPACT~~ NO IMPACT

While the proposed substation would not be located within a 100-year floodplain, a large portion of the alignment of the subtransmission line modifications is located within a 100-year floodplain (Figure 2.8 1). Although new LWS would be placed within the floodplain, those poles would replace existing wood poles. As such, the subtransmission line modifications would not change the course of the floodplain in a manner that could impact housing in the project area by redirecting flood flows. No ~~A less than significant~~ impact has been identified for this issue area.

Transportation/Traffic

Page 9, 139, and 170 of the Draft IS/MND (Comment D-2, D-3, and D-4)

To address construction impacts on provision of fire services, Mitigation Measure MM Traffic1 has been revised as follows:

MM Traffic1 SCE shall implement a Traffic Control Plan (TCP) to limit potential traffic impacts to the project area. Specifically, the measures outlined in the TCP shall~~will~~ ensure an adequate flow of traffic in both directions by providing sufficient signage to alert drivers of construction zones, notifying emergency responders prior to construction, conducting community outreach, and controlling traffic around schools. The TCP shall be reviewed by the Transportation and Fire Departments from City of Chino, Riverside County, and San Bernardino County. The TCP shall only be implemented subject to approval by these agencies. The measures shall include the following:

- To the extent feasible, truck traffic shall be scheduled for off-peak hours to reduce impacts during periods of peak traffic.
- Truck traffic shall be phased throughout the five-week grading period and site preparation construction phase.
- Truck traffic shall use designated truck routes when arriving to and from the proposed substation site.
- If lane closures are required, SCE shall comply with BMPs established by the Work Area Protection and Traffic Control Manual (California Joint Utility Traffic Control Committee 1996). All work within public roadway rights-of-way shall be subject to the conditions established by the appropriate jurisdiction in an encroachment permit to be secured prior to initiating work within the right-of-way.
- During project construction, provide access to all fire hydrants along all access routes and provide and maintain fire department vehicle access roads along project site.
- Vehicular access roads shall be an all weather surface; unobstructed width of not less than twenty-four feet and an unobstructed vertical clearance of not less than thirteen feet six inches. (California Fire Code

(CFC) 902.2.2.1)

Mitigation Monitoring, Reporting, and Compliance Program

Page 154 of the Draft IS/MND (Comment F-11)

This comment states that SCE has applied for a Permit to Construct. The third paragraph on page 154 of this Draft IS/MND has been revised as follows:

> SCE has applied for a Permit to Construct. The Commission will address its responsibility under Public Resources Code Section 21081.6 when it takes action on SCE's application. ~~for a Certificate of Public Convenience and Necessity.~~ If the Commission approves the application, it will also adopt a Mitigation Monitoring, Compliance, and Reporting Program that includes the mitigation measures ultimately made a condition of approval by the Commission.

Appendix B of the Final IS/MND

SCE has provided an updated Technical Memo (May 6, 2009) regarding construction fugitive dust emissions. This memo has been attached as Appendix B in the Final IS/MND.

Appendix C of the Final IS/MND

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). As part of the proposed project application for the proposed project, SCE provided a Field Management Plan (EMP) for the proposed Kimball Substation Project. The FMP was prepared in accordance with CPUC Decision No. 93-11-013 and Decision No. 06-01-042 relating to EMF. The FMP provides the background on the current status of scientific research related to possible heather effects of EMF, a description of the CPUC's EMF policy, and no-cost and low-cost magnetic field reduction measures that are incorporated into the design of the proposed project. The FMP has been attached as Appendix C to the Final IS/MND for public record.

C.3 Revised Mitigation Measures

Based upon comment letters received on the Draft MND, no new mitigation measures were added in the Final MND. However, the following mitigation measures were revised in the Final MND to provide greater specificity for implementation.

Page 4, 42, and160 of the Draft IS/MND

The mitigation measure MM AES1 is revised as follows:

> MM AES1 The substation shall be screened behind an 8-foot high perimeter wall with exterior drought tolerant landscaping. Though no specific height restrictions are identified in the Chino Airport Comprehensive Land Use Plan (ACLUP), the proposed exterior drought tolerant landscaping shall be maintained to avoid any hazard to aircraft around the airport.

Page 5, 77, and 162 of the Draft IS/MND

> MM Bio1 If construction activities are to occur during the nesting season (February 1 through August 31), a preconstruction survey shall be conducted by a qualified

biologist at least one week prior to the commencement of construction activities to determine the presence/absence of active nests for all raptors and birds on the Migratory Birds Treaty Act (MBTA) list on the construction site. If an active nest is found, an adequate buffer shall be established around the nest and construction shall be prohibited within this designated area until the juveniles fledge. Construction buffers of 300 feet shall~~would~~ only apply to the portion of the project site where the active nest is located. If vegetation or structures containing a raptor nest must be removed during the nesting season, or if work is scheduled to take place in close proximity to an active nest in vegetation or an existing structure, SCE shall~~would~~ coordinate with the CDFG and USFWS and obtain written concurrence prior to moving the nest. Construction activities may continue within the project site if the activities take place outside of the designated buffer. (In practice, the presence of an active nest on the proposed substation site would halt construction of the substation because the buffer would incorporate the entire site; however, an active nest located within the alignment would only halt construction within a specific portion of the alignment.)

Page 6, 82, and 164 of the Draft IS/MND

MM Cul1 In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and SCE and/or the CPUC shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of SCE and/or the CPUC and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the CPUC. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, as necessary and a report prepared by a Specialist according to current professional standards.

In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeologist resources, the CPUC shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, proposed project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the proposed project site while mitigation for historical resources or~~f~~ unique archaeological resources is carried out.

Page 7, 84, and 166 of the Draft IS/MND

MM Cul2 If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 dictates that no further disturbance would occur until the County Coroner has made the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code Section 5097.98.

Should human remains be identified as a Native American burial, the Native American Heritage Commission shall be contacted by SCE to determine the appropriate repatriation efforts.

Page 8, 90, and 166 of the Draft IS/MND

MM Geo1 The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) which meets the requirements of the Santa Ana Regional Water Quality Control Board. Specific erosion control measures shall~~would~~ be outlined in the NPDES permit and SWPPP and would be required to be in place prior to the commencement of grading activities.

The standard erosion control measures outlined in the NPDES permit and SWPPP would be required during surface and subsurface construction activities associated with the subtransmission and telecommunication alignments (e.g., grading, boring of holes for the LWS poles; burying of underground conductors; and TSP riser and vault installation) ~~would~~to reduce the erosion potential of the minor quantities of excavated soil.

The permit shall be required prior to construction and submitted to the CPUC.

Page 8, 96, and 167 of the Draft IS/MND

MM Haz1 The design of the proposed substation shall provide containment and/or diversionary structures or equipment to prevent the discharge of oil or other hazardous material. These design features shall be included as part of the Spill Prevention Control and Countermeasure (SPCC) requirements (40 Code of Federal Regulations (CFR) Part 112.1 through Part~~k~~ 112.7) that shall~~would~~ be prepared by SCE prior to construction of the substation and submitted to the CPUC.

Page 37 and 160 of the Draft IS/MND

APM Aes1 Structures associated with the proposed substation shall~~would~~ incorporate low profile design features that would limit the height of the electrical equipment to approximately 17 feet.

Page 37 and 161 of the Draft IS/MND

APM Air1 Idling time shall~~will~~ be limited to a maximum of five minutes when construction equipment is not in use per Section 2449(d)(3) of Title 13, Article 4.8, Chapter 9 of the California Code of Regulations (CCR).

Page 37 and 161 of the Draft IS/MND

APM Air2 SCE shall~~will~~ prepare and implement specific fugitive dust control measures pursuant to SCAQMD Rule 403.

Page 37 and 161 of the Draft IS/MND

APM Air3 SCE shall~~will~~ reduce odors associated with diesel exhaust by the use of either low-sulfur or ultra-low sulfur fuel.

Page 37 and 168 of the Draft IS/MND

APM Haz1 Hazardous or flammable materials used during construction would consist primarily of vehicle fuels (gasoline and diesel), oil, grease, and other fluids

(hydraulic fluid, antifreeze, and transmission fluid) associated with construction equipment. Liquid concrete would also be used during construction. To avoid the inadvertent release of these materials (and to ensure proper response protocols), SCE ~~would be required to~~shall implement environmental training for its field personnel.

Page 37 and 167 of the Draft IS/MND

APM Geo1 The electrical equipment associated with the proposed substation to~~would~~ be constructed in accordance with the Institute of Electrical and Electronics Engineers (IEEE) Recommended Practices for Seismic Design of Substations.

Page 37 and 169 of the Draft IS/MND

APM Haz 2 During operation, the project subtransmission lines may pose a fire hazard if vegetation or other obstructions come in contact with energized conductor. The proposed project ~~would~~shall be constructed and maintained in a manner consistent with CPUC G.O. 95 and CPUC G.O. 165. Consistent with these and other applicable state and federal laws, SCE shall~~would~~ maintain an area of cleared brush around the conductor, minimizing the potential for fire. Further, , the ~~applicant~~ SCE ~~would~~ shall work with developers along this route to insure that trees in proximity to the proposed line will not exceed 15 feet in height. The project site is not located in a designated wildland fire hazard zone. To prevent heat or sparks from vehicles or construction equipment from igniting dry vegetation and causing a fire, SCE shall~~will~~ be responsible for clearing work areas of flammable vegetation to reduce the potential for fires and to direct workers to park vehicles away from dry vegetation. Incorporation of these construction site best management practices (BMPs) will~~ould~~ prevent the proposed project from exposing people or structures to a significant risk of fire.

Page 37 and 170 of the Draft IS/MND

APM Noise1 SCE shall~~will~~ comply with noise standards established by local municipalities, including regulations limiting construction hours. If construction must take place outside of normal business hours, SCE shall~~will~~ apply for a variance with the appropriate jurisdiction to allow construction noise levels to exceed their established thresholds. SCE shall~~will~~ comply with the terms of any variance that may be granted. If no variance is granted, then SCE shall comply with existing noise standards.

Page 37 and 171 of the Draft IS/MND

APM Traffic1 In the event that the improvements to Flight Street have not been made prior to construction of the substation, a temporary access road shall~~would~~ be graded and installed. The temporary access road shall~~would~~ be built based on the site's topography, so that it will~~would~~ be accessible to all construction vehicles and equipment. This temporary access road will~~would~~ be built with gradients and curvatures that will~~would~~ permit heavy equipment usage and maneuvering.

D. MITIGATION IMPLEMENTATION AND MONITORING PLAN

Southern California Edison (SCE) has proposed the Kimball Substation Project, which consists of: (i) the construction of a 66/12 kilovolt (kV) substation (Kimball Substation) on an approximately 2-acre site located in the City of Chino; (ii) the modification of approximately 6.7 miles of the Chino-Corona-Pedley 66 kV subtransmission line and construction of two 340-foot underground 66 kV subtransmission lines that will connect Kimball Substation through a tubular steel pole (TSP) riser to an existing 66 kV overhead transmission line; (iii) the addition of a second 66 kV subtransmission line circuit to an approximately 0.9 mile segment of the Archibald-Chino-Corona 66 kV subtransmission line and construction of a new 0.4 mile segment within public street rights-of-way to connect the Chino-Corona-Pedley 66 kV line to the Archibald-Chino-Corona 66 kV line (these modifications would form the new Chino-Cimgen-Kimball 66 kV subtransmission line); (iv) construction of six 12 kV underground circuits extending from the proposed Kimball Substation to the nearest public street; and (v) installation of new fiber optic cable and communication equipment to connect the Kimball Substation to SCE's existing telecommunication system. Construction is anticipated to commence in September 2009.

An Initial Study was prepared to assess the potential effects on the environment from the various components of the proposed project. The Initial Study was prepared based on information in the Proponent's Environmental Assessment (PEA), a project site visit, and supplemental research. The majority of the proposed project's impacts would occur during project construction, as a result of disturbance caused by construction activity. Within SCE's Application, Applicant Proposed Measures addressing potentially significant impacts were proposed to reduce potentially adverse impacts related to project construction.

The purpose of this Mitigation Implementation and Monitoring Plan is to ensure that the Applicant Proposed Measures, as well as the Agency Recommended Mitigation Measures that SCE has agreed to, are adequately implemented. This plan includes specific actions to be taken to implement each measure, information on monitoring requirements, and the timing of implementation (see Table D-1). This plan includes:

- The Agency Recommended Mitigation Measures, which SCE must implement as part of the proposed project, followed by the Applicant Proposed Measures that SCE has made part of the proposed project and is responsible for implementing;
- The actions required to implement these measures;
- Monitoring requirements; and
- Timing of implementation for each measure.

Construction field monitoring shall be carried out by a CPUC-designated environmental monitor to ensure that the measures are implemented. In all instances where non-compliance occurs, the CPUC's designated environmental monitor shall issue a warning to the construction foreman and SCE's project manager. Continued non-compliance shall be reported to the CPUC's designated project manager. Any decisions to halt work due to non-compliance shall be made by the CPUC. The CPUC's designated environmental monitor shall keep a record of any incidents of non-compliance with mitigation measures.

Copies of these documents shall be supplied to SCE and the CPUC.

Table D-1. Mitigation Monitoring and Reporting Program

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure		Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
Aesthetics					
Implementation of the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings.	MM Aes1:	The substation shall be screened behind an 8 foot high perimeter wall with exterior drought tolerant landscaping. Though no specific height restrictions for landscaping are identified in the Chino Airport Comprehensive Land Use Plan (ACLUP), the proposed exterior drought tolerant landscaping shall be maintained to avoid any hazard to aircraft around the airport.	SCE and/or its contractor(s) to implement measure as defined.	CPUC to review landscaping plans and inspect project site.	During project design and after project completion.
	APM Aes1:	Structures associated with the proposed substation shall incorporate low profile design features that limit the height of the electrical equipment to approximately 17 feet.	SCE and/or its contractor(s) to implement measure as defined.	CPUC to review design drawings and inspect and project site.	During project design and after project completion.
Air Quality					
Under state and federal standards, the proposed project is located in a non-attainment area for O3, PM_{10}, and $PM_{2.5}$. Implementation of the proposed project would contribute substantially to an existing air quality violation.	MM Air1:	SCE shall prepare a Construction Emissions Control Plan that outlines SCE's approach for ensuring that daily construction emissions do not exceed the SCAQMD's significance thresholds for construction activities. The plan shall be submitted to the CPUC for review and approval at least 30 days prior to the estimated start of construction activities. SCE shall require the approved plan to be implemented during all construction activities. The plan shall include, at a minimum, the following requirements: • A detailed description of construction activity phasing that would be required to ensure that emissions remain below SCAQMD daily significance thresholds. All assumptions and rationale for all assumptions, including truck trips per day, miles per trip, daily equipment inventories, equipment hours, and amounts of total areas and volumes of material to be disturbed shall be defined in the plan. • All construction material deliveries shall be scheduled to occur outside of peak traffic hours (7:00 to 10:00 a.m. and 4:00 to 7:00 pm) to the extent feasible;	SCE and/or its contractor(s) to submit Plan to CPUC and implement measure as defined.	CPUC to review Plan and regularly inspect project site.	Prior to and during construction.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure	Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
	truck trips during peak traffic hours shall be minimized to the extent feasible. • Engine idle time shall be restricted to no more than five minutes in duration. • All on-road construction vehicles shall be licensed. • All off-road stationary and portable gasoline powered equipment shall have USEPA Phase 1/Phase 2 compliant engines.			
	APM Air1: Idling time shall be limited to a maximum of five minutes when construction equipment is not in use per Section 2449(d)(3) of Title 13, Article 4.8, Chapter 9 of the California Code of Regulations (CCR).	SCE and/or its contractor(s) to implement measure as defined.	CPUC to regularly inspect project site.	During construction.
	APM Air2: SCE shall prepare and implement specific fugitive dust control measures pursuant to SCAQMD Rule 403.	SCE and/or its contractor(s) to implement measure as defined.	CPUC to regularly inspect project site.	During construction.
Implementation of the proposed project has the potential to produce odors during construction.	APM Air3: SCE shall reduce odors associated with diesel exhaust by the use of either low-sulfur or ultra-low sulfur fuel	SCE and/or its contractor(s) to implement measure as defined.	CPUC to regularly inspect project site.	During construction.
Implementation of the proposed project would result in potentially significant GHG emissions.	MM GHG1: SCE shall replace a circuit breaker with an SF6 capacity of at least 30 pounds that is estimated to be leaking at a rate of at least six percent of its SF6 content each year. At the time of replacement, the circuit breaker to be replaced shall have an expected remaining life of at least two additional years. The replacement breaker shall have a one percent leakage rate guaranteed by manufacturers. SCE shall provide documentation to the CPUC that verifies that the replacement has occurred prior to commencement of project operations, and that the replaced circuit breaker has been permanently removed from service (e.g., destroyed or recycled as scrap metal).	SCE and/or its contractor(s) to implement measure as defined and submit verification documentation to CPUC.	CPUC to review verification document.	Prior to project operation.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure		Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
	MM GHG2:	Prior to the commencement of operations of the Kimball Substation project, SCE shall replace four diesel powered forklifts that have horsepower (hp) ratings of at least 50 hp with electric forklifts. SCE shall provide documentation to the CPUC that verifies the replacement has occurred, and that the replaced forklifts have been permanently removed from SCE's equipment inventory.	SCE and/or its contractor(s) to implement measure as defined and submit verification documentation to CPUC.	CPUC to review verification document.	Prior to project operation.
Biological Resources					
Implementation of the proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Implementation of the proposed project would conflict with Mountain Forest and Valley Tree Conservation Code 88.01.070 and Riverside County Ordinance No. 599.	MM Bio1:	If construction activities are to occur during the nesting season (February 1 through August 31), a preconstruction survey shall be conducted by a qualified biologist at least one week prior to the commencement of construction activities to determine the presence/absence of active nests for all raptors and birds on the Migratory Birds Treaty Act (MBTA) list on the construction site. If an active nest is found, an adequate buffer shall be established around the nest and construction shall be prohibited within this designated area until the juveniles fledge. Construction buffers of 300 feet shall only apply to the portion of the project site where the active nest is located. If vegetation or structures containing a raptor nest must be removed during the nesting season, or if work is scheduled to take place in close proximity to an active nest in vegetation or an existing structure, SCE shall coordinate with the CDFG and USFWS and obtain written concurrence prior to moving the nest. Construction activities may continue within the project site if the activities take place outside of the designated buffer. (In practice, the presence of an active nest on the proposed substation site would halt construction of the substation because the buffer would incorporate the entire site; however, an active nest located within the alignment would only halt construction within a specific portion of the alignment.)	SCE and/or its contractor(s) to implement measure as defined; Submit preconstruction survey results for nesting birds and buffer plans to the CPUC.	CPUC to review survey results; inspect project site regularly.	During nesting and breeding season; Prior to and during construction.
	MM Bio2:	All new structures shall be designed to be raptor safe in accordance with current standards and guidelines.	SCE and/or its contractor(s) to implement measure as defined; Provide design drawings to	CPUC to review design drawings.	During project design.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure		Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
			CPUC.		
	MMBio3:	A preconstruction burrowing owl survey shall be conducted no more than 30 days prior to the commencement of ground disturbing activities along the segment of the alignment that parallels Magnolia Avenue between Edison and Kimball Avenues to determine if any occupied burrows are present. If nesting pairs are found, adequate buffers shall be established around occupied burrows (50 meters/160 feet) from non-breeding burrows and 75 meters (250 feet) from breeding burrows) during the breeding season (February 1-August 31). If active burrows cannot be avoided, an appropriate relocation strategy would be developed in conjunction with the CDFG and may include: collapsing burrows outside of nesting season and the use of exclusionary devices to reduce impacts to the burrowing owl.	SCE and/or its contractor(s) to implement measure as defined; Submit preconstruction survey results for burrowing owl and buffer plans to the CPUC.	CPUC to review survey results; inspect project site regularly.	Prior to and during construction.
Cultural Resources					
Implementation of the proposed project may encounter currently unknown cultural resources, either prehistoric or historic, pursuant to CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g).	MM Cul1:	In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and SCE and/or the CPUC shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of SCE and/or the CPUC and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the CPUC. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, as necessary and a report prepared by a Specialist according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeologist resources, the CPUC shall determine whether avoidance is necessary and	Qualified archaeologist to implement measure as defined; Consult CPUC; submit summary report to CPUC.	CPUC to consult with qualified archaeologist; Review summary report.	During construction; Immediately upon discovery of cultural resource.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure	Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
	feasible in light of factors such as the nature of the find, proposed project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the proposed project site while mitigation for historical resources or unique archaeological resources is carried out. If the CPUC, in consultation with the qualified archaeologist, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the CPUC shall require SCE to: • Re-design the proposed project to avoid any adverse effect on the significant archeological resource; or • Implement an archeological data recovery program (ADRP) unless the qualified archaeologist determines that the archeological resource is of greater interpretive use than research significance, and that interpretive use of the resource is feasible. If the circumstances warrant an ADRP, such a program shall be conducted. The project archaeologist and the CPUC shall meet and consult to determine the scope of the ADRP. The archaeologist shall prepare a draft ADRP that shall be submitted to the CPUC for review and approval. The ADRP shall identify how the proposed ADRP would preserve the significant information the archeological resource is expected to contain. That is, the ADRP shall identify the scientific/historical research questions that are applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the			

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure		Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
		historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.			
Implementation of the proposed project may result in accidental discovery of human remains.	MM Cul2:	If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 dictates that no further disturbance would occur until the County Coroner has made the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Should human remains be identified as a Native American burial, the Native American Heritage Commission shall be contacted by SCE to determine the appropriate repatriation efforts.	SCE and/or its contractor(s) to provide immediate verbal notification to the County Coroner and the CPUC of any discovered human remains; Provide follow up written documentation noting date of discovery, type of discovery, and action taken to protect the resource(s); Contact NAHC.	CPUC to review summary report.	During construction; Immediately upon discovery of cultural resource.
Geology and Soils					
Implementation of the proposed project would result in an estimated level of soil disturbance greater than one acre resulting in impacts associated with soil erosion and loss of topsoil.	MM Geo1:	The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) which meets the requirements of the Santa Ana Regional Water Quality Control Board. Specific erosion control measures shall be outlined in the NPDES permit and SWPPP and would be required to be in place prior to the commencement of grading activities. The standard erosion control measures outlined in the NPDES permit and SWPPP would be required during surface and subsurface construction activities associated with the subtransmission and telecommunication alignments (e.g., grading, boring of holes for the LWS poles; burying of underground conductors; and TSP riser and vault installation) to reduce the erosion potential of the minor quantities of excavated soil. The permit shall be required prior to construction and submitted to the CPUC.	SCE to submit copy of NPDES permit and SWPPP to CPUC; Implement measures as defined.	CPUC to review NPDES permit and SWPPP; Monitor the project site regularly.	Prior to and during construction.
	APM Geo1:	The electrical equipment associated with the	SCE and/or its contractor(s) to	CPUC to review engineering	During project design.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure		Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
		proposed substation to be constructed in accordance with the Institute of Electrical and Electronics Engineers (IEEE) Recommended Practices for Seismic Design of Substations.	implement measure as defined.	plans for substation.	
Hazards and Hazardous Materials					
Implementation of the proposed project would result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	MM Haz1:	The design of the proposed substation shall provide containment and/or diversionary structures or equipment to prevent the discharge of oil or other hazardous material. These design features shall be included as part of the Spill Prevention Control and Countermeasure (SPCC) requirements (40 Code of Federal Regulations (CFR) Part 112.1 through Part 112.7) that shall be prepared by SCE prior to construction of the substation and submitted to the CPUC.	SCE and/or its contractor(s) to submit copy of SPCC Plan to CPUC; implement measures as defined.	CPUC to review SPCC; Monitor site regularly.	Prior to construction.
	APM Haz1:	Hazardous or flammable materials used during construction would consist primarily of vehicle fuels (gasoline and diesel), oil, grease, and other fluids (hydraulic fluid, antifreeze, and transmission fluid) associated with construction equipment. Liquid concrete would also be used during construction. To avoid the inadvertent release of these materials (and to ensure proper response protocols), SCE shall implement environmental training for its field personnel.	SCE and/or its contractor(s) to implement measure as defined; Provide CPUC documentation of training.	CPUC to review training documentation.	Prior to construction.
Implementation of the proposed project would create a significant hazard to the public or the environment.	MM Haz2:	In the event that contaminated soil is encountered during excavation activities along the subtransmission and/or telecommunication alignments, the soil shall be segregated and tested to determine the appropriate disposal and treatment options. Should a soil test positive for hazardous materials, the soil shall be properly transported to a Class I landfill or other appropriate soil treatment or recycling facility. The wooden poles to be removed as part of the subtransmission line modifications shall be either returned to the manufacturer, disposed of in a Class I hazardous waste landfill, or disposed of in the lined portion of a Regional Water Quality Control Board (RWQCB)-approved municipal	SCE and/or its contractor(s) to implement measure as defined; Submit documentation to CPUC that soil (if applicable) and pole disposal has occurred according to regulation.	CPUC to review documentation of soil (if applicable) and pole disposal.	During construction.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure		Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
		landfill.			
Implementation of the proposed project would result in a safety hazard for people residing or working in the project area.	MM Haz3:	Coordination with the FAA and consultation with Chino Airport shall be required during construction of the proposed substation to ensure compliance with FAA obstruction standards (FAR 77.11Subpart B guidelines). The applicant shall be responsible for the submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. This notice must be submitted at least 30 days before the earlier of the following dates: The date the proposed construction or alteration is to begin or the date an application for a construction permit is to be filed. The project applicant shall comply with all requirements for coordination and implement all safety measures, including lighting and marking identified by the FAA. Construction of the project shall not proceed prior to receipt of a written finding of compliance (or "non-hazard") by FAA.	SCE and/or its contractor(s) to provide documentation of FAA compliance.	CPUC to review compliance documentation.	During construction.
	MM Haz4:	FAA notification and consultation with Chino Airport shall be required for the LWS pole installation along the portion of the alignment of the subtransmission modifications within the airport's southwest- to northeast-oriented take-off zone, approximately 2,650 feet from the end of the runway to ensure compliance with FAA obstruction standards (FAR 77.11Subpart B guidelines). The applicant shall be responsible for the submittal of a "Notice of Intent to Construct" (Form 7460-1) to the FAA. This notice must be submitted at least 30 days before the earlier of the following dates: The date the proposed construction or alteration is to begin or the date an application for a construction permit is to be filed. The project applicant shall comply with all requirements for coordination and implement all safety measures, including lighting and marking identified by the FAA. Construction of the project shall not proceed prior to receipt of a written finding of compliance (or "non-hazard") by FAA.	SCE and/or its contractor(s) to provide documentation of FAA notification.	CPUC to review notification documentation.	During construction.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure	Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
Implementation of the proposed project would potentially expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	APM Haz 2: During operation, the project subtransmission lines may pose a fire hazard if vegetation or other obstructions come in contact with energized conductor. The proposed project would shall be constructed and maintained in a manner consistent with CPUC G.O. 95 and CPUC G.O. 165. Consistent with these and other applicable state and federal laws, SCE shall maintain an area of cleared brush around the conductor, minimizing the potential for fire. Further, , the applicant SCE would shall work with developers along this route to insure that trees in proximity to the proposed line will not exceed 15 feet in height. The project site is not located in a designated wildland fire hazard zone. To prevent heat or sparks from vehicles or construction equipment from igniting dry vegetation and causing a fire, SCE shall be responsible for clearing work areas of flammable vegetation to reduce the potential for fires and to direct workers to park vehicles away from dry vegetation. Incorporation of these construction site best management practices (BMPs) will prevent the proposed project from exposing people or structures to a significant risk of fire.	SCE and/or its contractor(s) to implement measure as defined.	CPUC to monitor project site regularly.	During operation.
Hydrology and Water Quality				
Implementation of the proposed project would impact water quality standards.	Refer to MM Geo1	SCE to submit copy of NPDES permit and SWPPP to CPUC; Implement measures as defined.	CPUC to review NPDES permit and SWPPP; Monitor the project site regularly.	Prior to and during construction.
Implementation of the proposed project would substantially degrade water quality	Refer to MM Geo1	SCE to submit copy of NPDES permit and SWPPP to CPUC; Implement measures as defined.	CPUC to review NPDES permit and SWPPP; Monitor the project site regularly.	Prior to and during construction.
Noise				
	APM Noise 1: SCE shall comply with noise standards established by local municipalities, including regulations limiting construction hours. If construction must take place outside of normal business hours, SCE shall apply for a variance with the appropriate jurisdiction to allow	SCE and/or its contractor(s) to implement measure as defined; If applicable, obtain and submit copy of variance document to CPUC.	CPUC to monitor site regularly; Review variance document.	During construction.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure	Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
	construction noise levels to exceed their established thresholds. SCE shall comply with the terms of any variance that may be granted. If no variance is granted, then SCE shall comply with existing noise standards.			
Land Use				
Implementation of the proposed project would conflict with an applicable habitat conservation plan.	Refer to MM Bio 3	SCE and/or its contractor(s) to implement measure as defined; Submit preconstruction survey results for burrowing owl and buffer plans to the CPUC.	CPUC to review survey results; inspect project site regularly.	Prior to and during construction.
Traffic and Transportation				
Implementation of the proposed project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Implementation of the proposed project would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. Implementation of the proposed project would result in inadequate emergency access.	MM Traffic1: SCE shall implement a Traffic Control Plan (TCP) to limit potential traffic impacts to the project area. Specifically, the measures outlined in the TCP shall ensure an adequate flow of traffic in both directions by providing sufficient signage to alert drivers of construction zones, notifying emergency responders prior to construction, conducting community outreach, and controlling traffic around schools. The TCP shall be reviewed and approved by the Transportation and Fire Departments from City of Chino, Riverside County, and San Bernardino County. The measures shall include the following: • To the extent feasible, truck traffic shall be scheduled for off-peak hours to reduce impacts during periods of peak traffic. • Truck traffic shall be phased throughout the five-week grading period and site preparation construction phase. • Truck traffic shall use designated truck routes when arriving to and from the proposed substation site. • If lane closures are required, SCE shall comply with BMPs established by the Work Area Protection and Traffic Control Manual (California Joint Utility	SCE and/or its contractor(s) to implement measure as defined; Submit TCP to CPUC.	CPUC to review TCP	Prior to Construction.

Environmental Impact	Applicant Proposed Measures (APM) or Mitigation Measure	Implementation Action	Monitoring/Reporting Requirements	Monitoring Schedule
	Traffic Control Committee 1996). All work within public roadway rights-of-way shall be subject to the conditions established by the appropriate jurisdiction in an encroachment permit to be secured prior to initiating work within the right-of-way. • During project construction, provide access to all fire hydrants along all access routes and provide and maintain fire department vehicle access roads along project site. • Vehicular access roads shall be an all weather surface; unobstructed width of not less than twenty-four feet and an unobstructed vertical clearance of not less than thirteen feet six inches. (California Fire Code (CFC) 902.2.2.1)			
Implementation of the proposed project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	Refer to MM Haz3 and MM Haz4	SCE and/or its contractor(s) to provide documentation of FAA compliance.	CPUC to review compliance documentation.	During construction.
Implementation of the proposed project would result in a temporary short term impact to the circulation network during construction if Flight Street has not yet been improved.	APM Traffic1: In the event that the improvements to Flight Street have not been made prior to construction of the substation, a temporary access road shall be graded and installed. The temporary access road shall be built based on the site's topography, so that it would be accessible to all construction vehicles and equipment. This temporary access road will be built with gradients and curvatures that will permit heavy equipment usage and maneuvering.	SCE and/or its contractor(s) to submit design plans to CPUC; Implement measure as defined.	CPUC to review design plans.	Prior to construction.