Addendum

PERMANENT ACCESS ROADS

ON SOUTHERN CALIFORNIA EDISON'S APPLICATION FOR

Antelope Transmission Project, Segment 1

Application No. A.04-12-007

SCH No. 2005061161

Prepared By:

Aspen Environmental Group

June 2010

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A. Introduction and Background

The Final Environmental Impact Report/Statement (EIR/EIS) for the Antelope-Pardee 500-kV Transmission Project, (Project) (Aspen Environmental Group, 2006) was certified and a Certificate of Public Convenience and Necessity (CPCN) was granted by the California Public Utilities Commission (CPUC) (Docket #A.04-12-007, SCH #2005061161) on March 1, 2007. For a history, background, and overview of the Project see Section A of the Final EIR/EIS.

Southern California Edison (SCE) has completed final engineering on the approved Project and construction of the Project is approaching completion. Based on final engineering, additional details of various components of the Project have been further defined. A supplemental evaluation was completed in September 2009 to determine whether or not these modifications to the Project were previously covered by the analysis completed in the Final EIR/EIS or would result in any new or different impacts from what was previously analyzed in the Final EIR/EIS. Descriptions of these modifications, which include eleven different Project components, are described in the Supplemental Evaluation (September 2009), which concluded that the modifications would not introduce new impacts and no new mitigation measures would be required. A second Addendum was completed in December 2009 regarding the construction of new permanent access roads for future operation and maintenance of the new overhead 66-kV transmission lines, and leaving in place as a permanent access road, a segment of new temporary access road installed to construct the line between Constructs 88 and 91. This addendum concluded that modifications would not introduce new impacts and no new mitigation measures would be required. Additionally, a third Addendum was completed in January 2010 regarding leaving the Hydrant Marshalling Yard, which was built to assist in helicopter support for construction of the 500-kV line, in place to serve as helicopter support for future Los Angeles Department of Water and Power transmission line projects. The addendum also concluded that modifications would not introduce new impacts and no new mitigation measures would be required.

This Addendum addresses modifications to the approved Project per communication submitted by SCE to the CPUC on May 25, 2010. These modifications are described in detail in Section B, below.

Based on the evaluation of SCE's proposed modifications to the approved Project described in Section C 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 B, below.

B. Modifications to the Project

Based on final engineering and construction completed to date by SCE on Segment 1, additional modifications to the Project have been identified. These modifications involve leaving 0.35 mile of overland travel routes as permanent access roads and changing the road status of 0.15 mile of overland travel routes to "RD Existing No Improvements" on Segment 1Proposed Permanent Access Roads for the 66kV transmission lines.

The Final EIR/EIS approved the use of drive-and-crush where no roads existed to access and construct the 500 kV transmission line poles. In Section 3 of Segment 1, Constructs 92, 102, 111, 112 and 112A were built through the use of overland travel routes, and will require a modification allowing 0.35 mile

of these roads to remain as permanent access roads in order to maintain access to the structures for operations and maintenance (O&M). Of the requested permanent access roads, 0.18 mile would fall within the viewshed of Key Observation Positions (KOP) established in the EIR/EIS. An overview of the roads described in this addendum and their requested classification is shown in Appendix A. Furthermore, SCE is requesting that the overland travel roads to Constructs 103 and 106 be re-designated as permanent existing access roads. These roads were previously existing roads and will be required for future O&M of the structures.

Construction of the overland travel roads discussed above to a permanent status may require light grading, and involve a 15 foot road base, with a three foot berm on either side, for a total road width of 21 feet. This width is needed in order to accommodate large construction equipment to access each tower location. Roads that are in good standing condition may not require grading and therefore will maintain drive-and-crush with minimal biological impacts. Any overland travel routes not required for ongoing maintenance will be allowed to re-vegetate naturally as described in the Final EIR/EIS. The approximate lengths and disturbance areas of these roads are provided in Table 1 below.

Table 1. Segment 1 Proposed Permanent Access Roads and Potential Permanent Impacts

Construct	Length (feet)	Disturbance Area (feet²)
92	950	19,950
102	167	3,507
111	128	2,688
112	107	2,247
112A	478	10,038
Total	**1830**	**38,430**

C. Evaluation of Modifications

After review of the Final EIR/EIS, it was determined that the proposed modifications would not result in any new or substantially different environmental impacts, as discussed below. Those environmental issue areas where a potential change in the nature or magnitude of an impact could occur as a result of the proposed modifications are discussed in Section C.1 and are indicated in Table 2 below. Those issue areas for which it was determined that no change in impacts would occur as a result of the proposed modifications are discussed in Section C.2.

Table 2 – 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

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

Air Quality

Leaving 0.35 mile of overland travel routes as permanent access roads and changing the road status of 0.15 mile of overland travel routes to "RD Existing No Improvements" on Segment 1Proposed Permanent Access Roads for the 66kV transmission lines would not result in any additional construction activities. As such, no new air quality impacts would result, no impact significance conclusions would change, and no new mitigation is necessary.

Biological Resources

Focused surveys for special status plant and wildlife species were conducted during the appropriate seasons in 2008 prior to the construction of Section 3 of Segment 1 (LSA, 2008). Most of the survey area is dominated by nonnative grassland plant species, rubber rabbitbrush (*Ericameria nauseosa*), or sage scrub and juniper woodland species.

The north portion (2.65 miles) of the survey area, from Construct 113 to Construct 100, is vegetated with a large, nonnative grassland area that has been subject to intense grazing. Most of the survey area passes through private property and includes orchards and planted pine trees (*Pinus* sp.), juniper (*Juniperus* sp.), and other landscape shrubs.

The central portion (2.29 miles) of the survey area, from Construct 100 to Construct 90 is also vegetated with nonnative grassland areas subject to intense grazing, but some of this area has patches of sage scrub and remnant juniper woodland. The southern 0.69 mile, from Construct 90 to Construct 88 are vegetated with dense mixed chaparral.

Plant species observed during the surveys include chamise *(Adenostoma fasciculatum)*, annual bursage *(Ambrosia acanthicarpa)*, white bursage *(A. dumosa)*, common fiddleneck *(Amsinckia menziesii)*, beautiful rockrose *(Arabis pulchra)*, manzanita (*Arctostaphylos* spp.), big sagebrush *(Artemisia tridentata)*, narrow-leaf milkweed *(Asclepias fascicularis)*, mulefat *(Baccharis salicifolia)*, Peirson's morning glory (*Calystegia peirsonii*), camissonia (*Camissonia* sp.), woolly paintbrush *(Castilleja foliolosa)*, buckbrush *(Ceanothus cuneatus)*, pineapple weed *(Matricaria discoidea)*, black mustard *(Brassica nigra)*, birchleaf mountain mahogany *(Cercocarpus betuloides* var. *betuloides)*, yellow pincushion *(Chaenactis glabriuscula)*, rattlesnake weed *(Chamaesyce albomarginata)*, rubber rabbitbrush *(Chrysothamnus naseosus)*, winecup clarkia *(Clarkia purpurea)*, popcorn flower *(Cryptantha intermedia)*, calabazilla *(Cucurbita foetidissima)*, western jimson weed *(Datura wrightii)*, tarweed (*Deinandra* sp.), delphinium (*Delphinium* sp.), tansy mustard *(Descurainia pinnata)*, flixweed *(D. sophia)*, wild hyacinth *(Dichelostemma capitatum)*, lance-leaf dudleya *(Dudleya lanceolata)*, Acton's encelia *(Encelia actoni)*, doveweed *(Croton setigerus)*, interior goldenbush *(Ericameria linearifolia)*, California buckwheat *(Eriogonum fasciculatum)*, desert trumpet *(E. inflatum)*, golden yarrow *(Eriophyllum confertiflorum)*,red-stem filaree *(Erodium cicutarium)*, California poppy *(Eschscholzia californica)*, shortpod mustard *(Hirschfeldia incana)*, ball globes *(Gilia capitata)*, California juniper *(Juniperus californica)*, goldfields *(Lasthenia californica)*, peppergrass (*Lepidium*

sp.), California-aster *(Corethrogyne filaginifolia* var. *californica)*, woollyfruit desert parsley *(Lomatium dasycarpum)*, deerweed *(Lotus scoparius)*, bush lupine *(Lupinus excubitus)*, miniature lupine *(L. bicolor)*, stinging lupine *(L. hirsutissimus)*, Coulter's lupine *(L. sparsiflorus)*, boxthorn (*Lycium* sp.), wild cucumber *(Marah macrocarpus)*, alfalfa *(Medicago sativa)*, wishbone bush *(Mirabilis laevis)*, common muilla *(Muilla maritime)*, purple needlegrass *(Nassella pulchra)*, baby blue eyes (*Nemophila* sp.), beavertail cactus *(Opuntia basilaris)*, pectocarya (*Pectocarya* sp.), imbricate phacelia *(Phacelia imbricata)*, bluegrass (*Poa* sp.), sandberg bluegrass *(P. secunda)*, Arizona popcorn flower *(Plagiobothrys arizonicus)*, English plantain *(Plantago lanceolata)*, cream cups *(Platystemon californicus)*, coast live oak *(Quercus agrifolia)*, scrub oak *(Q. berberidifolia)*, holly-leaf redberry *(Rhamnus ilicifolia)*, current (*Ribes* sp.), Russian thistle *(Salsola tragus)*, Mexican elderberry *(Sambucus mexicana)*, chia *(Salvia columbariae)*, senecio species (*Senecio* sp.), tumble mustard *(Sisymbrium altissimum)*, Indian hedge mustard *(S. orientale)*, stephanomeria species (*Stephanomeria* sp.), small wreath-plant *(S. exigua)*, lacepod *(Thysanocarpus curvipes)*, silver puffs *(Uropappus lindleyi)*, and chaparral yucca *(Yucca whipplei)*. Grass species include slender wild oat *(Avena barbata)*, wild oat *(A. fatua)*, ripgut brome *(Bromus diandrus)*, soft chess *(B. hordeaceus)*, foxtail chess *(B. madritensis)*, cheatgrass *(B. tectorum)*, bare barley *(Hordeum murinum* ssp. *leporinum)*, Mediterranean grass (*Schismus* sp.), and rat-tail fescue *(Vulpia myuros)*.

Wildlife species detected during the surveys are typical of those in heavily grazed, nonnative grasslands and those in disturbed plant communities in proximity to ornamental plantings and urban development.

Animal species observed include side-blotched lizard *(Uta stansburiana)*, coast horned lizard (*Phrynosoma coronatum;* a California Species of Special Concern (CSC) species), California quail *(Callipepla californica)*, red-tailed hawk, western scrub-jay *(Aphelocoma californica)*, common raven, spotted towhee *(Pipilo maculatus)*, house finch *(Carpodacus mexicanus)*, desert cottontail (*Sylvilagus audubonii*), California ground squirrel (*Spermophilus beecheyi*; burrows), Botta's pocket gopher (*Gopherus bottae*; digs), kangaroo rat species (*Dipodomys* sp.; burrows), and coyote (*Canis latrans*; scat).

Two plant and one animal special status species were found during the preconstruction survey conducted on April 29 and May 1, 19, 20, and 27, 2008:

- Two special-status plant species, Peirson's morning glory and Southern California black walnut *(Juglans californica)* both CNPS List 4 plant species
- one special-status reptile species, coast horned lizard , a CDFG Special Species

In addition, one woodrat midden was located within Segment 1, Section 3 (between existing Towers 23-1 and 23-1A of the 66-kV Line). It is assumed that this may be occupied by the San Diego desert woodrat *(Neotoma lepida intermedia)*, a CSC species.

Clearance surveys were conducted within seven days prior to ground disturbing activities at each of the overland travel route locations, and any new sensitive resources were flagged and mapped. No impacts to biological resources will result through reclassifying the overland travel routes from temporary to permanent access roads. No impact significance conclusions would change and no new mitigation is necessary.

Cultural Resources

The proposed permanent access routes in Segments 1 were investigated for cultural and paleontological resources by Cogstone Resources Management (Scott and Gust, 2007); Compass Rose (Schmidt et al, 2008) and ECORP Consulting (Ahmet and Mason, 2005). As no new ground disturbing activities are proposed, no impacts to cultural resources are anticipated. No impact significance conclusions would change and no new mitigation is necessary.

Geology, Soils, and Paleontology

Reclassifying the overland travel routes from temporary to permanent access roads would not result in any additional construction activities. No new geology, soils, and paleontology impacts would result, no impact significance conclusions would change, and no new mitigation is necessary.

Hydrology and Water Quality

Surface water runoff as a result of the conversion of the overland travel routes from temporary to permanent access roads would slightly increase (greater impermeable surface area); however, as discussed in Final EIR/EIS Section C.8 (Hydrology and Water Quality, Impact H-5), potential impacts from spur roads and access roads would be localized and temporary and the Stormwater Pollution Prevention Plan (SWPPP) required by APMs HYD-2 and HYD-3 would include an erosion control plan to minimize any potential increase in surface water runoff resulting from new or improved roads. Hydrology and water quality impacts would be the same as the approved Project.

Noise

The conversion of overland travel routes from temporary to permanent access roads would not result in any additional construction activities. The overall impacts to noise would not differ from the approved Project.

Transportation and Traffic

The conversion of overland travel routes from temporary to permanent access roads would not result in a change in traffic and transportation impacts compared to the approved Project, as these roads would be utilized strictly for operations and maintenance. No new traffic or transportation impacts would result, no impact significance conclusions would change, and no new mitigation is necessary.

Visual Resources

Mitigation Measure V-1b (*Construct, Operate, and Maintain with Existing Access/Spur Roads*) states that, *"In locations designated by the CPUC and Forest Service, the Applicant (SCE) shall remove existing transmission line towers and conductors using existing access roads and spur roads, and shall construct the new transmission line using existing access roads and spur roads. SCE shall consult with the visual specialist designated by the CPUC or Forest Service, as appropriate, to ensure that the objectives of this measure are achieved. SCE and its Contractors shall submit plans and construction drawings for access roads and spur roads, demonstrating compliance with this measure, to the CPUC and, as appropriate, to the Forest Service for review and approval at least 60 days prior to the start of construction."* (Final EIR/EIS C.15-39)

Plans and drawings (including locations and types of roads) have been submitted as part of the *Access and Spur Roads Plan* (PAR, 2008). Of the 0.35 mile of proposed permanent overland travel roads in Section 3, 0.18 mile are within the vicinity of KOP 1, 2, 3 and 5-1 as defined in the Final EIR/EIS. The remaining KOP's within Segment 1 are not affected by the proposed permanent access roads. A map depicting the approximate location of the KOP's in relation to the ROW corridor and the requested permanent access roads has been provided in Appendix B. Additionally, Appendix C includes figures from the Final EIR/EIS depicting pre-disturbance and simulated post-disturbance photographs from these KOP's.

KOP 1: 110th Street at Johnson Road

"Key Observation Position 1 was established on 110th Street near its connection to Johnson Road (each a Priority 2 County Scenic Highway), looking northeast toward the Antelope Substation (see Figure C.15-2, Key Observation Positions Map and Figure C.15-3A, Existing Visual Conditions for KOP 1 at the end of the Visual Resource Section). The existing condition photograph is the same as the 'No Project/Action Alternative' for KOP 1, and this is consistent for all KOPs. This location was selected to generally characterize the existing landscape in the North Area. Both the proposed 500-kV transmission line and the Antelope Substation expansion, which would occur at the south side of the existing substation, are visible from this KOP. New towers T-105 through T-114 would be visible from this vantage point. The high desert of Antelope Valley, the Mojave Desert and the El Paso Mountain Range are in the background. Views from county roads in this vicinity encompass a predominantly natural-appearing landscape setting with limited development other than the existing roads, a few scattered ranches, substation and electric transmission lines." (Final EIR/EIS C.15-11)

The proposed permanent access roads to Constructs 102 and 103 fall within the viewshed of KOP 1. The access road to Construct 102 is in an area already heavily disturbed by agricultural lands, and the access road joins a pre-existing access road to the east. The road to Construct 103 is a pre-existing road and therefore presents no new impacts to visual resources.

KOP 2: Avenue K

"Key Observation Position 2 was established on Avenue K (a Second Priority County Scenic Highway) just west of the existing 66-kV transmission line and about one mile from the Antelope Substation, looking southwest toward Portal Ridge (see Figure C.15-4A, Existing Visual Conditions for KOP 2). Views from county roads in this vicinity encompass a predominantly natural-appearing landscape setting with limited development other than scattered existing ranches, windbreaks, roads on a one-mile grid, and the California Aqueduct, which is visible as a faint horizontal line to the left of the foreground 66-kV transmission tower. The location for KOP 2 was selected to generally characterize the existing landscape in the North Area, as the landscape changes from the flat valley floor of Antelope Valley to the rolling hills of Portal Ridge and the San Andreas Rift Zone. New towers T-106 through T-99 of the proposed 500-kV transmission line would be visible from this vantage point. The skyline ridge constrains views to foreground and middleground distances while looking in this direction. This view is looking across the Brunet Ranch. The San Andreas Rift Zone is out of view beyond the skyline of Portal Ridge." (Final EIR/EIS C.15-12)

The proposed permanent access road to Construct 106 falls within the viewshed of KOP 2, however, this road is a pre-existing road and therefore presents no new impacts to visual resources.

KOP 3: Lake Elizabeth Road

"Key Observation Position 3 was established on Lake Elizabeth Road (a Second Priority County Scenic Highway) at a point where the existing 66-kV transmission line crosses over the road, looking southwest across the R-Ranch at Amargosa Creek (see Figure C.15-5A, Existing Conditions for Key Observation Position 3). This viewpoint was selected to characterize the existing landscape visible from Lake Elizabeth Road which is a highly used road connecting the towns of Leona Valley and Lake Elizabeth, and traversing parallel to the San Andreas Rift Zone, which is just north and behind this vantage point. The skyline is approximately two miles away, establishing this as a foreground and middleground distance zone. The existing 66-kV towers are dark brown and blend in with dark green colors of the scattered oak trees and chaparral shrubs, but stand out when backlit on the skyline or by bright green grasses or tan-colored shrubs. On the skyline, the left transmission line tower is outside the Angeles National Forest boundary on private land. The two existing towers (in the center and on the right) at the skyline are inside the Angeles National Forest on NFS lands, and therefore occur within the Center Area, which is discussed below. New towers T-93 through T-88 of the proposed 500-kV transmission line would be visible from this vantage point at KOP 3." (Final EIR/EIS C.15-13)

A portion of the proposed permanent access road to Construct 92 falls within the viewshed of KOP 3, however, the area is already heavily disturbed by agricultural lands. Additionally, this road joins a pre-existing access road to the west.

KOP 5-1: Avenue K

"Key Observation Position 5-1 was established on Avenue K (a Priority 2 County Scenic Highway) about 1 mile southwest of the Antelope Substation, looking south toward Portal Ridge (see Figure C.15-18A, Existing Visual Conditions for KOP 5-1 at the end of the Visual Resource Section). Views from county roads in this vicinity encompass a predominantly natural-appearing landscape setting with no development other than roads on a one-mile grid, windbreaks, widely scattered existing ranches, and the California Aqueduct, which is visible as a faint horizontal line in the center of the photograph. The location for

KOP 5-1 was selected to generally characterize the existing landscape of Alternative 5 in the Antelope Valley, as the landscape changes from the flat valley floor to the rolling hills of Portal Ridge and the San Andreas Rift Zone. New towers of the Alternative 5 500-kV transmission line would be visible from this vantage point. The skyline ridge constrains views to foreground and middleground distances while looking in this direction. The San Andreas Rift Zone is out of view beyond the skyline of Portal Ridge." (Final EIR/EIS C.15-99)

The proposed permanent access roads to Constructs 111 and 112 fall within the viewshed of KOP 5-1. These roads join a pre-existing road to the north.

While the conversion of overland travel routes to permanent access roads would result in a permanent change to the visual environment, these roads would be located within the same roadway network

proposed for the approved Project and, therefore, such a minor modification to the roadway network would not result in any new or substantially different impacts on visual resources. No impact significance conclusions would change and no new mitigation is necessary.

C.2 Issue Areas Where Modifications Result in No Change

Leaving 0.35 mile of overland travel routes as permanent access roads and changing the road status of 0.15 mile of overland travel routes to "RD Existing No Improvements" on Segment 1Proposed Permanent Access Roads for the 66kV transmission lines would occur within existing disturbance areas. Therefore, potential environmental impacts to agricultural resources, hazards and hazardous materials, land use, mineral resources, population and housing, public services, and utilities and service systems are not expected to change or increase in severity from the approved Project.

D. Other CEQA Considerations

D.1 Significant Unavoidable Impacts

The environmental impacts of the approved Project are described in detail in Section C (Environmental Analysis) of the Final EIR/EIS, and for the proposed modifications, in Section C (Evaluation of Modification) of this Addendum. All the significant and unavoidable (Class I) impacts identified for the approved Project, as discussed in Section E.1.2 (Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented) of the Final EIR/EIS, would be the same as for the approved Project with implementation of the proposed modifications.

D.2 Irreversible and Irretrievable Commitment of Resources

Construction of the proposed modifications identified by SCE would result in the same irretrievable commitment of natural resources as described in the Final EIR/EIS. Please see Section E.1.3 of the Final EIR/EIS for a complete discussion of irreversible and irretrievable commitment of resources for the approved Project.

D.3 Growth-Inducing Effects

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/EIS. Please see Section E.1.4 of the Final EIR/EIS for a complete discussion of growth-inducing effects for the approved Project.

D.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/EIS. Please see Section C (Cumulative Impact Analysis by Issue Area) of the Final EIR/EIS for a discussion on 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.

E. References

Ahmet, Koral and Roger Mason, 2005. Cultural Resources Survey Report for Antelope-Pardee 500-kV Transmission Project. Report on file at the South Central Coastal Information Center, California State University, Fullerton, California, Southern California Edison and California Public Utilities Commission.

Aspen Environmental Group. 2006. Final Environmental Impact Report/Statement (EIR/EIS), Antelope-Pardee 500-kV Transmission Project. Report prepared for the California Public Utilities Commission. December.

LSA, 2008. *Preconstruction Biological Survey Results for in the Antelope-Pardee 500-kV Transmission Line Project and the Del Sur-Saugus 66-kV Transmission Line, Segment 1 Section 3 in the County of Los Angeles, California.* Report prepared for Southern California Edison. June. Irvine, California.

PAR, 2008. Southern California Edison Documentation and Plan for Compliance with the Opinion Granting a Certificate of Public Convenience and Necessity (CPCN) and Record of Decision for the Antelope-Pardee 500-kV Transmission Project Access and Spur Roads. Report prepared for Southern California Edison. February. Lancaster, California.

Schmidt, James J., June A. Schmidt, and Gwen R. Romani, 2008. Results of the Class III Cultural Resources Investigation for the Southern California Edison Tehachapi Renewable Transmission Project (TRTP) Segment 1, Angeles National Forest and Adjacent Lands, Los Angeles County, California, ARR No. 05-01-01079. Report on file with Southern California Edison, the ANF and the CPUC.

Scott, K. and S. Gust, 2007. Paleontological Resources Management Plan for the Tehachapi Renewable Transmission Project (Antelope Transmission Project) Segment 1, Los Angeles County, California with Updated Paleontological Assessment. Report on file with Southern California Edison and CPUC.

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, Governor
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June 4, 2010

Donald Johnson
Project Manager
Southern California Edison
2131 Walnut Grove Ave.
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RE: SCE Antelope-Pardee 500 kV Transmission Project, Segment 1 – Permanent Access Routes

Dear Mr. Johnson,

On May 25, 2010, Southern Californian Edison (SCE) submitted a request to modify the Antelope-Pardee 500 kV Transmission Project, Segment 1, as follows:

> **Permanent Access Routes**: Re-designate 0.35 mile of construction overland travel routes as permanent access roads and change the road status of 0.15 mile of overland travel routes to "RD Existing No Improvements" to facilitate future operation and maintenance activities on Segment 1 66kV transmission lines. Improvements to the overland travel roads to serve as permanent routes may require light grading, and involve a 15 foot road base, with a three foot berm on either side, for a total road width of 21 feet. This width is needed in order to accommodate large construction equipment to access each tower location.
>
> Furthermore, SCE is requesting that the overland travel roads to Constructs 103 and 106 be re-designated as permanent existing access roads. These roads were previously existing roads and will be required for future operation and maintenance activities of the structures.

A Final EIR was prepared and published for the SCE Antelope-Pardee 500 kV Transmission Project, Segment 1, and the Final EIR was certified and a CPCN granted by the CPUC (Docket #A.04-12-007, SCH #2005061161) on March 1, 2007. Since that time, SCE has completed final engineering and the majority of construction of the Project. As presented in a letter to the CPUC from SCE dated May 25, 2010, requesting the subject change, the request for permanent access routes is to facilitate future operation and maintenance activities. An Addendum was prepared to assess the environmental impacts associated with the subject modification. No new impacts or increase in impact severity were identified.

This request is approved by CPUC for the proposed modification subject to the conditions noted below which shall be met by SCE and its contractors:

- All project mitigation measures, compliance plans, and permit conditions shall be implemented during relevant construction and operation/maintenance activities.
- Copies of all relevant permits, compliance plans, and this approval shall be available on site for the duration of construction activities.

Sincerely,

John Boccio
CPUC Environmental Project Manager

cc: V. Strong, Aspen