Addendum

VINCENT SUBSTATION FORESTON ROAD REALIGNMENT AND
RIP RAP EXTENSION SUPPORTING SEGMENT 9

ON SOUTHERN CALIFORNIA EDISON'S APPLICATION FOR THE

Tehachapi Renewable Transmission Project

Application No. A.07-06-031

SCH No. 2007081156

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Appendix

A. Introduction and Background

On June 29, 2007, Southern California Edison (SCE) submitted to the California Public Utilities Commission (CPUC) application A.07-06-031 for a Certificate of Public Convenience and Necessity (CPCN) and a Proponent's Environmental Assessment (PEA) for the construction and operation of the proposed Tehachapi Renewable Transmission Project (TRTP or Project). The TRTP includes new and upgraded transmission infrastructure along approximately 173 miles of new and existing rights-of-way (ROW) in southern Kern County, portions of Los Angeles County, including the Angeles National Forest (ANF), and the southwestern portion of San Bernardino County, California, to interconnect new wind energy projects in eastern Kern County to the electrical grid. The Project will provide the electrical facilities necessary to integrate levels of new wind generation in excess of 700 megawatts (MW) and up to approximately 4,500 MW in the Tehachapi Wind Resource Area.

In reviewing SCE's application, the CPUC determined that the proposed Project could cause a significant adverse effect on the environment and, therefore, determined that the preparation of an Environmental Impact Report (EIR) would be needed. The CPUC filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research as an indication that a Draft EIR would be prepared. A Draft EIR was prepared and distributed on February 13, 2009, for public review and comment in accordance with CEQA procedures (State CEQA Guidelines §15087). Responses to substantive comments received on the Draft EIR were prepared by the Lead Agency (CPUC) and published in the Final EIR (State CEQA Guidelines §15088) on October 30, 2009 (Aspen, 2009). The Final EIR was certified and a CPCN was granted by the CPUC (Decision 09-12-044, SCH #2007081156) on December 17, 2009 (CPUC, 2009).

Since that time, SCE has completed final engineering on portions of the approved Project. Based on final engineering, additional details of various components of the Project have been further defined, as presented in an email to the CPUC from SCE dated November 22, 2010 (SCE, 2010). This Addendum is required to determine whether or not these modifications to the Project were previously covered by the analysis completed in the Final EIR or would result in any new or different impacts from what was previously analyzed in the Final EIR. These modifications are described in detail in Section C, below. A description of the Project, as approved by the CPUC, is also provided below (Section B).

Based on the evaluation of SCE's proposed modifications to the approved Project described in Section D below, no new or substantially different impacts have been identified, no changes to impact significance conclusions are needed, and no new mitigation is necessary. Therefore, there is no need for any additional CEQA analysis of the project modifications described in Section C, below.

B. Overview of the Approved Project

The Project, as approved by the CPUC, includes the installation of new and upgraded transmission infrastructure along approximately 173 miles of new and existing ROW in southern Kern County, portions of Los Angeles County, including the ANF, and the southwestern portion of San Bernardino County, California.

For descriptive purposes, the Project is separated into eight distinct segments, referred to as Segments 4 through 11. Segments 4 through 8, as well as Segments 10 and 11 of the Project are transmission facilities, while Segment 9 addresses the addition and upgrade of substation facilities. The Project's major components include (see Section 2 of the Final EIR for a detailed description of the Project):

- Two new single-circuit 220-kilovolt (kV) transmission lines traveling in parallel approximately 4 miles over new right-of-way (ROW) from the Cottonwind Substation to the proposed new Whirlwind Substation (Segment 4 - 220 kV).
- A new single-circuit 500-kV transmission line, initially energized to 220 kV, traveling approximately 15.6 miles over new ROW from the proposed new Whirlwind Substation to the existing Antelope Substation (Segment 4 - 500 kV).
- Replace approximately 17.4 miles of the existing Antelope-Vincent 220-kV transmission line and the existing Antelope-Mesa 220-kV transmission line with only one new transmission line built to 500-kV standards in existing ROW between the existing Antelope Substation and the existing Vincent Substation (Segment 5).
- Rebuild approximately 31.9 miles of existing 220-kV transmission line to 500-kV standards from existing Vincent Substation to the southern boundary of the Angeles National Forest (ANF). This segment includes the rebuild of approximately 26.9 miles of the existing Antelope-Mesa 220-kV transmission line and approximately 5 miles of the existing Rio Hondo–Vincent 220-kV No. 2 transmission line (Segment 6).
- Rebuild approximately 15.8 miles of existing 220-kV transmission line to 500-kV standards from the southern boundary of the ANF to the existing Mesa Substation. This segment would replace the existing Antelope-Mesa 220-kV transmission line (Segment 7).
- Rebuild approximately 33 miles of existing 220-kV transmission line to 500-kV standards from a point approximately 2 miles east of the existing Mesa Substation (the "San Gabriel Junction") to the existing Mira Loma Substation (Segment 8A). This segment would also include the rebuild of approximately 7 miles of the existing Chino–Mira Loma No. 1 line from single-circuit to double-circuit 220-kV structures (Segment 8B).A new circuit between Chino Substation and approximately 0.8 mile west of the Mira Loma Substation (6.4 miles) would also be installed on the new double-circuit 500-kV structures built as part of Segment 8A (Segment 8C).
- Whirlwind Substation, a new 500/220-kV substation located approximately 4 to 5 miles south of the Cottonwind Substation near the intersection of 170th Street and Holiday Avenue in Kern County near the TWRA (Segment 9).
- Upgrade of the existing Antelope, Vincent, Mesa, Gould, and Mira Loma Substations to accommodate new transmission line construction and system compensation elements (Segment 9).
- Build a new 500-kV transmission line traveling approximately 16.8 miles over new ROW between the approved Windhub Substation (not part of this project) and the proposed new Whirlwind Substation (Segment 10).
- Rebuild approximately 18.7 miles of existing 220-kV transmission line to 500-kV standards between the existing Vincent and Gould Substations. This segment would also include the addition of a new 220-kV circuit on the vacant side of the existing double-circuit structures of the Eagle Rock–Mesa 220-kV transmission line, between the existing Gould Substation and the existing Mesa Substation (Segment 11).
- Installation of associated telecommunications infrastructure.

C. Modifications to the Project

Based on final engineering completed to date by SCE for the TRTP, additional modifications to the Project have been identified within the Vincent Substation expansion area. As identified in the EIR, Segment 9 of the TRTP consists of substation facilities. Specifically, Vincent Substation will be expanded and upgraded to accommodate new 500-kV and 220-kV equipment with a total disturbance of approximately 20 acres. The Vincent Substation is located approximately 0.5 mile east of Highway 14 and Sierra Highway in unincorporated Los Angeles County, California, near Acton.

Road Realignment

A permanent realignment of Foreston Road, relative to the curve situated in the southwest portion of the substation expansion area (see Figure 1 of Appendix A) is required. This realignment is a result of final engineering and to acknowledge that the residents may be driving at unsafe speeds. The revised road curve at Foreston Road would be made approximately equal in radius to the existing curve in this area. With the original road design, the radius of the curve was 100 feet and has now been increased to 240 feet. This realignment would result in the road extending beyond the western boundary of the approved project disturbance limits a maximum of approximately 90 feet (additional disturbance area of 0.1 acre).

Both Rockyford and Foreston Roads are unpaved roads located on SCE fee-owned property. SCE has provided easements to all 22 residents located at the terminus of Foreston Road (located at the southwestern side of Vincent Substation) to allow access to/from Angeles Forest Highway to their homes. Temporary construction personnel access to Vincent Substation and for Segment 5 transmission line construction is also gained via Rockyford and Foreston Roads.

Work will occur within the existing road. The area will be cleared of vegetation and loose rock, blade-graded to remove potholes, ruts and other surface irregularities then light graded to provide a level surface. Widening of the curve radii will require that the new disturbance area be re-compacted to provide a surface suitable for vehicle traffic. No additional drainage structures are required in this location. This road realignment would be considered permanent and be maintained. The light grading and realignment of the curve on Foreston Road will require multi-axle trucks and pedestrian activities.

Rip Rap Extension

Permanent extension of the rip rap located at the northwest corner of the 500 kV expansion area is warranted (see Figure 1 of Appendix A). As a result of final engineering, site drainage requires a permanent ten foot extension of the rip rap to minimize the velocity of surface water runoff and protect the landscape from erosion from the existing upslope areas. Extension of the rip rap will result in an additional approximate 350 square feet of permanent ground disturbance.

Work will occur within the permitted permanent and temporary disturbance areas of Segment 9, and temporary disturbance limits of Segment 5 transmission line Construct Three. The area is already disturbed; no additional junipers will be removed. Distribution of additional rip rap will require a front loader or similar piece of construction equipment to offload the rock and distribute. A temporary area of approximately 100 feet surrounding the existing rip rap will be needed to allow the construction vehicles and crews to maneuver.

D. Evaluation of Modifications

After review of the Final EIR, the CPUC has determined that the proposed modifications would not result in any impacts that are new or substantially different from those described in the Final EIR, as discussed below. Those environmental issue areas for which a potential change in the nature or magnitude of an impact could occur as a result of the proposed modifications are discussed in Section D.1 and are indicated in Table 1 below. The determination made from this evaluation is that all impacts from the proposed modifications are either within the range of impacts already discussed in the Final EIR or are substantially similar to those impacts. No new significant impacts would result from the proposed modifications and there would be no significant change in the magnitude of impacts previously disclosed in the Final EIR. As a result, no new mitigation measures are needed. Those issue areas for which it was determined that no change in impacts would occur as a result of the proposed modifications are discussed briefly in Section D.2.

Table 1 – Environmental Issue Areas Where Potential Change May Occur

☐ Agricultural Resources	☒ Air Quality	☒ Biological Resources
☒ Cultural Resources	☐ Geology/Soils/Paleontology	☐ Hazards and Hazardous Materials
☒ Hydrology/Water Quality	☐ Land Use	☐ Mineral Resources
☒ Noise	☒ Population/Housing	☐ Public Services
☒ Transportation/Traffic	☐ Utilities/Service Systems	☒ Visual Resources

D.1 Issue Areas Where Modifications Result in a Potential Change in Impacts

Air Quality

Road Realignment

Air quality impacts as a result of the road realignment would be similar to the impacts described in the Final EIR. Realignment of the curve radius will result in an additional approximate 0.1 acre of ground disturbance. Vehicle trip increase would be minimal as construction activities are ongoing at the site; therefore, any emissions increase due to the realignment would be very minor considering total Project emissions and would be mitigated through Mitigation Measures AQ-1a through AQ-1i. As a result, no new or substantially different air quality impacts would occur, and no new mitigation measures would be necessary. Air quality impacts associated with the Project would remain significant and unavoidable.

Rip Rap Extension

Air quality impacts as a result of the rip rap extension would be similar to the impacts described in the Final EIR. Extension of the rip rap will result in an additional approximate 350 square feet of permanent ground disturbance. Vehicle trip increase would be minimal as construction activities are ongoing at the site; therefore any emissions increase due to the extension of the rip rap would be very minor considering total Project emissions and would be mitigated through Mitigation Measures AQ-1a through AQ-1i. As a result, no new or substantially different air quality impacts would occur, and no new mitigation measures would be necessary. Air quality impacts associated with the Project would remain significant and unavoidable.

Biological Resources

Road Realignment and Rip Rap Extension

SCE performed an updated preconstruction biological survey on October 22, 2010 in support of the Addendum Project Component. No nesting birds or sensitive species were identified within the proposed disturbance area or buffer. A clearance survey will be performed three days prior to construction activities and any sensitive resources that are identified will be flagged for avoidance. The assessment report for biological resources is included in Appendix A. With implementation of the Project's mitigation measures, no new or substantially different biological resources impacts would occur and no new mitigation measures would be necessary.

Cultural Resources

Road Realignment and Rip Rap Extension

A supplemental archaeological survey was conducted for portions of the Foreston Road widening and realignment that fall outside of the original survey area, and have the potential to be impacted by construction activities. This survey was completed on October 20, 2010 by Jack Sprague and Lucy Harrington of Pacific Legacy, Inc. The surveyed area includes two polygons: Survey Area 1: a 0.24-acre survey area of the proposed realignment of Foreston Road extending into the Vincent Substation expansion area from the western property line, and Survey Area 2: a 0.41-acre survey area 30 meters northeast of the first survey area. No cultural resources were encountered during the course of field survey (Pacific Legacy, 2010).

Pacific Legacy, Inc (2007) and Applied Earthworks, Inc. (2009) conducted records searches and background research for the TRTP ROW. The records search encompassed the survey area and results of the record search indicated that no cultural resources have been previously recorded within the proposed disturbance area.

The Paleontological Resources Management Plan Segments 4 through 11 of the TRTP (PRMP) area was prepared by Cogstone Resource Management Inc. (Gust and Scott 2009). The surface sediments (Quaternary Older Alluvium) have high sensitivity for paleontological resources, and monitoring by a qualified paleontologist is required during all ground-disturbance activities in native soils.

If previously unidentified archaeological or historic sites, or paleontological resources are discovered during construction activities, work within the vicinity of the discovery will stop immediately and the qualified archaeologist or paleontologist (as applicable) monitoring the discovery will determine a safe distance to redirect/relocate work to prevent further impacts/affects on the resources. SCE will implement appropriate measures to protect any find from adverse effects; the CPUC will be notified by SCE within 24 hours of any find and provide information regarding the location and nature of the discovery and steps taken by SCE to protect the find. Construction affecting the resource will not resume until SCE has received a Notice to Proceed from the CPUC.

Further, if human remains are unearthed during excavation, State Health and Safety Code Section 7050.5 state that " ... no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and distribution pursuant to Public Resources Code Section 5097.98."

No new or substantially different cultural resources impacts would occur and no new mitigation measures would be necessary.

Hydrology and Water Quality

Road Realignment

The additional approximate 0.1-acre ground disturbance area proposed to widen the radius of the curve could incrementally increase erosion, which could contribute to the degradation of surface water quality. Erosion impacts would be minimized by the implementation of the existing Erosion Control Plan (Mitigation Measure H-1a) and construction Storm Water Pollution Prevention Plan (SWPPP) (APMs HYD-1 and GEO-3). Therefore, no new or substantially different hydrology and water quality impacts would occur and no new mitigation measures would be necessary.

Rip Rap Extension

The additional approximate 350 square feet of ground disturbance proposed to extend the rip rap is specifically to prevent surface runoff. This design is to minimize the velocity of surface water runoff and

protect the landscape from erosion from the existing upslope areas. Additional erosion impacts would be minimized by the implementation of the existing Erosion Control Plan (Mitigation Measure H-1a) and construction SWPPP (APMs HYD-1 and GEO-3). Therefore, no new or substantially different hydrology and water quality impacts would occur and no new mitigation measures would be necessary.

Noise

Road Realignment and Rip Rap Extension

Additional construction would be minimal to implement the proposed road realignment and rip rap extension. SCE has implemented APMs NOI-1 (Limit Hours and Days for Construction), NOI-3 (Advance Notification), NOI-4 (Establish Toll Free Number), as well as Mitigation Measures N-1a (Implement Best Management Practices for construction noise) and N-1b (Avoid sensitive receptors during mobile construction equipment use) to reduce the effects of construction noise on sensitive receptors during the Vincent Substation expansion work and would continue to implement these measures for the proposed road realignment. However, Project impacts would remain significant and unavoidable, sam as the approved Project. The proposed modification would not introduce any new or substantially different noise impacts and no new mitigation measures would be necessary.

Population/Housing

Road Realignment and Rip Rap Extension

All personnel involved in constructing the road realignment and extending the rip rap will be temporary; therefore, no adverse impacts to the study area population would result from the construction or permanent use of the road. No new population or housing impacts would occur and no new mitigation measures would be necessary.

Transportation/Traffic

Road Realignment and Rip Rap Extension

A very slight increase in construction traffic may occur due to the road realignment and extension of the rip rap. No additional construction personnel will be required; however, additional construction vehicle trips could be required for material hauling. However, this would be considered minimal when compared to the total trips required for the entire Project. Therefore, no new or substantially different traffic/transportation impacts would occur and no new mitigation measures would be necessary.

Visual Resources

Due to the limited amount of work required to realign the curve (including the flat terrain) and extend the rip rap, no additional impacts to visual resources are anticipated. Additionally, the curve and rip rap area are not visible from the established Key Observation Points (KOP) listed in the Final EIR, and fall outside of the range of any KOP viewsheds. Therefore, no new or substantially different visual impacts would occur and no new mitigation measures would be necessary.

D.2 Issue Areas Where Modifications Result in No Change

The proposed modifications would occur within the Vincent Substation expansion area and disturbed habitats. The proposed modifications do not change the characteristics or overall scale of the approved Project and involve only negligible changes to the Project's design. Therefore, potential environmental impacts to agricultural resources, geology, soils and paleontology, hazards and hazardous materials, land

use, mineral resources, public services, and utilities and service systems are not expected to change or increase in severity compared to what was described for in the Final EIR of the approved Project.

E. Other CEQA Considerations

E.1 Significant Unavoidable Impacts

The environmental impacts of the approved Project are described in detail in Section 3 (Effected Environment and Environmental Consequences) of the Final EIR, and for the proposed modifications, in Section D (Evaluation of Modification) of this Addendum. All the significant and unavoidable (Class I) impacts identified for the approved Project, as discussed in Section 5.1.3 (Adverse Environmental Effects that Cannot Be Avoided) of the Final EIR, would be the same as for the approved Project with implementation of the proposed modifications.

E.2 Irreversible and Irretrievable Commitment of Resources

As described in the Final EIR, the approved Project would result in the irreversible and irretrievable commitment of resources. The proposed modifications, minor in comparison, would be similar to the approved Project. Construction of the proposed modifications identified by SCE would result in the same irretrievable commitment of natural resources as described in the Final EIR. Please see Section 5.1.2 of the Final EIR for a complete discussion of irreversible and irretrievable commitment of resources for the approved Project.

E.3 Growth-Inducing Effects

As described in the Final EIR, the primary purposes of the approved Project are to accommodate potential renewable power generation in the Tehachapi area, prevent overloading of existing transmission facilities, and comply with reliability criteria for transmission planning. The proposed modifications serve the same purposes and are minor in comparison to the approved Project. Construction and operation of the proposed modifications identified by SCE would not change the growth-inducing effects described for the approved Project in the Final EIR. Please see Section 5.1.4 of the Final EIR for a complete discussion of growth-inducing effects for the approved Project.

E.4 Cumulative Impact Analysis

Construction and operation of the proposed modifications identified by SCE would not change the cumulative impacts described for the approved Project in the Final EIR. Please see Section 3 (Cumulative Impact Analysis by Issue Area) of the Final EIR for a discussion of the impacts of the Project that could potentially be "cumulatively considerable" or might be able to combine with similar impacts of other identified projects in a substantial way.

F. References

Applied EarthWorks. 2009. Confidential Cultural Resources Specialist Report for the Tehachapi Renewable Transmission Project. Submitted to California Public Utilities Commission (Sacramento) and USDA Angeles National Forest (Arcadia).

Aspen Environmental Group (Aspen). 2009. Final Environmental Impact Report, Tehachapi Renewable Transmission Project. Report prepared for the California Public Utilities Commission. October 2009. Agoura Hills, California.

California Public Utilities Commission (CPUC). 2009. Decision Granting a Certificate of Public Convenience and Necessity for the Tehachapi Renewable Transmission Project (Segments 4-11). Decision 09-12-044. December 17.

Gust, Sherri, and Kim Scott. 2008. Paleontological Resources Management Plan for the Tehachapi Renewable Transmission Project Segments 2 and 3, Los Angeles and Kern Counties, California, including Paleontological Assessment. Prepared for Pacific Legacy, Inc., Santa Cruz, CA. Submitted to Southern California Edison: Rosemead.

Pacific Legacy. 2007. Cultural Resources Inventory of the Southern California Edison Company Tehachapi Renewable Transmission Project, Kern, Los Angeles, and San Bernardino Counties, California. Submitted to Southern California Edison Company, Rosemead, CA.

_____.2010. Tehachapi Renewable Transmission Project, Cultural Resources Survey Report with Negative Findings, Segment 9 Vincent Substation Expansion and Foreston Drive Realignment, Los Angeles County, California. Submitted to Southern California Edison Company, Rosemead, CA.

Southern California Edison (SCE). 2010. Email communication from Heather Neely of SCE to Jody Fessler of Aspen Environmental Group, "TRTP 4-11: Vincent Substation Addendum for Road Widening and Rip Rap Extension". November 22.