STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, Governor
PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

May 2, 2008

Donald Johnson
Project Manager
Southern California Edison
2131 Walnut Grove Ave.
Rosemead, C 911770

RE: SCE Antelope-Pardee 500 kV Transmission Project, Segment 1 - Notice to Proceed (NTP #7)

Dear Mr. Johnson,

On April 4, Southern Californian Edison (SCE) requested authorization from the California Public Utilities Commission (CPUC) for construction of Section 1, Segment 1. Section 1 goes from the Pardee Substation to the southern boundary of the Angeles National Forest.

The SCE Antelope-Pardee 500 kV Transmission Project was evaluated in accordance with the California Environmental Quality Act and a Certification of Public Convenience and Necessity (CPCN) was granted by CPUC Docket #A.04-12-007, SCH #2005061161 on March 1, 2007. The Forest Service is the federal Lead Agency for the preparation of the Project's EIR/EIS in compliance with NEPA. The proposed construction does not occur in Forest Service land; thus, no approval from the Forest Service is required. **NTP #7 is granted by CPUC for the proposed activities based on the following factors:**

- A request to construct Segment 1, Section 1 was submitted April 4, 2008. Per the request:

- Construction of Section 1, Segment 1 is anticipated to begin in April 2008 and continue through December 2008, and will be constructed within an existing SCE transmission line right-of-way (ROW), in the City of Santa Clarita and Los Angeles County, from the Pardee Substation (Tower Construction Site 1a and 1b), to Tower Construction Site 28 which occurs at the southern edge of ANF, except for Construction 25 which will be completed during the shoofly phase of this project (NTP #5). There will be a total of 31 structures all of which are lattice towers. Construction of Section 1, Segment 1, will begin once the Shoofly structures have been installed and energized. Work will include the removal of the existing 500 kV towers within the area where the Shoofly has been constructed and transfer the Shoofly circuit to the newly constructed 500 kV double circuit towers. Work will also include the removal the existing 66 kV transmission line between Pardee Substation and the southern boundary of the ANF.

- Wire rewind locations of approximately 200 feet by 200 feet (0.92 acres) in size will be sited along the ROW and will include rewind setups from dead-end towers and points of inflection. For existing towers Construction 17 through Construction 25, it is anticipated that some of the rewind locations proposed for conductor/wire will also be used for installation of the 500 kV double-circuit line. Wire-rewind and tensioning equipment would be placed intermittently along the ROW. The old conductor wire would be wound onto "breakaway" reels as it is removed under tension.

- For each tower to be removed, a work area of approximately 200 feet by 200 feet will be utilized to allow a tower removal crane to be properly set up and to provide a sufficient area for the tower

components to be safely placed on the block cribbing. Some of the removed 500 kV tower components will be disassembled and re-bundled at the site. The scrap steel placed in a truck bed size dumpster for transfer to the salvage yard.

- Foundations will be removed to a depth of two feet below the existing surface. After the concrete is broken down and removed, the exposed reinforcing steel and tower stub angle will be removed with the use of portable cutting equipment so that no hazards will remain following tower removal. The debris will be hauled off and the area will be recontoured and restored to its original condition.

- Between 500 kV tower Construction 15 and the ANF boundary, approximately 1.3 miles of existing 66 kV transmission line will be removed including conductors and eight double circuit 66kV lattice steel towers. Access roads will require light grading and brush clearing to make them passable. There will be no grading of new spur roads. However, existing berms will be temporarily removed to allow access for equipment and materials. For removal of the overhead conductors, there will be several wire setup/rewind sites and guard structures that are required along the right-of-way. For each tower removal, a work area of approximately 100 feet by 100 feet will be required. This area allows a tower removal crane to be properly set up and to provide a sufficient space for the tower components to be safely placed on the block cribbing. The tower foundations will be removed to a depth of approximately 2 ft. below grade. The debris will be hauled off and the excavation backfilled with native material. Following removal of the towers and foundations, an excavator/crawler and backhoe will be used to recontour tower sites as necessary in accordance with the Recontouring and Restoration plan.

- The work on Section 1, Segment 1 will also involve the modification of the Pardee Substation. Two new 220 kV circuit breakers and four new 220 kV disconnect switches will be installed. New protective relaying will be installed on 19-inch racks inside the existing control building.

- Existing roads within the existing SCE ROW corridor will be used to the greatest extent feasible in constructing Section 1, Segment 1. In some cases, existing dirt roads will need to be improved. This may involve smoothing the ruts in existing roads or widening them a few feet to at least 15 feet to accommodate large construction equipment to access each tower locations. Some new access or stub roads will be required to access some of the new tower locations. In all instances, any new roads not required for ongoing maintenance of the new 500 kV transmission line will be re-contoured, restored, and re-vegetated **(Please note that any modifications and/or widening to existing access roads will be completely restored at the conclusion of construction activities unless approved by a variance or modification to this NTP.)**

- Due to the steepness of the terrain in this section of line, the installation of foundations at some of the sites will require grading in accordance with the site disturbance area maps. Concrete will be delivered to each foundation with rough terrain concrete trucks and, recontouring of the tower site will be completed. Special concrete truck wash out facilities will be placed at strategic areas along the right-of-way. Wash out spoil will be removed and disposed of at an approved local disposal site.

- For each new tower, a work area of approximately 200 feet by 200 feet will be constructed. This area will allow a tower assembly and erection crane to be properly set up and to provide sufficient area for the tower components to be safely placed on block cribbing. Where necessary, tower sites will be graded or cleared to provide a reasonably level pad that is free of any vegetation that may hinder tower assembly and erection.

- Several truck tractor/trailer units and flatbed trucks and an on-site loader/forklift will haul, unload and stack bundles of steel at each tower location. A tower assembly crew will assemble the tower components ahead of a tower erection crew that will erect the preassembled components. Upon completion of tower erection, the crane pad will be left in place for use by the wire stringing crew for the purpose of setting up wire stringing and high-reach man lift equipment. The wire stringing operation will be conducted at predetermined disturbance locations as submitted with the request.

- The wire installation process that will take place on this project will make extensive use of helicopters for movement of crews, tools and equipment installing insulators, hanging stringing sheaves, pulling sockline cables and monitoring the wire pulling portion of the wire stringing operation. Wire will be strung from designated wire stringing and pulling locations. The area required for wire stringing and pulling sites will be the entire width of the Right-of-Way and 200 feet in length. The wire stringing setup locations will include buried wire snubbing devices, tensioning equipment, wire reel trailers and wire sagging winch tractors.

- Guard structures will be installed to protect the public from pulling cables and wires at road crossings and existing power line crossings. The locations of the guard structures are provided on the disturbance area maps.

- Helicopters supporting the project will be landing at selected areas along the ROW, as well as helicopter fueling sites. These areas will be selected during construction to provide safe ingress and egress to the area based on the determination of persons qualified to select landing areas that will support all phases of the project. **(Please note that prior to use of these selected areas SCE, shall either submit a request to modify this NTP or submit a variance request to be approved by the CPUC).**

- Updated biological survey reports were submitted April 30, 2008 and approved for Section 1 work (please see the conditions below for details on biological resource protection).

- A cultural resources report was submitted and approved for Segment 1; however, certain tower locations along the 66 kV route were not included. As conditioned below, SCE shall provide documentation that cultural surveys have occurred for all outstanding construction areas, including remaining locations along the 66 kV ROW, helicopter landing areas, modifications to access roads, construction of new spur and access roads (i.e. anywhere that project related ground disturbance may occur). Additional cultural reporting shall be submitted prior to work in areas not previously submitted.

- Soil borings were conducted as part of the geotechnical investigations, in which groundwater information was collected. Per the Geotechnical report groundwater was only encountered at one location SB-1 and at 38 ft below ground surface (bgs). (Note that historical depth to groundwater in the subject area is 10 ft bgs.) The tower foundation will be bored to a depth of approximately 20-ft bgs; therefore, SCE does not anticipate that groundwater will be encountered during construction. SCE is thus not required to and has chosen not to submit a groundwater remediation plan. (Please note that if groundwater is encountered, stipulations as detailed in the conditions below shall be met.)

The conditions noted below shall be met by SCE and its contractors:

- On April 26, 2008 SCE submitted a variance request to Mitigation Measure V-1b (Construct, Operate, and Maintain with Existing Access/Spur Roads). This variance request requested authority to install new permanent spur roads for the entirety of Segment 1. This request is denied.

- All project mitigation measures, compliance plans, and permit conditions shall be implemented during construction activities and use of the proposed yard spaces. Some measures are on-going/time-sensitive requirements and shall be implemented prior to and during construction where applicable.

- Copies of all relevant permits, compliance plans, and this Notice to Proceed shall be available on site for the duration of construction activities.

- As identified in APM BIO-5 and Mitigation Measure B-6 in the EIR/EIS, SCE is required to conduct surveys prior to construction of the project. SCE would assign Biological Monitors to the Project. They would be responsible for ensuring that impacts to special-status species, native vegetation, wildlife habitat, or unique resources would be minimized to the fullest extent possible. The Biological Monitor shall be on-site to monitor all work and will conduct sweeps of the approved areas, especially areas with high burrow concentrations which will be impacted. Monitors would flag the boundaries of areas where activities need to be restricted in order to protect wildlife including special-status species. These restricted areas would be monitored to ensure their protection during construction. This will include protecting species covered under the MBTA and CDFG codes regarding the protection of nests and eggs. If breeding birds with active nests are found, a biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer until the young have fledged from the nest or the nest fails. The 300-foot buffer may be adjusted to reflect existing conditions including ambient noise and disturbance with the approval of the CDFG and USFWS (as well as CPUC notification). The biological monitor shall conduct regular monitoring of the nest to determine success/failure and to ensure that project activities are not conducted within the buffer until the nesting cycle is complete or the nest fails.

- Information provided in the October 2007 bat roosting report prepared by LSA indicated the following: "impacts to roosting bats would be avoided or minimized by identifying potential locations of roosting bats and colonies of bats, and scheduling work activities to avoid work adjacent to these areas during the maternity season (March through August). Potential bat roosting locations (as provided in the LSA October 2007 report and subsequent surveys with include oak trees identified along the 66 kV alignment) would be flagged and protected by restricting construction activities within 200 feet of roosting locations at dusk and dawn. In areas where potential bat roosts are located adjacent to construction activities, LSA recommends that these potential roosting locations be flagged with a 200 ft buffer, and that noise and dust be minimized as required by the aforementioned mitigation measures. At sites where activities that may impact potential roosting locations are anticipated, such as branch trimming or related activities conducted on adjacent to oak trees along access roads, LSA recommends that a biological monitor be present during these activities." As a condition of this NTP, SCE shall implement biological pre-construction surveys for roosting bats and maternity colonies within 200 feet of each potential roosting site. The surveys will be conducted by a qualified bat biologist with experience in southern California and would include a search of suitable trees that may provide habitat for bats. The biologist will note the presence of guano, roosting bats, or other signs that indicate the presence of these animals. The biologist will conduct the requisite surveys (may include both visual, auditory, and the use of an ANBAT system) to positively identify the species of bats present in the alignment. The résumé of this biologist must be provided to the CPUC for approval prior to conducting the surveys. If bats or their signs are detected, the area will be

flagged and protected by restricting construction activities within 200 feet of roosting site. If maternity colonies are found, a buffer of 200 feet shall be established and no work may occur in the area until the conclusion of the breeding season. Only through CDFG consultation and approval may the buffer may be reduced.

- If groundwater is encountered during construction activities, all groundwater removed from foundation holes or other excavations shall be pumped into a baker tank for holding. The Regional Water Quality Control Board (RWQCB) shall be contacted and consulted on how the water will be appropriately handled (i.e. testing protocols, discharge into a groundwater recharge basin, overland discharge or hauling to an approved sanitary facility). All consultation with RWQCB shall be reported to the CPUC.

- SCE shall provide documentation that cultural surveys have occurred at all construction areas, including the portions of the 66 kV work not previously surveyed as well as for all helicopter landing areas, modifications to access roads, construction of new spur and access roads (i.e. anywhere that project related ground disturbance may occur). This cultural reporting shall be submitted for review and approval prior to work in the above listed areas.

- Prior to the commencement of construction activities, all crew personnel including haul truck and concrete truck drivers shall be appropriately WEAP trained on environmental issues including protocols for air quality, hazardous materials, biological resources, known and unanticipated cultural materials, as well as SWPPP BMPs. A log shall be maintained on-site with the names of all crew personnel trained.

- All work boundaries shall be flagged prior to occupation. In addition, all approved access roads, spur roads and overland travel routes to be used shall be flagged prior to construction.

- All sensitive resources buffers shall be flagged prior to construction.

- An archeologist shall flag all culturally sensitive areas for avoidance prior to construction.

- No movement or staging of construction vehicles or equipment shall be allowed outside of the approved areas. If additional temporary workspace areas or access routes, or changes to construction technique or mitigation implementation to a lesser level are required, a Variance Request shall be submitted for CPUC review and approval.

- All fueling for equipment and helicopters shall be conducted using saddle trucks at least 100 feet from aquatic resource areas. No fuel may be stored on Project sites.

- If construction debris or spills enter into environmentally sensitive areas, the jurisdictional agencies and CPUC EM shall be notified immediately.

Sincerely,

John Boccio
CPUC Environmental Project Manager