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## **EXECUTIVE SUMMARY**

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### **ES.1 INTRODUCTION**

The City of Riverside Public Utilities Department (RPU) and Southern California Edison (SCE) are proposing to construct and operate the Riverside Transmission Reliability Project (RTRP or Proposed Project) in the Cities of Riverside, Norco, and Jurupa Valley. The major components of the RTRP are a new 230 kilovolt (kV) overhead transmission line, new 69 kV overhead subtransmission lines, two new substations, and upgrades at four existing 69 kV substations. The new 230 kV transmission line would interconnect to an existing SCE 230 kV transmission line. This executive summary identifies why an Environmental Impact Report (EIR) was prepared, describes the Proposed Project and its location, describes purpose and need for the Proposed Project, and summarizes the environmental impacts of the Proposed Project.

### **ES.2 PROJECT BACKGROUND AND PURPOSE OF THE EIR**

The California Environmental Quality Act (CEQA) is a California statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a “project.” A project is an activity undertaken by a public agency or a private activity which must receive some discretionary approval (meaning that the agency has the authority to meaningfully condition or modify the proposed action to avoid environmental impacts and the authority to deny the requested permit or approval) from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment. RPU and SCE determined that the RTRP would require an environmental review under CEQA. The City of Riverside is the Lead Agency for the CEQA process.

During the June 14, 2006 California Independent System Operators (CAISO) Board of Governors meeting, SCE was directed to build the RTRP (including 230 kV transmission line interconnection and other elements) as soon as possible and preferably no later than June 30, 2009. Preliminary engineering and environmental investigations began and in 2007, an Initial Study was prepared in which RPU and SCE determined that an EIR was warranted because of the potential for significant environmental effects. Since that time, RPU and SCE conducted an iterative process of alternative route refinement, data collection, and inter-agency consultation to respond to concerns and avoid environmental impacts. A series of informal open houses was hosted by SCE and RPU during this period to provide updates on project development, present revised routes and obtain comments from the public and discuss their concerns. In the fall of 2009, the City of Riverside, as the Lead Agency for the CEQA process for the Proposed Project, determined that project concept was sufficiently refined to move forward with CEQA document preparation. It was determined that the preparation of only a new Initial Study would not be sufficient as a decision-making document and that an EIR should be prepared. This approach is consistent with CEQA Guidelines Section 15063(a).

This Draft EIR (DEIR) was prepared to inform the public and to help the City consider the environmental effects of the Proposed Project before making a decision on the RTRP. In

accordance with Section 15121 of the CEQA Guidelines, this DEIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The DEIR includes the required contents set forth by CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.) and CEQA Statutes provided in California Public Resources Code Section 21000 et seq. This DEIR was prepared for public and agency review and comment. After conclusion of the DEIR public review and comment period, the City will review the comments received, respond in writing to the comments received during the public comment period, and prepare a Final EIR.

### **ES.3 PROPOSED PROJECT LOCATION AND DESCRIPTION**

The Proposed Project area is located in the western and northern sections of the City of Riverside and extends west and north into the Cities of Norco and Jurupa Valley. The Proposed Project area is bordered to the north by State Highway 60 and the existing Mira Loma to Vista SCE Transmission Lines, to the west by Interstate 15, and to the south and east by State Highway 91. The Santa Ana River roughly divides the Proposed Project area into northern and southern halves.

The Proposed Project would involve the construction and operation of a new, double-circuit 230 kV transmission line and new 69 kV subtransmission lines. It also would include a new SCE 230 kV electrical substation (Wildlife Substation) and a new RPU 230/69 kV electrical substation (Wilderness Substation) to be constructed adjacent to one another east of the Riverside Regional Water Quality Control Plant. The new 230 kV line would interconnect to SCE's existing Mira Loma – Vista #1 230 kV transmission line and terminate in Wildlife Substation. Wilderness Substation would transform the electrical energy from 230 kV to 69 kV for delivery into RPU's system. Upgrades to four of RPU's existing substations south of the Santa Ana River (Harvey Lynn, Freeman, Mountain View, and Riverside Energy Resource Center) would be necessary. SCE would perform protective relay improvements at Mira Loma and Vista Substations. New fiber optic telecommunication lines for control and integration of both the new transmission and subtransmission lines would be installed, and some existing distribution and subtransmission lines would be relocated. Figure ES-1 shows the location of the Proposed Project.

### **ES.4 PROJECT CHANGES**

In response to public comments on the DEIR and to avoid significant impacts of the Proposed Project, RPU and SCE have made modifications to the Proposed Project as described in Chapter 2, Proposed Project Description. Changes to the Proposed Project do not increase the significance of any impact levels as determined in the DEIR. These changes are summarized below.

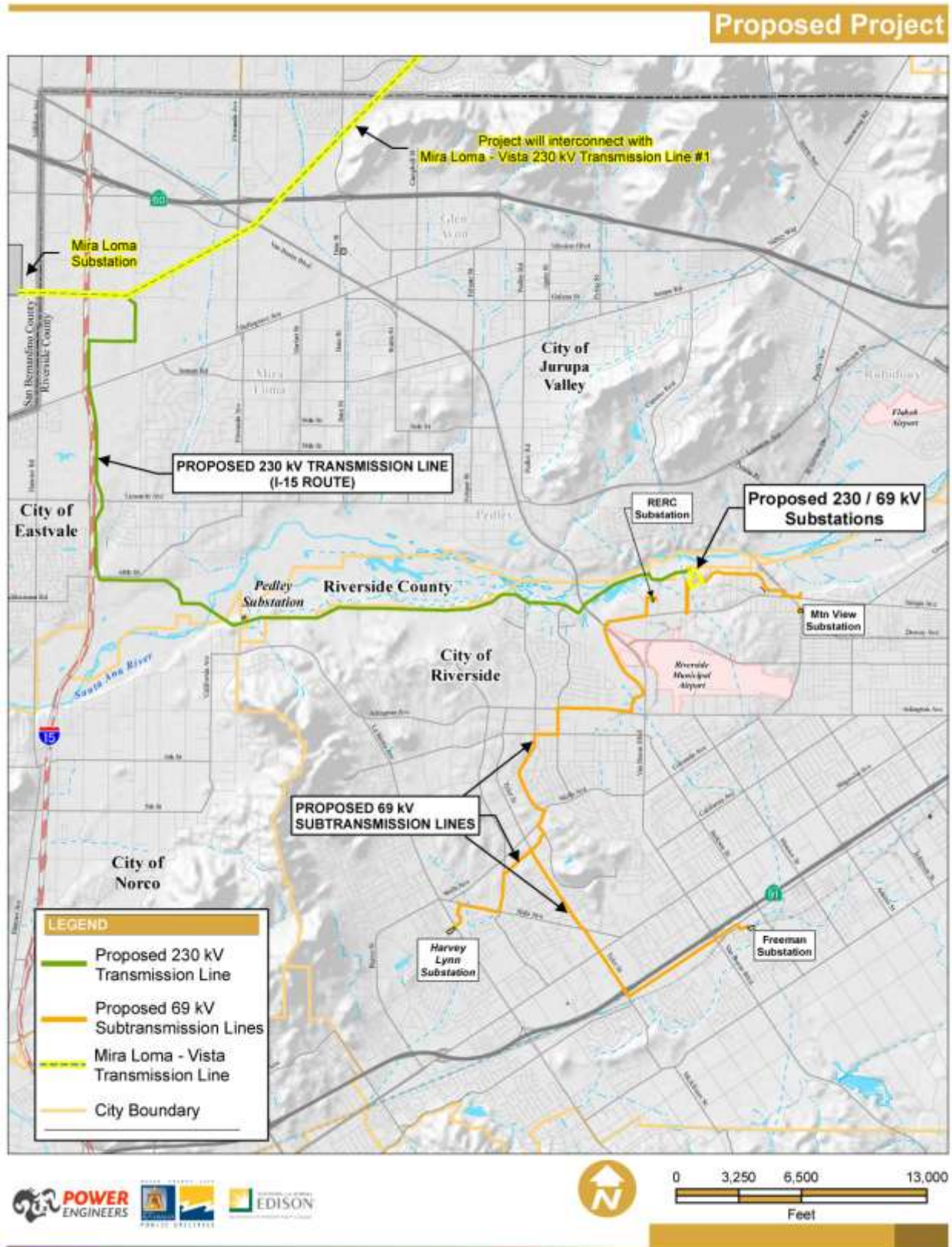
- The 230 kV transmission line's route has been modified to avoid the Vernola Marketplace parking lot by following I-15 roughly south and to the east of the California Department of Transportation's right-of-way. Additionally, the route along the Goose Creek Golf Club and Santa Ana River crossing has been slightly modified to utilize one double-circuit structure on each side of the river, instead of the previously presented two

single-circuit structures. Finally, the route's path near the City of Riverside Water Quality Control Plant has been shifted to the north side of the plant to reduce potential conflicts with current operations and possible future development at the plant. These routing changes are described in Section 2.3.1 in Chapter 2.

- The 69 kV subtransmission line will be placed underground in Segment A of the Riverside Energy Resource Center to Harvey Lynn/Freeman route in order to reduce potentially significant aircraft hazard and inconsistency with the Riverside County Airport Land Use Consistency Plan, as described in Section 2.3.2 in Chapter 2.

These changes are reflected in Figure ES-1.

FIGURE ES-1. PROPOSED PROJECT (REVISED)



**RIVERSIDE TRANSMISSION RELIABILITY PROJECT**

## **ES.4 ES.5 PROPOSED PROJECT PURPOSE AND NEED**

### **ES.4.1 ES.5.1 PURPOSE OF THE PROPOSED PROJECT**

The purpose of the Proposed Project is to provide RPU with adequate capacity to serve existing load, to provide for long-term system capacity for load growth, and to provide needed system reliability.

### **ES.4.2 ES.5.2 NEED FOR THE PROPOSED PROJECT**

The rapid population growth and commercial development in Riverside have led to an increase in local electric customers and in their use of electric energy. Currently, the sole source of bulk electrical energy for RPU electric customers is through SCE's Vista Substation, located within the City of Grand Terrace. RPU's electrical demand has exceeded the available 557 MW of capacity from Vista Substation. It is normal utility practice to have alternate sources of supply at various points in the electric system. The California Independent System Operator (CAISO) Board of Governors, which operates California's power transmission system, recognized the need for another interconnection point in RPU's system in 2006 and directed the utility to pursue the RTRP.

A new interconnection to SCE's transmission system is urgently needed to provide capacity for existing as well as new electrical load and an additional point of interconnection for reliability purposes. Without this addition, load shedding and area electrical blackouts will eventually be required. Load shedding is the intentional, controlled interruption of electrical load. It is performed by system operators, such as CAISO, or by automatic equipment, in order to protect the majority of the electric system from permanent damage, such as from an overload. In addition, reinforcement is urgently needed to the existing 69 kV subtransmission system to meet standard reliability criteria. Without reinforcements, load shedding may occur following 69 kV line outages during peak load conditions.

## **ES.5 ES.6 AREAS OF CONTROVERSY KNOWN TO THE LEAD AGENCY**

Comments were received throughout the Proposed Project planning process, primarily following informal open house meetings and distribution of public newsletters and during the formal public scoping meeting. Comments were considered throughout the planning process as they were received through the Proposed Project telephone information line, email address, open house comment forms, and mailed letters. In addition, verbal comments made informally during open houses were noted by project team members and discussed internally following each public meeting.

In summary, the areas of controversy include:

- Proximity to residential and commercial areas, existing or future school sites, and aircraft flight paths.
- Potential impact to property values of primarily residential property.
- Potential impact to recreational uses in the Santa Ana River bottom, along the "Mountains to the Sea" bike path, the horse trail along the Santa Ana River, Jurupa area equestrian uses, and the Mount Rubidoux recreation area.

- Health effects of electric and magnetic fields, particularly to children and animals.
- Impacts to views from residences and recreation areas.
- Congestion and over development along major transportation corridors

## **ES-6 ES.7 PROPOSED MITIGATION MEASURES**

Mitigation is required to reduce impact levels for potentially significant impacts under CEQA; therefore, mitigation measures have been identified that would reduce or avoid potentially significant adverse impacts. These mitigation measures are provided for consideration by decision makers of the Proposed Project approval. Table ES-1 presents a compilation of all mitigation measures proposed for the Proposed Project.

**TABLE ES-1. PROPOSED MITIGATION MEASURES**

Measure Number	Description
<b>Agriculture and Forestry Resources</b>	
AGR-01	<b>Restore Soils to Pre-Project Conditions.</b> Replace soils in a manner that shall minimize negative impacts on crop productivity by stockpiling surface and subsurface layers separately and returning those layers to their pre-construction locations in the soil profile. The top soil layers shall be ripped to restore compacted soils to their original density. Ripping may also be used in areas where vehicle and equipment traffic have compacted the top soil layers.
AGR-02	<b>Maintain Irrigation Facilities.</b> Project would be constructed to maintain existing drainage systems, existing irrigation systems and other ancillary farming systems that are needed for farming activities so that agricultural uses are not disrupted. Maintain existing levels of water available to farmers.
<b>Air Quality and Climate Change</b>	
AQ-1	Use <u>ultra-low sulfur diesel fuel (e.g., &lt;15 ppm).</u>
AQ-2	<b>Use of clean burning on- and off-road diesel engines.</b> Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) would be utilized.
AQ-3	Construction workers shall carpool to construction sites.
AQ-4	Restrict construction vehicle idling time to less than 5 minutes.
AQ-5	Properly maintain mechanical equipment.
AQ-6	<b>Use particle traps and other appropriate controls to reduce diesel particulate matter (DPM).</b> Other control equipment includes devices such as specialized catalytic converters (oxidation catalysts) control approximately 20 percent of DPM, 40 percent of carbon monoxide, and 50 percent of hydrocarbon emissions.
AQ-7	Limit vehicle speeds to 15 mph on unpaved surfaces.
AQ-8	On the last day of active operations prior to weekend or holiday, apply water or chemical stabilizer to maintain a stabilized surface.
AQ-9	Water excavated soil piles hourly or cover with temporary coverings.
AQ-10	Moisten excavated soil prior to loading on haul trucks.
AQ-11	Cover all loads of dirt leaving the site or leave at least two feet of freeboard capacity in haul truck to reduce fugitive dust emissions while en route to disposal site.
AQ-12	Application of water to ground surfaces prior and during earthmoving activity.
AQ-13	Implement fugitive dust control measures as provided in SCAQMD Rule 403
AQ-14	Coordinate final construction schedules to prevent 230-kV transmission line conductor installation utilizing helicopter phase from overlapping with the 69 kV subtransmission line and substation grading and foundation installation phases
<u>AQ-15</u>	<u>Provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flow.</u>
AQ-16	Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
AQ-17	Reroute construction trucks away from congested streets or sensitive receptor areas.
<u>AQ-18</u>	<u>Appoint a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to PM<sub>10</sub> generation.</u>

Measure Number	Description
AQ-19	<p>During Project construction, all internal combustion engines/construction equipment operating on the Proposed Project site shall meet EPA-Certified Tier 3 emissions standards or higher, according to the following:</p> <ul style="list-style-type: none"> <li>• <u>January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</u></li> <li>• <u>Post January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations (i.e., if Project construction goes beyond the anticipated schedule).</u></li> <li>• <u>A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization for each applicable unit of equipment.</u></li> </ul>
<b>Biological Resources</b>	
BIO-01	<p><del>Habitat Conservation and MSHCP Compliance</del> – The Project Proponent (RPU) shall pay the MSHCP fees for temporary and permanent impacts to natural land and habitat in compliance with the MSHCP. <del>Average Fees</del> will be based on design footprint and confirmed by as-built data as available and applicable to confirm mitigation compliance, and as negotiated with RCA for the public facility. The Proposed Project (responsibility of RPU and SCE) shall also comply with all other applicable MSHCP and SKRHCP requirements. The Proposed Project shall also implement the urban/wildlands interface requirements of the MSHCP for all areas adjacent to conservation areas. <del>Additionally, both RPU and SCE shall comply with all other requirements of the MSHCP.</del></p>
BIO-02	<p><b>Transmission lines: Structures and Avian Protection</b> - All transmission structures (TSPs and LSTs) would be designed to be avian-safe in accordance with “Suggested Practices for Raptor Protection on Power Lines: the State of the Art in 2006” (Avian Power Line Interaction Committee, 2006). This will include, but is not limited to, the following: conductors will be spaced to an acceptable distance of raptors such as red-tailed hawk and golden eagle to avoid potential electrocution risk;</p> <ul style="list-style-type: none"> <li>• <u>bus bars or other points of electrocution shall be covered with non-conductive caps;</u></li> <li>• <u>aerial spans of the Santa Ana River will be marked with best available UV reflectors (bird diverters) every 100 feet alternating and staggered along the outer conductors;</u></li> <li>• <u>nest deterrents will be implemented</u></li> </ul> <p>The Proposed Project shall implement APLIC guidelines (current guidelines as of 2011). Designs for APLIC compliance will be reviewed and approved by SCE, RPU and the Project Biologist (69 kV section will not include SCE approval).</p>
BIO-03	<p><del>Preconstruction Surveys for Sensitive Species and MSHCP Compliance</del> <del>If listed or sensitive species is detected during pre-construction surveys described below, final structure locations, access and spur roads, and associated temporary ground disturbance areas would be relocated to avoid direct impacts to these species or their habitat or as allowed by the MSHCP and State and federal permits.</del></p> <p><del>Conduct preconstruction surveys for western burrowing owl no more than two weeks prior to vegetation clearing or soil disturbance, nesting birds prior to construction from February 15 through September 15. Implement avoidance measures for active nests and burrowing owls as required by MSHCP and its B.O implementation Guidelines. Comply with MSHCP and CDFG requirements if an occupied or active burrow needs to be closed or removed (implement proper closure and replacement burrow requirements).</del></p> <p><u>Western burrowing owl (BUOW): 1) Conduct focused surveys to determine active or potential nest sites during the breeding season prior to initiation of field construction disturbance. Use observed active burrow location data to schedule construction activity in the area of the active burrows to occur between September 1 and February 1. Adjust pole location or potential access roads to avoid active burrows. 2) Conduct pre-construction surveys for BUOW between 14 and 30 days prior to field construction disturbance. Owls located during the pre-construction survey shall be reported to the RCA. 3) Avoidance and minimization measures, including installation of fencing and/or screening appropriate to clearly mark work restriction limits and, as</u></p>



Measure Number	Description
	<p><u>practical, screening line of sight to active, occupied burrows, shall be installed and also reported to the RCA. Avoidance and minimization of indirect impacts to BUOW will be in accordance with the CDFG Staff Report on Burrowing Owl Mitigation, dated March 7, 2012. A biological monitor shall also be placed where avoidance and minimization measure have been installed to monitor owl activity and to ensure barriers are suitable in accordance with MM BIO-06.</u></p> <p><u>Narrow endemic plants:</u> For the MSHCP narrow endemic plant species determined to have the potential to occur but not detected during design surveys, conduct preconstruction sensitive plant surveys within suitable habitat within the ROW and Work Limits during the Spring bloom season within one year prior to construction. If sensitive plant species are encountered <u>and cannot be avoided</u> then seed will be salvaged. Salvaged seed will be stored and used for restoration of temporarily disturbed suitable soils and site conditions.</p> <p><u>Conduct raptor nest surveys beginning in the middle of January within six months prior to construction to determine presence of active raptor nest within 500 feet of the work limits, laydown yard, or other active project location where work may disturb an active nest.</u> <u>Bats:</u> Conduct sensitive bat species (western mastiff bat and western yellow bat) roost emergence surveys at appropriate times of the year (year-round survey is satisfactory) in areas of suitable roost habitat that has the potential to be affected by construction. <u>Active roost would be avoided until the roost is determined to be no longer active (as determined by the Project biologist).</u> <u>Western mastiff bat roost sites are associated with rock faces and possibly taller buildings; no suitable roost habitat is identified within the Project work limits. Western yellow bat roost sites are associated with palm tree and the lower hanging palm tree skirt; palm trees are within or adjacent to the Project work limits. Palm trimming or removal would occur after preconstruction survey and to extent possible between August 1 and December 30 to avoid potential breeding or lower winter time activity window.</u> <u>If active roost is unavoidable, RPU and SCE would consult with RCA and CDFG and implement their recommendations.</u></p> <p><u>All surveys would be conducted by qualified biologists approved by USFWS, CDFG, and RCA.</u></p> <p><u>If any listed or sensitive species are detected during pre-construction surveys, final structure locations, access and spur roads, and associated temporary ground disturbance areas would be adjusted or completely relocated to avoid direct impacts to these species or their habitat or as allowed by the MSHCP and State and federal permits. Establish work restriction areas for active nests. Coordinate with CDFG for potential to deter nesting (i.e., temporarily cover stick nest).</u></p>
BIO-04	<p><b>Nocturnal Lighting Minimization and Prevention</b> – Nocturnal lighting during construction and normal operation would be minimized at the substation sites by using directional lighting (shielded and positioned downward) to minimize indirect impact by stray light on the surrounding habitat. All external building or permanent structure lighting (except FAA warning lights) shall be shielded and light canopy contained to the facility substation footprint. Minimize stray and extraneous lighting. Lighting plans will be reviewed and approved by the Project Biologist and RPU prior to construction, and any further recommendations from the Project Biologist regarding lighting shall be implemented.</p>
BIO-05	<p><b>Worker Environmental Awareness Program (WEAP) Design and Implementation</b> – A WEAP shall be prepared. Field construction project personnel including construction management, construction crews and contractors shall be required to participate in WEAP training prior to starting work on the project. WEAP will be presented as a PowerPoint presentation or through a manual or handbook. Include discussion of sensitive species, habitat, water quality protection, hazardous material spill prevention and cleanup, and minimizing impact to wildlife and adjacent vegetation. The Project Biologist will determine any exemption from the training requirement (i.e., vendors, subcontractor truck drivers, delivery drivers).</p>
BIO-06	<p><b>Environmental Compliance Monitoring During Construction</b> – Environmental Compliance Monitors would be present during construction activity with the potential to affect biological sensitive resources, and periodically during other construction activity. Monitoring will be required for vegetation clearing and when construction occurs in the vicinity of sensitive biological resources. Monitoring will be conducted periodically as determined by the Project Biologist during remaining project construction to confirm work limits are maintained and protected resources are avoided.</p>



Measure Number	Description
BIO-07	<p><b>Minimize Amount of Vegetation Removal and Permanent Loss of Habitat</b> – Vegetation clearing or removal would be restricted to surveyed and approved limits of the ROW, Substation footprint, Access Roads, and Staging Areas. Vegetation removal would be limited in sensitive habitats (the intent is to disturb less than the approved project work limits). The contractor would use overland access that crushes vegetation to maintain root structure and enable resprouting and faster restoration, use existing roads or jeep trails, and minimizes disturbance of new areas and removal of mature tree, cactus or woody shrub vegetation. Prior to clearing, conduct topsoil salvage evaluation to determine if soil is suitable for salvage, in which case it would be used for restoration on-site, by being generally free of non-native weed species, trash, or other contaminants that would limit usefulness during restoration and revegetation. Topsoil found not suitable for salvage will not need to be segregated from subsoils.</p>
BIO-08	<p><b>Migratory Bird Treaty Act Compliance: Avoidance of Active Nests</b> – All observed active nests <u>detected during pre-construction surveys</u> would be avoided in compliance with the Migratory Bird Treaty Act (this excludes European starling, house sparrow, <del>or</del> rock pigeon), unless approval is obtained from the USFWS.</p> <p><u>All surveys would be conducted by qualified biologists approved, as applicable, by USFWS, CDFG, and RCA.</u></p> <p><u>Raptors: Conduct raptor nest surveys beginning in the middle of January within six months prior to construction to determine presence of active raptor nests within 500 feet of the work limits, laydown yard, or other active Project locations where work may disturb an active nest. Establish work restriction areas for active nests. Coordinate with CDFG for potential to deter nesting (e.g., temporarily cover stick nest).</u></p> <p><u>From February 15 through August 15, conduct pre-construction nest surveys no more than two to three days prior to vegetation clearing or ground disturbance in order to identify active nests and avoid direct or indirect impact in accordance with MBTA. Timing would be dependent on nesting conditions and proposed construction activity.</u></p> <p>If active nests are unavoidable, RPU and SCE would consult with the appropriate agencies (USFWS and CDFG) and implement their recommendations. Unless otherwise approved by the regulatory agencies, work will be restricted within 500 feet (line of sight) for raptors or sensitive species and 100 feet for other passerines. Work will be restricted around any observed active nest of a bird covered by the MBTA until the Project Biologist determines the nest has naturally failed, been lost to predation, or chicks are fledged and satisfactorily independent of nest or roost tree. Work restriction limit will be reviewed by the Project Biologist with the ability to stop work to avoid impact to active nest. Nest is identified as active during incubation through fledging when chicks are independent of nest or nest tree in respect to raptors. Nests observed in areas of active construction would be avoided and monitored per the Project Biologist and in consultation with CDFG or USFWS.<sup>1</sup></p>
BIO-09	<p><b>Invasive Species Management</b> – The project biologist would prepare measures to avoid or minimize the introduction of invasive plant, invertebrate, and vertebrate species into the project area during construction activities. Construction equipment being brought to the Project limits will be free of accumulated mud and debris. Equipment will be washed prior to project delivery to remove dirt from tracks, body, and attachments. Equipment with accumulated mud or debris will not be allowed to work within the project right-of-way until it is sufficiently clean (cleaning can be completed in a wash station at the laydown yard or offsite at another location not associated with the Project). Areas disturbed by construction will be maintained to control non-native invasive weed species and areas not designed to be bare for fire safety or have other soil stabilization (e.g., gravel, asphalt) will be revegetated and established to be less than 10-percent coverage by non-native weed species (goal will be to establish native cover equal or exceeding adjacent habitat) or have coverage of density and diversity equal to or exceeding 70 percent of adjacent native habitat. (It is expected that adjacent habitat may include non-native grassland. In these areas, the goal will be to establish cover consistent with adjacent areas, with an equal to or less than cover and density as found adjacent).</p>

Measure Number	Description
BIO-10	<b>Avoid Impacts to Federal and State Jurisdictional Wetlands</b> – Construction crews would not fill or dredge streambeds and banks of streams or delineated wetlands (jurisdictional, vernal pool, or otherwise regulated) along the route. <del>In the event that the Project is changed and requires such actions,</del> <u>If it is determined during final design of the Project that impacts to wetlands or riparian habitat may occur, a habitat assessment and, if necessary, a formal wetland delineation, will be conducted.</u> If it is determined that impacts to wetlands and/or jurisdictional waters cannot be avoided, authorization from the U.S. Army Corps of Engineers, California Department of Fish and Game (CDFG), and/or Regional Water Quality Control Board will be obtained after appropriate environmental review. A Lake or Streambed Alteration Agreement if applicable would be secured from CDFG. All permit conditions will be followed to ensure that impacts remain less than significant.
BIO-11	<b>Refueling – Streambed Protection</b> – Avoid the fueling of equipment adjacent to drainages, tributaries, or wetlands and associated plant communities to preclude water quality impacts. Associated plant communities should be designated on construction maps and will be situated a minimum distance of 10 meters from drainages, wetlands and storm drain inlets. Contractor equipment shall be checked for leaks prior to operation near riparian areas in coordination with the project biologist.
BIO-12	<b>Wildlife Protection</b> – Excavations deeper than 0.3 m (1.0 ft) will be covered overnight to minimize the potential for vertebrates becoming trapped. Prior to backfilling, excavations will be inspected and observed; trapped wildlife species will be safely removed and released in an adjacent non-construction area.
BIO-13	<b>MSHCP – Public / Quasi-Public (PQP) Land Conservation</b> – RPU would replace permanent footprint impacts to identified MSHCP PQP Conserved Lands at a ratio of 1:1. Replacement land would be of suitable habitat value to provide a wildlife resource for foraging or breeding. Land would not be required to support or have the potential to support a sensitive plant or animal species. As approved by RCA and responsible Regulatory Agencies, lands purchased for replacement of Land and Water Conservation Fund land conversion may also be used as the PQP replacement lands.
<b>Cultural Resources</b>	
CUL-01	<b>A cultural resource inventory will be conducted of any changes to the Proposed Project area or of any properties for which right of entry was not granted prior to any disturbance.</b> All surveys shall be conducted and documented as per applicable laws, regulations, and guidelines. The surveys will be completed to identify any previously unidentified cultural resources. Any discovered resources would be avoided through Project features (EPEs) or mitigated through MM CUL-02.
CUL-02	<b>To avoid and/or minimize impacts to significant cultural resources, a qualified archaeologist will monitor ground disturbing activities near previously identified cultural resources.</b> If a newly identified cultural resource or an unknown component of a previously identified resource is discovered during construction, the monitor will follow the Unanticipated Discovery Plan identified in EPE CUL-05. The monitor will have the authority to stop or redirect work, as required to fulfill mitigation measure CUL-02. In addition, any human remains discovered during Project activities will be protected in accordance with current state law as detailed in California <u>Health and Safety Code 7050.5</u> and California <u>Public Resources Code Sections 5097.91 and 5097.98</u> , as amended.
CUL-03	<b>A qualified paleontological monitor shall attend any pre-construction meetings at locations that have high potential for containing intact paleontological resources to consult with grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.</b> A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of a qualified paleontologist. A qualified paleontologist is defined as an individual with an M.S. or PhD in paleontology or geology, or closely related field, who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of Southern California, and who has worked as a paleontological mitigation project supervisor in the region for at least one year.
CUL-04	<b>A qualified paleontological monitor shall spot-check the original cutting of previously undisturbed deposits of high paleontological resource sensitivity (e.g., Older Quaternary Alluvium).</b> The paleontological monitor shall work under the direction of a qualified paleontologist.

Measure Number	Description
CUL-05	<b>When significant fossils are discovered, the paleontologist (or paleontological monitor) shall recover them.</b> In most cases, this fossil salvage can be completed in a short period of time. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to recover bulk sedimentary matrix samples for off-site wet screening. However, some fossil specimens (such as complete large mammal skeletons) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) should be allowed to temporarily direct, divert, or halt earthwork activities to allow recovery of fossil remains in a timely manner.
CUL-06	<b>Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program.</b>
CUL-07	<b>Prepared fossils, along with copies of all pertinent field notes, photos, maps, and measured stratigraphic sections, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections, such as the Western Center for Archaeology and Paleontology, the San Bernardino County Museum, or the San Diego Natural History Museum.</b> Donation of the fossils shall be accompanied by financial support for initial specimen cataloguing and storage.
CUL-08	<b>A final summary report shall be completed that outlines the results of the <u>paleontological mitigation program</u>.</b> This report shall be prepared under the supervision of a qualified paleontologist. The report will include <u>a description and maps of the Project area; descriptions of paleontologically sensitive or fossiliferous sediments in the Project vicinity; discussions of the methods used during monitoring and during fossil recovery; descriptions and illustrations of the stratigraphic section(s) exposed, fossils collected, and including taxonomic data; photographs of the locations of recovered fossils; an assessment of the significance of recovered fossils; the recovered fossils; complete contextual data from the fossil locality, including sedimentology and taphonomy; and a record of accession of the fossils to the selected repository, including specimen numbers.</u>
<b>Hazards and Hazardous Materials</b>	
HAZ-01	<b>Appoint trained personnel for sampling, data review, and regulatory coordination.</b> If potentially contaminated soil, water or groundwater is encountered during Project construction, construction activities shall stop in the area of the discovery and an OSHA-trained individual with a minimum of 40-hours of Hazardous Waste Operations and Emergency Response (HAZWOPER) worker training shall be responsible for collecting a sample of the suspected material(s). An SCE/RPU approved Health and Safety Officer shall review the laboratory data results from suspected contaminated material(s) and, if contamination is confirmed, that individual shall coordinate with the appropriate regulatory agency (Santa Ana RWQCB or local CUPA) to determine the level of worker protection and protocol for handling/disposal of specific hazardous materials. If it is determined that no contamination is present the Health and Safety Officer shall notify the construction contractor to resume construction in the area.
HAZ-02	<b>Document compliance with measures for encountering unknown contamination.</b> If evidence of soil or groundwater contamination is detectable by visual and/or olfactory observation during Project construction, a report documenting the exact contamination location, laboratory test results, actions taken, and recommended protection measures (if applicable) shall be submitted to SCE, RPU, and the CPUC for each incident. This report shall be submitted within 30 days of SCE's/RPU's receipt of laboratory results.
HAZ-03	<b>Fire Prevention and Management Plan.</b> A fire prevention and management plan shall be developed and applicable fire laws and regulations would be observed during the construction period. All construction personnel would be advised of their responsibilities under the applicable fire laws and regulations. The Fire Prevention and Management Plan would ensure uniform guidelines for prevention, control, and extinguishment of fires that could potentially occur during transmission line construction. It would identify firefighting and reporting tools and equipment for construction-related use of diesel and gasoline operated engines, welders, heavy construction operating equipment, and tractor dozers. It would identify Proposed Project-specific fire prevention measures, such as permits required, smoking and fire rules, storage and parking areas, welding, and emergency measures.
<b>Recreation</b>	
REC-01	<b>Recreation Area Closures.</b> When temporary short-term closures to recreational areas are necessary for construction activities, closures would be coordinated with recreational facility owners. Schedule construction activities to avoid heavy recreational use periods (e.g., holidays or tournaments). Post notices prior to the closure.

Measure Number	Description
REC-02	<b>Conversion of Land and Water Conservation Fund (LWCF) Property [Section 6(f)].</b> Where a conversion of LWCF property would occur, coordinate with the National Park Service, California State Parks- Office of Grants and Local Services, and the grantee to replace the property used by the Proposed Project in size, value and function through a conversion process.
<b>Traffic and Transportation</b>	
TRANS-01	<b>Arterials, straight alignments; residential streets, roadway with specific access need (fire station, hospital/medical facility, school bus)</b> – Provide construction closures that keep at least one lane of traffic open in each direction of travel at all times, or provide adequate lane capacity to generally provide a good level of service (maintain within bounds of current level of service) in traffic operations.
TRANS-02	<b>Avoid Peak-Period Construction:</b> To minimize traffic congestion and delays during construction, RPU and SCE shall restrict all necessary lane closures or obstructions on major roadways (i.e., Congestion Management Plan roadways) associated with project construction activities to off-peak periods. Lane closures shall be avoided during the 6:00 a.m. to 9:00 a.m. timeframe and the 3:30 to 6:30 p.m. timeframe, or as otherwise defined within the TMPs.
TRANS-03	<b>Minimize Roadway Closures:</b> Construction activities shall be designed to minimize work on, or use of, roadways crossed by the project corridor(s). This would be accomplished through limiting construction vehicle and equipment operations to identified disturbance sites (pad areas, access roads and staging areas) and by maintaining sock lines and conductors well above roadways during stringing operations.
TRANS-04	<b>Bus transit route:</b> Provide construction closures that keep at least one lane of traffic open with reversible flow (via flagmen) during times of transit line operation, unless an adequate detour route can be found within 0.25 mile of the closure point.
TRANS-05	<b>Roadway with Class I or Class II Bicycle Facility:</b> Provide construction closures that allow for continued bicycle access within the existing facilities during all times, or provide a safe diversion of the bicycle facility around the construction zone.

**ES-7ES.8 SIGNIFICANT UNAVOIDABLE IMPACTS OF THE PROPOSED PROJECT**

As described above, potential environmental impacts were assessed based on a comparison of the Proposed Project to existing environmental conditions; where potential significant impacts were identified, feasible mitigation measures (Table ES-1) were developed to eliminate the potentially significant impact, reduce it to less than significant, or reduce it to the fullest extent feasible. However, some significant impacts are unavoidable. Table ES-2 summarizes the significant and unavoidable impacts of the Proposed Project. Detailed assessments of potential environmental impacts by resource and associated mitigation measures are discussed in Chapter 3.

**TABLE ES-2. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS**

Significant Impact	Description of Mitigation Measure
<b>Aesthetics</b>	
The 230 kV transmission line would affect scenic vistas occurring along the Santa Ana River Trail and residences in the Bradford Street, Grulla Court, Julian Drive, Auld Street, Viceroy Avenue, and 68 <sup>th</sup> Street neighborhoods. Impacts on undesignated scenic vistas may, therefore, be potentially significant.	Unavoidable Significant Impact – No mitigation measure proposed <u>feasible</u>

Significant Impact	Description of Mitigation Measure
<p>The 230 kV transmission line would degrade the scenic quality of the Santa Ana River corridor, <del>and</del>; <u>this impact would result in a permanent effect to the users' experience of the Santa Ana River National Recreation Trail, portions of the Santa Ana River Regional Park, the Hidden Valley Wildlife Area, future use of Hole Lake as a trail staging area, and possibly the Limonite Meadows Park. This would also impact sensitive viewers traveling Van Buren Boulevard (a City-designated Parkway and Gateway), Santa Ana River Trail users,</u> and residences in the Bradford Street, Julian Drive, Auld Street, Viceroy Avenue, and 68<sup>th</sup> Street neighborhoods.</p>	<p>Unavoidable Significant Impact – No mitigation measure <del>proposed</del> <u>feasible</u></p>
<p><b>Agricultural and Forestry Resources</b></p>	
<p>Farmland designated as Prime Farmland (0.7 acre), Unique Farmland (0.7 acre), and Farmland of Statewide Importance (0.1 acre) would be permanently converted to non-agricultural uses as a result of permanent 230 kV structure placement.</p>	<p>Unavoidable Significant Impact – No mitigation measure <del>proposed</del> <u>feasible</u></p>
<p><b>Air Quality and Greenhouse Gas Emissions</b></p>	
<p><u>Air Quality:</u> The combined effect of construction emissions from the Proposed Project and other projects' construction and/or operating emissions would be cumulatively considerable at various times during construction. <u>Greenhouse Gas Emissions:</u> no significant unavoidable impact.</p>	<p>Unavoidable Significant Impact – No mitigation measure <del>proposed</del> <u>feasible</u></p>
<p><b><del>Hazards</del>Hydrology and <del>Hazardous Materials</del>Water Quality</b></p>	
<p><del>The 60 kV subtransmission line structures as currently designed within the vicinity of the airport would likely exceed the allowable heights in Zones A, B1, B2, and C. These structures would be an incompatible land use if the heights of the structures were to pose a hazard to air navigation near the airport. As such, the Proposed Project would not be consistent with the adopted RCALUC. This inconsistency would therefore result in a significant impact.</del> <u>The impacts to water resources resulting from construction and operation of the Proposed Project, while less than significant, contribute to a cumulatively significant effect on the watershed in which they occur when added to the impacts of past and contemporary projects.</u></p>	<p>Unavoidable Significant Impact – No mitigation measure <del>proposed</del> <u>feasible</u></p>
<p><b>Land Use and Planning</b></p>	
<p><del>The 60 kV subtransmission line structures as currently designed within the vicinity of the airport would likely exceed the allowable heights in Zones A, B1, B2, and C. These structures would be an incompatible land use if the heights of the structures were to pose a hazard to air navigation near the airport. As such, the Proposed Project would not be consistent with the adopted RCALUC. This inconsistency would therefore result in a significant impact.</del></p>	<p>Unavoidable Impact – No mitigation measure <del>proposed</del></p>

**ES.7.1 ES.8.1 CUMULATIVE IMPACTS**

A review of the Proposed Project relative to other past, current, and reasonably foreseeable projects was conducted to evaluate the potential for cumulatively considerable impacts. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past, current, and probable future projects. The combined effect of construction emissions from the Proposed Project and other projects' construction and/or operating emissions is likely to result in cumulatively considerable agricultural, air quality, and hydrology and water quality impacts at various times as a result of construction and operation of the Proposed Project.

## **ES-8 ES.9 ALTERNATIVES TO THE PROPOSED PROJECT**

During the environmental review process, the City of Riverside considered a range of reasonable alternatives which would attain most of the basic objectives of the Proposed Project but would avoid or substantially lessen any of the significant effects of the Proposed Project. Other than the No Project Alternative, one alternative (Van Buren Offset Alternative) to the Proposed Project was determined reasonable for evaluation in this DEIR. However, several other Alternatives were considered but eliminated from consideration as infeasible (see Chapter 6).

### **ES-8-1 ES.9.1 VAN BUREN OFFSET ALTERNATIVE**

The Van Buren Alternative was a proposed 230 kV transmission line route originally sited within the Union Pacific Railroad corridor, specifically located between Van Buren Boulevard and the railroad. Upon further investigation and communication with Union Pacific, the Van Buren Alternative was refined by SCE, and a revised version of the alternative was identified and became the Van Buren Offset Alternative. All other components of the Proposed Project (Wildlife and Wilderness Substations, new 69 kV subtransmission lines, improvements to 69 kV and 230 kV substations, and fiber optic telecommunication lines) would be constructed, operated, and maintained.

The Van Buren Offset Alternative would proceed directly north from the Wildlife substation to immediately cross the Santa Ana River, head west to traverse the slope above the north bank of the river, and then cross over Van Buren Boulevard. After crossing the Union Pacific railroad tracks, the route would continue to head northeast for a short distance just west of Clay Street. The main difference between the original route and this version is the location from this point heading north as it parallels the Union Pacific Railroad. The route would be “offset” to the east side of the railroad right-of-way by approximately 150 feet. This would locate the route within many private parcels. The route would also require three crossings of the railroad right-of-way before connecting with the Mira Loma - Vista #1 230 kV transmission line.

### **ES-8-2 ES.9.2 NO PROJECT ALTERNATIVE**

The CEQA Guidelines [Section 15126.6(e)] require the impact analysis of a No Project Alternative. Under the No Project Alternative, the RTRP would not be constructed, existing conditions in the Project area would remain the same, and electrical power would continue to be delivered to the City of Riverside through a single interconnection point, which is at capacity. If this deficient condition would persist under the projected load growth scenario, long-term system reliability would be in jeopardy, increasing the potential for black-outs in the city.

The No Project Alternative includes the following two assumptions: 1) the Proposed Project would not be implemented and the existing conditions in the Proposed Project area would not be changed; and 2) new transmission and subtransmission lines as well as substations would not be constructed in or near the Proposed Project area to supply power to the City of Riverside by SCE. This alternative would not meet any of the Proposed Project objectives. RPU’s electrical system would continue under its deficient condition, resulting in increased potential for system interruptions. The No Project Alternative would not adequately meet the Proposed Project purpose and need and is determined to be infeasible.

In the absence of the Proposed Project, it is likely that RPU would opt to construct another similar project in lieu of the RTRP to address the transmission capacity deficiencies of its current electrical system, and to prevent future interruptions in its service area. Potential transmission projects that would need to satisfy the objectives of the RTRP would be within the same geographic region and would probably consist of similar construction methods.

### ~~ES-9~~ **ES.10 ISSUES TO BE RESOLVED**

The major issues to be resolved within the Proposed Project include decisions by the City of Riverside as the Lead Agency related to:

- Reviewing the EIR in compliance with CEQA as it relates to the City of Riverside

### ~~ES-10~~ **ES.11 PUBLIC PARTICIPATION PROGRAM**

The public participation program incorporated various outreach methods including newsletters, media announcements, open houses, agency contacts, and agency and elected official briefings. The public involvement approach for the RTRP was flexible, and evolved with the Proposed Project based on level of public interest, type or content of public comments, concerns identified, and stage of the planning process. In some instances, additional newsletters were published, public meetings were held, or agency presentations were conducted beyond originally identified efforts by the City.

Agencies and organizations having jurisdiction and/or specific project interest were contacted by project resource specialists and RPU and SCE technical subject matter experts to inform them of the RTRP, to verify the status and availability of existing environmental data, and to solicit their input on specific aspects of the study process. Throughout the planning process, comments were received on the public involvement process itself, including notification and opportunities to comment. Chapter 7 provides further details on the public participation program for RTRP.



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