Fact Sheet

Gorman Kern River (GKR)
Transmission Line Rating and Remediation (TLRR) Project

Kern County and Los Angeles County

Southern California Edison (SCE) is proposing to rebuild portions of their existing subtransmission system located in Kern County and Los Angeles County. The proposed project would involve replacing conductor and support structures along the existing Banducci-Kern River 66 kV Subtransmission Line, Frazier Park-Gorman 66 kV Subtransmission Line, Gorman-Kern River 66 kV Subtransmission Line, as well as modifying existing substations facilities associated with those lines. The project is subject to review under the California Environmental Quality Act (CEQA).

Proposed Gorman Kern River TLRR Project

SCE studied its transmission system and determined that certain older parts of the subtransmission system do not comply with the California Public Utility Commission's (CPUC) clearance requirements defined in General Order (GO) 95. As a result, SCE proposes to implement the TLRR program to correct the clearance discrepancies identified for the GKR Project facilities. In addition, the Project would address reliability of the aging infrastructure on the affected subtransmission lines.

The proposed activities would be performed along the length of SCE's existing 66 kV subtransmission lines included in the GKR Project and associated substations. No new subtransmission lines or substations would be constructed as part of the GKR Project. The project lines traverse multiple types of land including lands managed by the United States Forest Service (USFS) (Los Padres National Forest and Sequoia National Forest), California Department of Parks and Recreation, California Department of Transportation (Caltrans; along state highways), and county and cities (franchise), as well as private lands. The locations where specific work would occur is summarized in the segments below and shown on Figure 1:

Segment 1: Kern River 1 Hydroelectric Substation – Structure M20-T3

Segment 1 is located east of the cities of Arvin and Bakersfield. The majority of existing structures and all conductors would be removed, and new structures and conductor would be installed along the 20.4 linear miles of Segment 1. Some existing structures would be reused. Optical Ground Wire (OPGW) would be installed on the new structures.

Segment 1; State Route-178 east of Bakersfield – facing northeast

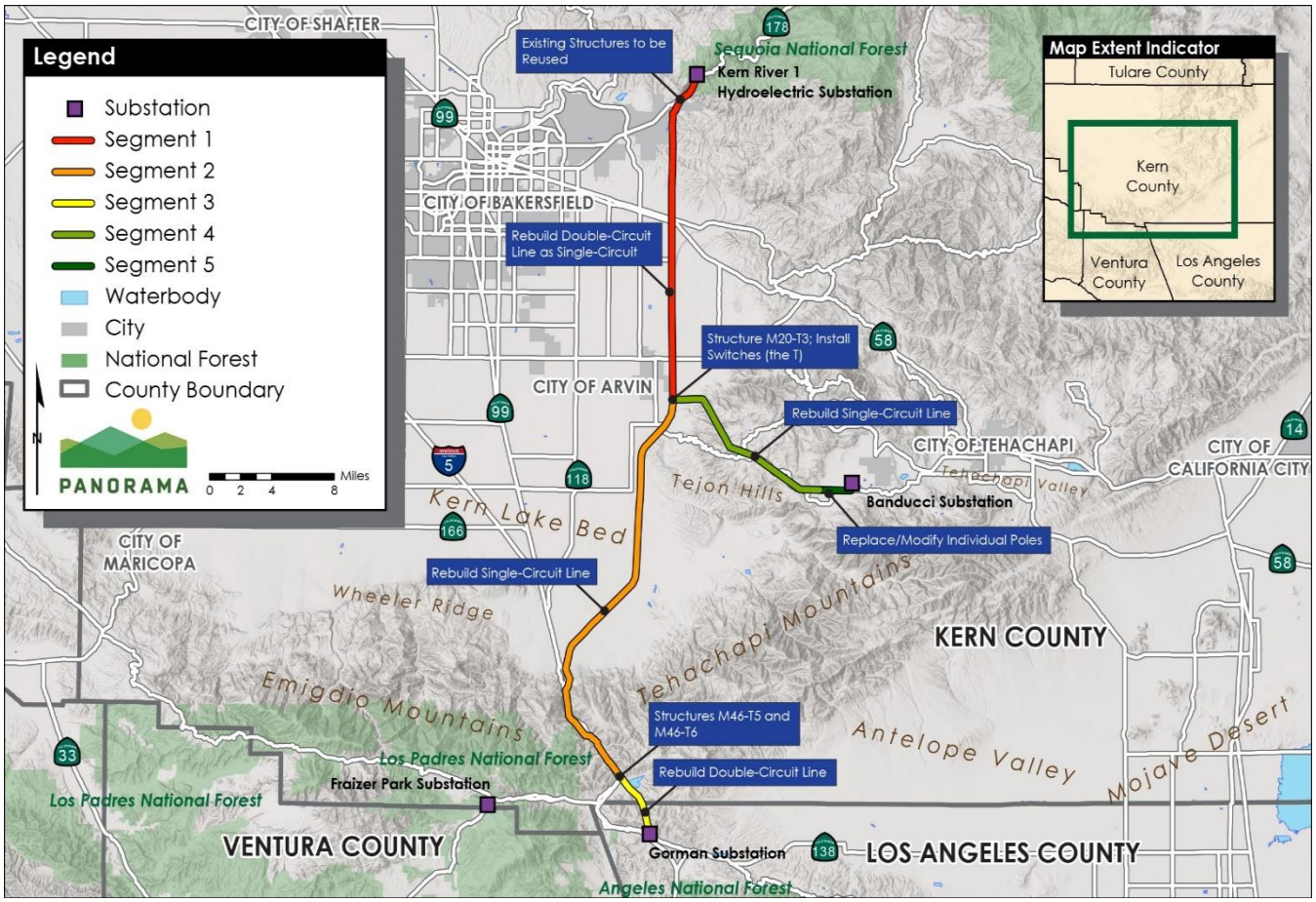
Segment 2: Structure M20 – T3-Structure M46-T6

Segment 2 is located in the southeast portion of the San Joaquin Valley. The existing structures and conductor would be removed, and new structures and conductor would be installed along the 26.5 linear miles of Segment 2. OPGW would be installed on the new structures.

Segment 3: Structure M46-T6 – Gorman Substation

Segment 3 is located in the Tehachapi Mountains. The existing structures and conductor would be removed, and new structures and conductor would be installed along the 4.1 linear miles of Segment 3. OPGW would be installed on the new structures.

Figure 1. GKR Project Segments



Segment 4: Structure M20-T3 – Structure M11-T3

Segment 4 is located in the Tejon Hills. The existing structures and conductor would be removed, and new structures and conductor would be installed along the 11.3 linear miles of Segment 4. OPGW would be installed on the new structures.

Segment 5; Pellisier Road near Banducci Substation - facing north

Segment 5: Pole X7666E – Banducci Substation

Segment 5 is located in the Cummings Valley. Existing structures would be removed, replacement structures would be installed, and other structures would be modified. The existing conductor and cable attached to the existing structures would be transferred to the replacement poles; third-party infrastructure may be left in-place on existing structures. Insulators and other hardware on adjoining structures may be modified to accommodate the taller replacement structures. Segment 5 includes 3 linear miles of All-Dielectric Self-Supporting (ADSS) fiber optic cable.

Existing Substations

The work at existing substations would include removing and installing conductor, installing system protection equipment and cable, and modifying existing system protection equipment.

Project Construction

SCE proposes to construct the project between approximately February 2024 and January 2026. Construction would be achieved through the use of temporary work areas along the project segments, staging areas, and access roads. Helicopters would also be used to support construction activities and transport workers, materials, and equipment where ground access is constrained. Vegetation would be trimmed or cleared within the limits of the construction areas in order to establish access. SCE has identified a number of applicant-proposed measures to address environmental impacts associated with the proposed project.

Anticipated Schedule

The anticipated project schedule for the CPUC's CEQA process, CPUC review, and proposed construction is presented in Table 1.

Table 1. Gorman Kern Project Schedule

Project Activity	Approx. Date
SCE Files Application at CPUC	February 2022
CPUC Public Scoping	February 2023
CPUC Publish Draft EIR	August 2023
CPUC Publish Final EIR	January 2024
CPUC Project Decision	February 2024
SCE's Proposed Construction Start	September 2025
Project Operational	August 2026

For Additional Information on the GKR Project and the CPUC's CEQA Process

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