

Southern California Edison
RTRP A.15-04-013

**DATA REQUEST SET A.15-04-013 RTRP-CPUC Deficiency Report-SCE-004
Supplemental 2**

To: ENERGY DIVISION
Prepared by: Christopher Cornell
Title: GIS Coordinator
Dated: 11/30/2016

Question 01:

Provide GIS data and detailed route maps showing the locations of the following:

- Tubular steel pole and lattice steel tower locations
- Underground duct bank alignments and vault locations
- Riser pole locations
- All proposed temporary work areas including
- Conductor stringing pull and tension areas
- Storage yards
- Marshalling yards
- Helicopter fly yards
- Guard structures
- 230-kV conductor field snub areas
- Footprint of 230-kV Wildlife Substation
- New and modified telecommunication facilities
- Mira Loma Substation – Wildlife Substation
- Pedley Substation – Wildlife Substation
- Vista Substation – Wildlife Substation
- Distribution lines that will be relocated as a result of the proposed project (included in Figure 2.3-8 of the 2013 RTRP FEIR).
- Identify the location of additional ROW that will be acquired to accommodate the relocation, if needed.

Identify the voltages of all distribution lines that need to be relocated.

The GIS data and route maps provided in response to Deficiency Report #2 did not include locations of pull and tension areas, guard structures, or field snub areas. The CPUC also understands that with the addition of approximately 2 miles of underground duct bank, the locations of remaining overhead pole structures and the footprint of the substation may vary from data previously provided; therefore, a complete revised route map set is required for all proposed facilities. This information is required to analyze environmental impacts of the proposed project.

Response to Question 01:

Attached please find a Geographic Information System (GIS) map package presenting the information requested. The information presented here is a subset of the information transmitted to the CPUC in response to DATA REQUEST SET A1504013 ED-SCE-01, Question 19 on or about 11/22/2016. Please note, for all aspects of the information requested, the GIS data presented here is based on planning level assumptions, analyses performed to date, and known conditions. The precise design and/or location of RTRP project components are subject to change in response to various factors, including the CPUC's final approval of RTRP's CPCN, completion of final engineering, changes to and/or verification of existing field conditions, identification of new field conditions, system outage constraints, availability of labor, material, and equipment, and compliance with applicable environmental and/or permitting requirements.

The GIS data and route maps for the requested information are provided in the attached GIS data, route map and Data Dictionary files. The following information is provided to supplement the GIS data provided:

1. There are no helicopter fly yards identified for this project.
2. Requested distribution information covering relocations, additional ROW needed and voltages are provided below. Please note, the distribution lines at the locations identified below that are to be relocated and/or removed are all 12 kV with the exception of Location 5 where there is one span of 66 kV. The designations for each of the following distribution line locations are the same designations provided in the RTRP Final EIR beginning at page 2-33 of Section 2.3.5 SCE Relocation of Distribution Lines. *See also* Figure 2.3-8 *Relocation of Distribution Lines (Revised)* at page 2-39 of the Final EIR. RTRP's Final EIR can be found at the following website: <https://www.riversideca.gov/utilities/files/2012/RTRP%20Final%20Volumes%201-2.zip>.
 - a. Location 1: This overhead section will be removed and the facilities relocated underground within franchise on Wineville Ave. No additional right-of-way (ROW) is anticipated to be required. (*See* page 13 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf").
 - b. Location 2: This overhead section adjacent to the I-15 freeway (below proposed structure JD19) will be removed. These facilities are no longer required and would not be relocated. No additional ROW is anticipated to be required. (*See* page 12 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf").
 - c. Location 3: This overhead section along Bellegrave Ave. crossing Interstate 15 (below proposed structure JD16) is currently expected to be removed and no longer be required. However, if upon final engineering these facilities are determined to be necessary, SCE anticipates that they will be placed underground within franchise as depicted in the attached strip map (*see* page 11 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf"). For purposes of analyzing the potential disturbance, Table 2.5-3a. *Land Disturbance Estimates* and the air emission calculations conservatively reflect the disturbance that would result from undergrounding these lines, given that undergrounding is anticipated to create relatively greater disturbances than simply removing the overhead facilities. Table 2.5-3a is being separately submitted in response to Deficiency Report No. 4, Question 4, and the air emission calculations are being separately submitted in response to Deficiency Report No. 4, Question 18. No additional ROW is anticipated to be required.

- d. Location 4: Distribution facilities that once existed near proposed structures V12 and V13 were removed for the construction of the Riverbend residential development (south of 68th Street in Jurupa Valley, California) by Lennar Homes of California, Inc. These facilities are not depicted in the attached stripmap. (See page 8 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf").
- e. Location 5: Two distinct areas between structures I5 and I6/JA1 (See page 7 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf")
 - i. One overhead span will be addressed during final engineering. Initially this conflict was expected to be addressed by converting the existing facilities to underground. However, preliminary engineering suggests such undergrounding may not be feasible due to the slope of the terrain. SCE currently anticipates that the existing overhead facilities will be lowered on the existing poles or would be relocated approximately 20 feet to the north and remain overhead. For purposes of analyzing the potential disturbance, Table 2.5-3a. *Land Disturbance Estimates* and the air emission calculations conservatively reflect the disturbance that would be represented by undergrounding these facilities, which SCE anticipates to be greater than the disturbance due to the relocation of the overhead facilities. Additional ROW is anticipated to be required.
 - ii. A second overhead section contains 12 kV facilities that are on shared poles with idle 66 kV facilities. The 66 kV facilities will be removed and the distribution facilities are anticipated to be lowered in-place on the existing structures or, if this is found to infeasible during final engineering, such facilities would be removed and relocated overhead on the north side of the proposed 220 kV line within existing SCE fee-owned property. No additional ROW is anticipated to be required.
- f. Location 6: This overhead section will be removed and the facilities relocated overhead to the north of structure AX21/D1. Additional ROW is anticipated to be required. (See page 4 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf")
- g. Location 7: This overhead section will be removed and the facilities relocated underground between structures AX17 and AX19. Additional ROW is anticipated to be required. (See also page 3 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf")
- h. Location 8: This overhead section will be removed and the facilities relocated underground between structures AX1 and AX4. Additional ROW is anticipated to be required. (See page 1 of attached file "RTRP_CPUC_DefRequest4_Num1.pdf")

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Title: GIS Coordinator
Dated: 11/30/2016

Question 02:

Provide GIS data and detailed route maps showing the full extent of temporary and permanent access roads including:

- Temporary downline, access, and spur roads (access routing to each structure locations from city streets or adjacent developed sites needs to be completely shown)
- Permanent access roads

The GIS data provided in response to Deficiency Report #2 shows short segments of access roads. These access roads do not connect to paved roadways. The CPUC considers use of existing unpaved access roads in its calculations and assessment of temporary disturbance. SCE needs to define the full extent of existing unpaved access roads that could be used during construction.

Response to Question 02:

Attached please find a Geographic Information System (GIS) map package presenting the information requested. Included as part of this response are the attached strip maps depicting the access roads and an associated Data Dictionary.

Please note, for all aspects of the information requested, the GIS data presented here is based on planning level assumptions, analyses performed to date, and known conditions. The precise design and/or location of RTRP project components are subject to change in response to various factors, including the CPUC's final approval of RTRP's CPCN, completion of final engineering, changes to and/or verification of existing field conditions, identification of new field conditions, system outage constraints, availability of labor, material, and equipment, and compliance with applicable environmental and/or permitting requirements.

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To: ENERGY DIVISION
Prepared by: Gary Busteed
Title: Environmental Project Manager
Dated: 11/30/2016

Question 15:

Provide an updated Noise Technical Report to reflect the different construction techniques that would be used during undergrounding of the 230-kV Transmission Line. Identify and analyze the impacts to the new sensitive receptors along Pats Ranch Road. Revise the corona noise analysis along Wineville Avenue. Provide new mitigation measures to reduce impacts.

Response to Question 15:

Attached please find the supplemental Noise Technical Report that includes analysis of sensitive receptors along Pats Ranch Road and Wineville Avenue in support of SCE's proposed Hybrid Route.

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To: ENERGY DIVISION
Prepared by: Gary Busteed
Title: Environmental Project Manager
Dated: 11/30/2016

Question 18:

Provide updated air quality and greenhouse gas emissions modeling for all of the SCE project components; overhead and underground 230-kV transmission, Wildlife substation, telecommunication facilities, relocation of distribution facilities. Provide the calculations and outputs prior to mitigation and after mitigation. Provide updated localized air emissions for construction prior to mitigation and after mitigation. The location and chosen sensitive receptors for the localized air emissions analysis used in the AECOM Memorandum dated December 4, 2015 is adequate. Provide the model assumptions to support the model output.

The calculations must be limited to the project components proposed for analysis in the RTRP EIR. The calculations must use the same construction schedule as requested in Question 9, the same equipment types and numbers as requested in Question 10, and the same construction vehicle and truck trips as requested in Question 16. This information should be detailed in the model assumptions.

Response to Question 18:

Attached are the updated air quality and greenhouse gas emission models, and associated write-up for all of the SCE project components: overhead, 230 kV underground alignment, substations, telecommunications and distribution facilities. Assumptions in these models were based on the construction schedule provided in Question 9 of Data Request 4, equipment types provided in Question 10 of Data Request 4, as well as construction vehicle and truck trips in Question 16 of Data Request 4.