

	<p>California Public Utilities Commission <i>Mitigation Monitoring, Compliance, and Reporting Program</i></p>
	<p>South Bay Substation Relocation Project</p> <p>Compliance Status Report: 001</p> <p>February 5, 2015</p>

SUMMARY

The California Public Utilities Commission (CPUC) is responsible for overseeing implementation of the mitigation measures set forth in the Final Environmental Impact Report (FEIR) for the South Bay Substation Relocation Project. The CPUC has established a third-party monitoring program and adopted a Mitigation Monitoring, Compliance, and Reporting Program (MMCRP) to ensure that measures approved in the FEIR to mitigate or avoid impacts are implemented in the field. This MMCRP status report is intended to provide a description of construction activities on the project, a summary of site inspections conducted by the CPUC’s third-party monitors, the compliance status of mitigation measures required by the MMCRP, and anticipated construction activities. This compliance status report covers construction activities from January 5 through February 5, 2015.

MITIGATION MONITORING, COMPLIANCE, AND REPORTING

Site Inspections/Mitigation Monitoring

A CPUC third-party environmental compliance monitor conducted site observations in areas undergoing potholing activities. Observations were documented using site inspection forms, and applicable applicant proposed measures (APMs) and mitigation measures (MMs) were reviewed in the field.

Implementation Actions

Potholing activities commenced along Bay Boulevard on January 5, 2015 following an initial Worker’s Environmental Awareness Training as required pursuant to MM HAZ-1 and APM CUL-1. Prior to initiating potholing activities, crews were observed placing sediment control devices (consisting of filter fabric and gravel bags) around the storm drain inlets in accordance with MM HYDRO-1 and BMP 1-06 of the project SWPPP (see Photo 1—Attachment A).

During potholing activities along Bay Boulevard, crews were observed implementing traffic control measures, consisting of traffic cones, notification signs ahead of work areas, and stationing traffic control personnel adjacent to construction activities in accordance with MM TRA-1 and the Traffic

Control Plan (see Photo 2—Attachment A). Traffic control personnel and detour signs were located on both sides of the construction area to direct bicyclists to an alternate route in accordance with MM TRA-5 (see Photo 3—Attachment A).

Potholing activities were overseen by biological monitors during all construction activities. Areas within the Bay Boulevard substation footprint that revealed Decumbent Goldenbush during pre-construction surveys were identified and marked with signs stating “Environmentally Sensitive Area (ESA) - No Entrance Permitted” and were observed being avoided by crews in accordance with APM BIO-6. Additionally, ESAs were observed placed around wetlands to ensure full avoidance during potholing activities and rain gauges were observed installed on site to measure rain and ensure work did not occur during qualifying events in accordance with the project SWPPP. All potholes were observed backfilled and asphalt applied as applicable during the same workday or the following work day. In cases where potholing activities at the same location spanned two work days, the open excavated area was observed covered with steel plates and gravel bags at the end of the day in order to prevent wildlife entrapment in accordance with APM BIO-1.

Archeological monitors and Tribal Cultural Consultants were also present to observe ground disturbance from potholing in accordance with MM CUL-1.

Crews were observed street sweeping remnant sediment from spoils in order to ensure fugitive dust was minimized in accordance with MM HYDRO-1. Crews were observed working with straw wattles installed around equipment in accordance with the project SWPPP (see Photo 4—Attachment A) and drip pans were observed placed under vehicles to contain any potential leaks.

When driving to the potholing locations off paved roads, crews were observed adhering to reduced speed limits (15 miles per hour) in accordance with APM AIR-2 and rattle plates were observed stationed at the point of ingress/egress to the substation location in order to minimize sediment track-out onto paved areas in accordance with MM HYRDO-1 and the project SWPPP (BMP-2-07, Tracking Controls) (see Photo 5—Attachment A).

Mitigation Measure Tracking

Mitigation measures applicable to the construction activities were verified in the field and documented in the CPUC’s mitigation measure tracking database. A complete list of mitigation measures and applicant proposed measures is included in the Decision for the South Bay Substation Relocation Project, as adopted by the CPUC on October 17, 2013 (Decision D.13-10-024).

Compliance Status

CPUC third-party monitors observed overall compliance with mitigation measures throughout the reporting period. All observations that had potential to become an area of concern if left uncorrected were addressed to the Lead Environmental Inspector (LEI) on site by the CPUC third-party monitor.

CONSTRUCTION PROGRESS

Potholing

Initiated on January 5, 2015 and concluded on February 5, 2015.

Bay Boulevard Substation

Not Started.

South Bay Substation Demolition

Not Started.

230 Kilovolt (kV) Loop In

Not Started.

69 kV Loop In

Not Started.

138kV Extension

Not Started.

230 Kilovolt (kV) Loop In

Not Started.

CONSTRUCTION SCHEDULE

South Bay Substation Relocation Project (CPUC NTP No. 001) – SDG&E began potholing activities at the project site on January 5, 2015. All project activities are scheduled to be completed by March 2017.

ATTACHMENT A Photos



Photo 1 Prior to initiating potholing activities, crews were observed placing sediment control devices (consisting of filter fabric and gravel bags) around the storm drain inlets in accordance with MM HYDRO-1 and BMP 1-06 of the project SWPPP.

ATTACHMENT A (Continued)



Photo 2: During potholing activities along Bay Boulevard, crews were observed implementing traffic control measures in accordance with MM TRA-1 and the Traffic Control Plan.

ATTACHMENT A (Continued)



Photo 3: During potholing activities within the Bay Boulevard bike path, traffic control personnel and detour signs were located on both sides of the construction area to direct bicyclists to an alternate route in accordance with MM TRA-5.

ATTACHMENT A (Continued)



Photo 4: Potholing activities were conducted within the Bay Boulevard substation footprint. Crews were observed working with straw wattles installed around equipment and drip pans were observed placed under vehicles to contain any potential leaks accordance with the project SWPPP.

ATTACHMENT A (Continued)



Photo 5: Rattle plates were observed stationed at the point of ingress/egress to the Bay Boulevard Substation location in order to minimize sediment track-out onto paved areas in accordance with MM HYRDO-1 and the project SWPPP (BMP-2-07, Tracking Controls).

ATTACHMENT B Notices to Proceed

NTP No.	Date Issued	Description	Conditions Included (Y/N)
CPUC - 001	November 14, 2014	Potholing and Grading at the Bay Boulevard Substation	Y

ATTACHMENT C
Minor Project Refinement Request

Minor Project Refinement Request No.	Submitted	Description	Status	Approval
-	-	-	-	-