BEFORE THE PUBLIC UTILITIES COMMISSION OF THE

STATE OF CALIFORNIA

In the Matter of the Application of SOUTHERN CALIFORNIA EDISON COMPANY (U338E) for a Permit to Construct Electrical Facilities with Voltages between 50 kV and 200 kV: Fogarty Substation Project	)	Application No. 07-04-028 (Filed April 30, 2007)
In the Matter of the Application of SOUTHERN CALIFORNIA EDISON COMPANY (U338E) for a Permit to Construct Electrical Facilities with Voltages between 50 kV and 200 kV: Valley-Ivyglen 115 kV Subtransmission Line Project	)	Application No. 07-01-031 (Filed January 16, 2007)

SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E) PETITION FOR MODIFICATION OF DECISION 10-08-009

BETH GAYLORD
TAMMY JONES

Attorneys for
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, CA 91770
Telephone: (626) 302-6634
Facsimile: (626) 302-1926
E-mail: tammy.jones@sce.com

LAURA GODFREY ZAGAR
MARC CAMPOPIANO

LATHAM & WATKINS LLP

650 Town Center Drive
20th Floor
Costa Mesa, CA 92626
Telephone: (714) 755-2204
Facsimile: (714)755-8290
E-mail: marc.campopiano@lw.com

Attorneys for
SOUTHERN CALIFORNIA EDISON COMPANY

Dated: March 26, 2014

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SOUTHERN CALIFORNIA EDISON COMPANY (U 338-E)
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I.

INTRODUCTION

Pursuant to California Public Utilities Commission (Commission) Rule of Practice and Procedure 16.4, Southern California Edison Company (SCE) hereby files a Petition For Modification (PFM) to Decision (D.)10-08-009 (Decision Granting Southern California Edison Company A Permit To Construct The Fogarty Substation And The Valley-Ivyglen 115 kV Subtransmission Line Project), issued August 17, 2010, to make modifications to the Fogarty Substation.

II.

PROCEDURAL HISTORY

On January 16, 2007, SCE filed Application (A.) 07-01-031 for a Permit To Construct the Valley-Ivyglen 115 kV Subtransmission Line Project, and subsequently on April 30, 2007, SCE filed A.07-04-028 for a Permit To Construct the Fogarty Substation Project. D.10-08-009 at 2. The applications were consolidated by ruling of the Administrative Law Judge on June 7, 2007 (collectively, the Project). The Project involved: constructing a new 25-mile 115-kilovolt (kV) Valley-Ivyglen Subtransmission Line; connecting the existing Valley and Ivyglen Substations; installing a new telecommunications line alongside the subtransmission line; constructing the new Fogarty Substation; and improving the Valley and Ivyglen Substations in southwestern Riverside County. *Id*. The Valley-Ivyglen 115 kV Subtransmission Line would traverse the City of Perris, the City of Lake Elsinore, and the Glen Ivy/Corona Lake area. The Fogarty Substation would be located on approximately 6.6 acres in the northern portion of the City of Lake Elsinore. *Id*.

A Draft Environmental Impact Report (EIR) for the Project was issued on June 15, 2009. *Id*. at 4. The Draft EIR analyzed the Project, a "no project" alternative, and five additional alternatives incorporating different route configurations and/or substation siting. *Id*. at 7. The Final EIR, issued on May 26, 2010 (*id*. At 5), determined that the Project would result in significant unavoidable adverse impacts to land use, visual resources, mineral resources and air quality. *Id. a*t 9. Pursuant to Title 14, California Code of Regulations § 15093, the Commission adopted a statement of overriding conditions. *Id*. at 15.

The Commission determined that "Alternative 5, the Warm Springs-Pacific Clay alternative, is the environmentally superior alternative." *Id*. at 10. The Commission granted SCE a Permit To Construct Alternative 5. *Id*. at 19.

The Fogarty Substation was built in accordance with D.10-08-009. However, based on SCE's final engineering review and ongoing efforts to minimize environmental impacts, SCE determined that minor modifications were needed to the Fogarty Substation for it to achieve full operational capacity and additional changes would be needed to construct the Valley-Ivyglen 115 kV Subtransmission Line. *See* Declaration of Jennifer Wolf, Project Manager, in Attachment C (J. Wolf Decl.) at ¶ 3. SCE remained in communication with the Commission's staff during SCE's post-approval evaluation process. *Id*. at ¶ 4. SCE discussed the appropriate mechanism to seek authorization for the necessary modifications with the Commission's Energy Division and Legal Division. *Id*. Energy Division and Legal Division provided guidance that a formal PFM would be necessary. *Id*.; *see* Attachment D, Letter from Jensen Uchida, Energy Division, to Tom Burhenn, Southern California Edison, dated November 7, 2011.

On March 29, 2013, SCE filed a PFM for the Valley-Ivyglen 115 kV Subtransmission Line and Fogarty Substation Project ("Valley-Ivyglen PFM"). Based on ongoing communications with Commission staff and counsel, it was determined that SCE could request the Commission to review the Fogarty Substation modifications in a separate proceeding from the Valley-Ivyglen PFM because the Fogarty Substation had already been constructed and only required minor changes to achieve full operational capacity. J. Wolf Decl. at ¶ 5. Accordingly, SCE is filing this PFM to consider only the modifications associated with the Fogarty Substation, as described below. Concurrently, SCE is filing a Motion to Bifurcate that requests separating the Fogarty Substation modifications from the Valley-Ivyglen PFM. *Id*.

III.

LEGAL STANDARD

A party may file a PFM to request changes to an issued Commission decision. Under Rule 16.4(b), PFMs shall "concisely state the justification for the requested relief."

Rule 16.4(d) requires an explanation of timing for any PFM filed more than one year after the effective date of the Commission's decision. In Section IV, below, SCE explains the need for the requested relief and the timing of the PFM.

Allegations of new or changed facts must be supported by a declaration or affidavit. Rule 16.4(b). SCE provides the Declaration of Jennifer Wolf, Project Manager, in Attachment C to support this PFM and allegations of new and changed circumstances. A PFM "must propose specific wording to carry out all requested modifications to the decision." Rule 16.4(b). In Attachment A, SCE proposes changes to the findings of fact, conclusions of law, and ordering paragraphs in D.10-08-009. In Attachment B, SCE proposes changes to the Mitigation and Monitoring Plan approved by D.10-08-009.

IV.

EXPLANATION FOR PETITION FOR MODIFICATION

The Fogarty Substation was constructed in accordance with D.10-08-009. Following construction of Fogarty Substation, based on SCE's final engineering review and ongoing efforts to minimize environmental impacts, SCE determined that certain modifications were needed for the Fogarty Substation to achieve full operational capacity. J. Wolf Decl. at ¶ 3. Specifically, SCE proposes modifications to the Fogarty Substation's distribution getaways, restroom installation, sewer line installation and several of the mitigation measures described in the Final EIR (Proposed Modifications).

A. Modified Distribution Getaways

The Final EIR included six underground distribution circuits connecting Fogarty Substation to Terra Cotta Road. Four distribution duct banks consisting of four vaults and associated underground trenching are required for the six underground distribution circuits. Two distribution duct banks and two vaults were previously constructed as part of the Notice to

Proceed Number One for Fogarty Substation, which were located within the substation property line, just outside the substation wall. Based on design changes resulting from final engineering, the remaining two distribution duct banks and two vaults are included as part of the Proposed Modifications because one duct bank would be located within Kings Highway rather than Terra Cotta Road, and both duct banks require modifications to Mitigation Measure (MM) BIO-1b, described below. J. Wolf Decl. at ¶ 7. Additional description of the modified distribution getaways is provided in Section 2.0 of the Project Modification Report (PMR) for the Fogarty Substation included as Attachment E.

B. Restroom Installation

SCE is proposing to install a permanent restroom within Fogarty Substation to ease future maintenance. A backhoe would be used to create an approximately 10-foot by 10-foot by 24-inch-deep pad. The restroom would then be set in the pad using a crane. The restroom would have a self-contained waste vault but would be connected to a future sewer line either in Terra Cotta Road or the future Kings Highway when a sewer line becomes available in the local vicinity. The restroom would also have a water line connection to a water line that is planned to be installed in the future Kings Highway. J. Wolf Decl. at ¶ 8. Additional description of the restroom installation is provided in Section 2.1 of the PMR.

C. Sewer Line Installation

When a sewer line becomes available in either Kings Highway or Terra Cotta Road, SCE would install a 100- to 150-foot sewer line from the restroom location to one of these roads. The sewer line would be constructed using 6-inch polyvinyl chloride pipe. A backhoe would be used to dig an approximately 15-foot-wide and 5-foot-deep trench, assuming that the trench would be constructed at a 1.5-to-1 slope (without shoring). If shoring is in place, the trench would be approximately 3 feet wide. Once the pipe is placed in the trench, the excavated soil would be

used for backfill. The work area required for the sewer line installation would be approximately 10 feet on each side of the trench. J. Wolf Decl. at ¶ 9. Additional description of the sewer installation is provided in Section 2.2 of the PMR.

D. Modifications to Mitigation Measures and Applicant-Proposed Measures

SCE is proposing to modify some of the mitigation measures and applicant-proposed measures in the Final EIR. As demonstrated in the PMR, the proposed modifications would be consistent with the Final EIR and would not result in any new environmental impacts or substantially increase the severity of any previously identified significant impacts. As described in Table 2-1 of the PMR, SCE proposes modifications to MM BIO-1b, MM BIO-1e, MM BIO-1h, BIO-APM 15 and TRANS-APM 2. J. Wolf Decl. at ¶ 10. Additional description of the mitigation measures is provided in Section 2.4 of the PMR.

E. Proposed Construction Personnel and Equipment

Construction activities for the Proposed Modifications would be similar to construction activities described in the Final EIR, although the duration of the construction and area of impact would be substantially less than what was required to construct the Fogarty Substation. Construction of the Proposed Modifications would take approximately two to three months with eight crew members. J. Wolf Decl. at ¶ 11. Additional description of the proposed construction is provided in Section 2.3 of the PMR.

V.

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

A. The PMR Demonstrates that the Proposed Modifications Do Not Affect the Determinations in the Final EIR

In accordance with the California Environmental Quality Act (CEQA), the Fogarty Substation PMR analyzes the potential environmental effects of the Proposed Modifications as

compared to the impacts identified in the Final EIR. *See* Attachment E. The PMR determines that, with the incorporation of proposed revisions to mitigation measures and applicant proposed measures, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of significant effects previously identified in the Final EIR. J. Wolf Decl. ¶ 2.

The PMR analyzes the potential effects of the Proposed Modifications on the following environmental resource areas, which were addressed in the Final EIR:

- Land Use
- Visual Resources
- Biological Resources
- Cultural Resources
- Geology, Soils, and Minerals Resources
- Hydrology and Water Quality
- Hazards and Public Safety
- Recreation
- Air Quality
- Noise and Vibration
- Transportation and Traffic
- Public Services and Utilities
- Agriculture
- Population and Housing
- Cumulative Impacts

B. An Addendum is the Appropriate Mechanism for Documenting CEQA Compliance

CEQA requires a subsequent or supplemental EIR for project modifications only when "[s]ubstantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." Title 14, Cal. Code Regs., § 15162(a)(1); *see also* Cal. Pub. Res. Code § 21166(a) ("no subsequent or supplemental environmental impact report shall be required" unless "[s]ubstantial changes are proposed in the project which will require major revisions of the environmental

impact report"); Title 14, Cal. Code Regs., § 15163(a)(1) (a supplemental EIR is appropriate only when the conditions in Section 15162(a)(1) quoted above apply).

The California Court of Appeal has confirmed that CEQA does not require a supplemental EIR where project modifications do not affect the determinations on environmental impacts in a final EIR. For example, modifications to the route for a pipeline to supply recycled non-potable water to an energy generation facility did not require a supplemental EIR because the realignment would not cause significant impacts not disclosed in prior studies or impacts more severe than previously anticipated. *Santa Teresa Citizen Action Group v. City of San Jose,* 114 Cal. App. 4th 689, 702-06 (2003). A supplemental EIR was also unnecessary for modifications to site access for a residential development where an additional traffic report determined that the modifications would not significantly change projected traffic on the adjacent street network. *Bowman v. City of Petaluma*, 185 Cal. App. 3d 1065, 1078-80 (1986). The court noted that the additional traffic report's conclusions were substantially the same as those in the original EIR. *See id*. Similarly, a subsequent or supplemental EIR was not required for a change in the water source for a project because an addendum determined that the impacts were the same as those in the original EIR. *Fund for Envt'l Defense v. County of Orange,* 204 Cal. App. 3d 1538, 1548 (1988).

A subsequent or supplemental EIR is unnecessary here because the proposed modifications do not constitute a substantial change to the Fogarty Substation that involves "new significant environmental effects or a substantial increase in the severity of previously identified significant effects." *See* Title 14, Cal. Code Regs., § 15162(a)(1). The Commission may wish to prepare an addendum to the Final EIR to explain the Proposed Modifications as part of its consideration of this PFM. An addendum to a previously certified EIR is appropriate "if some

changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." *Id*. § 15164(a). An addendum need not be circulated for public review and can instead be attached to the final EIR. *Id*. § 15164(c).

An addendum should include a "brief explanation," supported by substantial evidence, of the decision not to prepare a subsequent or supplemental EIR. *See id*. § 15164(e). Courts often rely on an addendum to bolster their conclusion that an agency's decision not to prepare a subsequent or supplemental EIR was proper. *See, e.g., Fund for Envt'l. Defense*, 204 Cal. App. 3d at 1546 (relying on information in an addendum to determine that a supplemental EIR was not necessary). An addendum would support a conclusion by the Commission that the Proposed Modifications to the Fogarty Substation do not warrant a subsequent or supplemental EIR.

VI.

CONCLUSION

For the reasons described herein, SCE respectfully asks the Commission to modify D.10-08-009 as requested in Attachment A.

Dated: March 26, 2014

Respectfully submitted,

TAMMY L. JONES

/s/ Tammy L. Jones

By: Tammy L. Jones
Attorney for
SOUTHERN CALIFORNIA EDISON COMPANY
2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, CA 91770
Telephone: (626) 302-6634
Facsimile: (626) 302-1926
E-mail: tammy.jones@sce.com

ATTACHMENT A

REQUESTED CHANGES TO THE FINDINGS OF FACT,
CONCLUSIONS OF LAW, AND ORDERING PARAGRAPHS IN DECISION 10-08-009

ATTACHMENT A

REQUESTED CHANGES TO THE FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDERING PARAGRAPHS IN DECISION 10-08-009

SCE requests the following changes to the findings of fact, conclusions of law, and ordering paragraphs in Decision 10-08-009 (D.10-08-009), consistent with Commission Rule of Practice and Procedure 16.4(b). Requested revisions to existing text are in underline and ~~strikethrough~~ text:

A. Findings of Fact

- Add Four New Findings of Fact After Finding of Fact 7 (D.10-08-009 at 18)

"SCE filed a Petition For Modification (PFM) on March 26, 2014 proposing minor modifications to the construction and design of the Fogarty Substation."

"To facilitate compliance with CEQA, SCE prepared a Project Modification Report (PMR) to analyze the potential environmental impacts associated with the PFM as compared to the impacts identified in the Final EIR. The PMR determined that the proposed modifications associated with the PFM would not result in any new significant environmental impacts or substantially increase the severity of significant environmental effects identified in the Final EIR."

"With consideration of the PMR, the Commission prepared an Addendum to the Final EIR to evaluate the potential environmental impacts associated with the PFM. The Addendum to the Final EIR was issued on [date]."

"The Addendum to the Final EIR documents that the proposed modifications associated with the PFM would not result in any new significant environmental impacts or substantially increase the severity of significant environmental effects identified in the Final EIR."

- Revise Finding of Fact 9 (D.10-08-009 at 18)

"The EIR and Addendum to the Final EIR were ~~was~~ completed in compliance with CEQA."

- Revise Finding of Fact 10 (D.10-08-009 at 18)

"The Commission has reviewed and considered the information contained in the EIR and Addendum to the Final EIR."

- Revise Finding of Fact 11 (D.10-08-009 at 18)

"The EIR and Addendum to the Final EIR reflect~~s~~ the Commission's independent judgment."

- Revise Finding of Fact 12 (D.10-08-009 at 18)

"Alternative 5, as amended by D.[Insert Decision Number], is feasible."

B. Conclusions of Law

- Revise Conclusion of Law 1 (D.10-08-009 at 19)

"SCE should be granted a permit to construct Alternative 5, as amended by D.[Insert Decision Number], the Warm Springs-Pacific Clay alternative, of the Fogarty Substation and Valley-Ivyglen Subtransmission Line Project, with mitigation identified in the Mitigation and Monitoring Plan set forth in Attachment A, as amended by D.[Insert Decision Number], to this order."

- Add New Conclusion of Law after Conclusion of Law 2 (D.10-08-009 at 19)

"The Addendum to the Final EIR has been completed in compliance with CEQA and is incorporated into the record of this proceeding."

- Add New Conclusion of Law after Conclusion of Law 4 (D.10-08-009 at 19)

"SCE's PFM satisfies the requirements of Commission Rule of Practice and Procedure 16.4."

C. Ordering Paragraphs

- Revise Ordering Paragraph 1 (D.10-08-009 at 19)

"Southern California Edison Company is granted a permit to construct the Valley-Ivyglen 115 kilovolt Subtransmission Line Project and Fogarty Substation Project Alternative 5, as amended by D.[Insert Decision Number], the Warm Springs-Pacific Clay alternative, in conformance with the Mitigation and Monitoring Plan which is attached as Attachment A, as amended by D.[Insert Decision Number], to this decision."

- Revise Ordering Paragraph 2 (D.10-08-009 at 19)

"The final Environmental Impact Report (which incorporates the draft Environmental Impact Report) and Addendum to the Final EIR are ~~is~~ adopted pursuant to the requirements of the California Environmental Quality Act."

- Revise Ordering Paragraph 3 (D.10-08-009 at 19)

"The Mitigation and Monitoring Plan, which is attached to this decision as Attachment A, as amended by D.[Insert Decision Number], is adopted."

- Add New Ordering Paragraph after Ordering Paragraph 3 (D.10-08-009 at 19)

"Energy Division may approve requests by SCE for minor project refinements that may be necessary due to final engineering of the approved project, as amended by D. [Insert Decision Number], so long as such minor project refinements are located within the geographic boundary of the study area of the Final EIR, and Addendum to the Final EIR, and do not, without mitigation, result in a new significant impact or a substantial increase the severity of a previously

identified significant impact based on the criteria used in the environmental document; conflict with any mitigation measure or applicable law or policy; or trigger an additional permit requirement. SCE shall seek any other project refinements by a petition to modify this decision."

ATTACHMENT B

REQUESTED CHANGES TO THE MITIGATION AND MONITORING PLAN APPROVED BY THE FINAL DECISION

6. Updated Mitigation Monitoring and Reporting

The purpose of this Mitigation and Monitoring Plan (MMP) is to ensure that each mitigation measure, applicant proposed measure, or other condition of project approval is effectively implemented. The MMP, provided in Table 6-1, includes the:

- Measures that Southern California Edison Company (SCE) must implement as part of the Project;
- The actions required to implement these measures;
- The monitoring requirements; and
- The timing of implementation for each measure.

An environmental monitor designated by the California Public Utilities Commission (CPUC) would carry out all construction field monitoring to ensure that all measures are fully implemented. In all instances where non-compliance occurs, the environmental monitor would issue a warning to the construction foreman and SCE project manager. Continued non-compliance shall be reported to the CPUC's designated project manager.

Any decisions to halt work due to non-compliance would be made by the CPUC. The CPUC's designated environmental monitor would keep a record of any incidents of non-compliance with mitigation measures, applicant proposed measures, or other conditions of project approval. Copies of these documents shall be supplied to SCE and the CPUC.

Dispute Resolution

It is expected that the MMP would reduce or eliminate many potential disputes. However, even with the best preparation, disputes may occur. In such event, the following procedure would be observed:

- Step 1. Disputes and complaints (including those of the public) should be directed first to the CPUC designated Project Manager for resolution. The Project Manager would attempt to resolve the dispute.

- Step 2. Should this informal process fail, the CPUC Project Manager may initiate enforcement or compliance action to address deviations from the Proposed Project or adopted MMP.

- Step 3. If a dispute or complaint regarding the implementation or evaluation of the MMP cannot be resolved informally or through enforcement or compliance action by the CPUC, any affected participant in the dispute or complaint may file a written "notice of dispute" with the CPUC Executive Director. This notice should be filed in order to resolve the dispute in a timely manner, with copies concurrently served on other affected participants. Within 10 days of receipt, the Executive Director or designee(s) shall meet or confer with the filer and other affected participants for purposes of resolving the dispute. The Executive Director shall issue an Executive Resolution describing his/her decision, and serve it on the filer and other affected participants.

Table 6-1 Mitigation Monitoring Plan (Updated)

Environmental Impact	Mitigation Measure (MM) or Applicant Proposed Measure	Monitoring Requirement	Timing of Action
D.2. Land Use			
Impact LAND-1: Physical Division	No mitigation required	None	N/A
Impact LAND-2: Applicable Land Use Plan, Policy, or Regulations	AES-SCE-1 through AES-SCE-4 (see below)		
Impact LAND-3: Habitat Conservation Plan or Natural Community Conservation Plan	MM BIO-5a (see below)		
D.3 Visual Resources			
Impact VIS-1: Adverse Effect on a Scenic Vista	AES-SCE-1 (Revegetation): Implement a revegetation program that will help restore the visual quality of segments along State Scenic Highways. AES-SCE-2 (Reflection and Contrast): Use only non-specular conductors. Use light duty and tubular steel poles for the proposed subtransmission line that will weather to be non-reflective. AES-SCE-3 (Reflection): Use galvanized electrical poles with a flat finish. AES-SCE-4 (Presence): Locate poles off of ridgelines and site construction and permanent access roads such that they will be screened from view by existing vegetation.	AES-SCE-1: Implement revegetation plan.	Following site restoration activities and prior to operation
Impact VIS-2: Damage to Scenic Resources within a State Scenic Highway		AES-SCE-2: Use non-specular conductors, light duty steel, and tubular steel poles	During construction
Impact VIS-3: Degradation to Existing Visual Character		AES-SCE-3: Use galvanized electrical poles with a flat finish.	During construction
Impact VIS-4: New Source of Substantial Light or Glare Affecting Daytime or Nighttime Views		AES-SCE-4: Locate poles off of ridgelines and site construction and permanent access roads such that they will be screened from view by existing vegetation	During construction
D.4 Biological Resources			
Impact BIO-1: Effects on Sensitive Biological Communities and Sensitive Species	MM BIO-1a (Environmentally Sensitive Areas): The Applicant shall reduce impacts to the habitat of the special status species listed in Tables D.4-2 and D.4-3 by engineering the Project so that it minimizes impacts to special status species. This can be accomplished by siting permanent project elements (i.e., roads and poles) away from known locations of special status species and communities. Environmentally sensitive areas such as rare plant populations or specific breeding habitat will be identified in the field to minimize the possibility of inadvertent encroachment using the following avoidance methods:	MM BIO-1a though i	Prior to and during construction

Table 6-1 Mitigation Monitoring Plan (Updated)

	a. A qualified botanist (i.e., a person with at least an undergraduate degree in biology, ecology, or a related field, with botany training and a minimum of 3 years' professional field experience within the region or working under the direct supervision of a professional botanist with at least 6 years of field experience in the region) will flag or otherwise mark special status plant species. Construction crews will avoid direct or indirect impacts to these flagged areas and be instructed to avoid intrusion beyond these marked areas. b. A qualified botanist will monitor the known locations of special status plant populations that might be found prior to or during the construction period. Monitoring will occur during construction and for one year following construction to assess the effectiveness of protection measures. c. The Applicant will limit removal of native vegetation communities, including intact coastal sage scrub, riparian vegetation, wetland habitat, and mature trees. An onsite qualified biologist (i.e., a person with at least an undergraduate degree in biology, ecology, or a related field, with botany training and a minimum of 3 years' professional field experience within the region or working under the direct supervision of a professional botanist with at least 6 years of field experience in the region) with local knowledge of the area will be consulted for identification, flagging of individuals or boundaries of vegetation communities (see MM BIO-2a and 2b for flagging of wetland boundaries), and assessment of sensitive vegetation habitats within the construction footprint. The biologist will provide oversight to ensure compliance of this measure. MM BIO-1b (Special Status Plant Species): Pre-construction surveys will be conducted ~~during the appropriate blooming and precipitation period~~ by a qualified botanist for all special status plant species as defined by Table D.4-3. ~~On the ground mapping of sensitive soils that are in direct association with these populations will be conducted during the pre-construction surveys.~~ The limits of populations of special status plant species shall be flagged or otherwise marked by a qualified botanist to ensure construction crews will avoid direct impacts to these populations. A minimum buffer of		

Table 6-1 Mitigation Monitoring Plan (Updated)

	~~100~~25 feet around these flagged plant populations shall be maintained to protect any special status plant seedbank that may be dormant in the sensitive soils. However, should the Applicant participate in the MSHCP, avoidance, minimization, and mitigation would be handled for each plant species pursuant to the MSHCP. Some species do not require an avoidance buffer while others would be subject to mitigation in the form of a Determination of Biologically Equivalent or Superior Preservation (DBESP). The Applicant will also report geo-referenced special status plant locations to the ~~CDFG~~California Department of Fish and Wildlife (CDFW) and USFWS. The Applicant will implement avoidance measures including, but not limited to, the following: • No construction work (e.g., vegetation clearing, ground disturbance) will be authorized to begin until pre-construction surveys have been completed and results submitted to the CPUC. • The Applicant will avoid the flagged areas and will not drive vehicles, go by foot, or place equipment or materials in any area with special status plants. • The Applicant will maintain a minimum distance of 25 feet from the flagged boundary of special status plants for equipment staging and fueling and fill stockpile areas from special status plant populations. • Overhead installation of telecommunication lines will be accomplished by crews on foot as necessary to negotiate around flagged sensitive resources. This will also occur in areas where there is no established access road within the ROW and sensitive resources have been flagged during pre-construction surveys. • Trenching to install telecommunications will be conducted a minimum of 25 feet from the flagged boundary of special status plant populations. • If special status plants are present in an area where trenching to install telecommunications or other equipment would be required		

Table 6-1 Mitigation Monitoring Plan (Updated)

	to connect to an existing subtransmission structure, the Applicant will identify and connect to an alternate structure where disturbance of special status plants can be avoided. This may require the Applicant to extend the length of the trench to reach the alternate structure or to avoid underground trenching in certain areas. • TSP and line positioning and installation activities will avoid and span all flagged resources. If the Applicant cannot avoid direct and/or indirect impacts to special status plants, then as a PSE under the MSHCP, the Applicant will consult with the ~~CDFG~~CDFW, USFWS, and RCA and follow the provisions set forth in the MSHCP, including but not limited to: 1. Submittal to the RCA of required documentation, including quantitative evaluations for the ~~Determination of Biologically Equivalent or Superior Preservation (~~DBESP~~)~~, as needed. 2. Adhering to policies and procedures in MSHCP Section 6.1.2 (Riparian/Riverine/Vernal Pool Policy), Section 6.1.3 (Narrow Endemic Plant Species Policy), and Section 6.3.2 (Additional Survey Needs and Procedures for Criteria Area Species). 3. Proposing and implementing mitigation measures developed in consultation with and approved by the ~~CDFG~~CDFW, USFWS, and RCA. As specifically applies to plants covered under MSHCP policies 6.1.3 and 6.3.2, the Applicant shall implement avoidance and mitigation measures to reduce impacts on special status plant species to a less than significant level as consistent with provisions set forth in the MSHCP. Mitigation shall include a tiered approach as summarized below and any other measures determined in consultation with the ~~CDFG~~CDFW, USFWS, and RCA: 1. Avoid 90% of the plant populations with long-term conservation value found within suitable habitat within the project area. If 90% conservation cannot be maintained, then a DBESP will be prepared according to MSHCP provisions. 2. The known locations of special status plant populations within the project footprint found prior to or during the construction		

Table 6-1 Mitigation Monitoring Plan (Updated)

	period will be monitored during ground disturbing construction activities by a qualified botanist. The Applicant will submit a post-construction report/technical memo to the CPUC within 60 days post-construction reporting on the effectiveness of protection measures. 3. Mitigation for impacted special status plants shall include restoration, conservation, and compensation measures, and may be onsite and/or offsite. As some special status plants such as Munz's onion and San Diego Ambrosia cannot be successfully salvaged and restored, mitigation shall include purchase of credits in an established mitigation bank as approved by the Resource Agencies. Expected mitigation ratios shall be a minimum of 1:1 for plant populations that are restored or conserved onsite, and 2:1 for plant populations that are preserved or conserved offsite. The Applicant will prepare a Habitat Mitigation and Monitoring Plan that will be submitted to and approved by the RCA and the ~~CDFG~~CDFW and USFWS prior to initiating ground disturbance activities in areas where special status plants will be impacted. The plan will outline restoration and conservation activities, locations, monitoring requirements, and criteria to measure mitigation success. 4. Conservation measures shall include preservation of portions of the impacted onsite plant populations. The Applicant will establish conservation easements within one year of construction implementation on any onsite (where possible) and offsite mitigation site(s) to protect the populations in perpetuity. In the event that SCE does not participate in the MSHCP, or if the project may impact a particular special-status plant species that is not covered by the MSHCP, SCE would implement a similar level of mitigation as would have been required by the MSHCP (i.e., as otherwise required by MM BIO-1b) to ensure that impacts to special-status plants are reduced to less-than-significant levels. Such mitigation may include, but not be limited to, restoration, conservation, and compensation measures, and may be onsite and/or offsite. It is expected that all special-status plant species and seedbank (in the topsoil) can be successfully salvaged and restored directly back into the area of disturbance after construction is completed. In the unlikely		

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	event that plants and seedbank (in topsoil) cannot be directly restored in the same area as the disturbance, mitigation shall include purchase of credits in an established mitigation bank or implementation of other mitigation strategies subject to the approval of the USFWS and CDFW. Expected mitigation ratios shall be a minimum of 1:1 for plant populations that are restored or conserved on-site, and 2:1 for plant populations that are preserved or conserved off-site. The Applicant would prepare a Habitat Mitigation and Monitoring Plan (for those special-status plants that cannot be salvaged and directly restored) that would be submitted to and approved by the USFWS and CDFW, as appropriate, prior to initiating ground disturbance activities in areas where special-status plants would be impacted. The plan would outline restoration and conservation activities, locations, monitoring requirements, and criteria to measure mitigation success. MM BIO-1c (Invasive Plant Species): The Applicant will use standard BMPS to avoid the introduction and/or spread of controllable invasive plant species such as tamarisk (*Tamarix sp*.) and giant reed (*Arundo donax*). Proper handling during construction shall include the following: • All vehicles and equipment will be cleaned prior to arrival at the work site. Vehicle washing will concentrate on tracks or tires, on the undercarriage, and on front bumper/brush guard assemblies. • Crews, with construction inspector oversight, will ensure that vehicles and equipment are free of soil and debris capable of transporting noxious weed seeds, roots or rhizomes before the vehicles and equipment are allowed use of access roads. • Straw or hay bales used for sediment barrier installations or mulch distribution will be obtained from state-cleared sources that are free of invasive weeds. MM BIO-1d (Special Status Wildlife Species): Preconstruction surveys will be conducted by a qualified wildlife biologist for all special status species as defined by Table D.4-2 prior to commencement of construction activities. The locations of any special status species and their habitats shall be marked and avoided during final project design and construction. A qualified wildlife biologist will be onsite to conduct		

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	biological monitoring for special status wildlife species including, but not limited to, those found in Table D.4-2 during construction in areas where special status wildlife and occupied habitat have been identified. MM BIO-1e (Pre-Construction Nesting Bird Surveys): To avoid the impacts to active nests (with eggs or young) of any protected bird, the Applicant shall implement one of the following: a. Conduct all construction activity (including vegetation pruning or removal) during the non-breeding season (generally between August 31 and February 1) for most special status and non-special status migratory birds. a. b. If construction activities are scheduled to occur during the breeding season (February through August), a qualified biologist with knowledge of local wildlife resources will conduct pre-construction focused nesting surveys no more than 30 days prior to any ground disturbing activity or vegetation trimming or removal activities. These surveys shall be conducted up to a distance of 500 feet from the centerline of the subtransmission line and 500 feet from existing and new (i.e., Fogarty) substations. <u>If active nests are found, a biological monitor with expertise in bird behavior would establish a species-specific buffer around the nest and no activities would be allowed within the buffer until the young have fledged from the nest or the nest fails. A project-specific Nesting Bird Management Strategy has been prepared to establish buffers based on, but not limited to, the following: the bird species (some species are more tolerant of disturbance while others are less tolerant), location of nest building and active nests, threshold for nesting disturbance taking into account bird behavior, including signs of agitation, continuous focused nest monitoring by qualified biologists, background noise, type of construction activity, and dust emissions and noise levels from construction. Buffers would be adjusted based on no exceedance of an established threshold of behavioral agitation and other signs indicating disruption of nesting behavior. Buffers may be increased or decreased based on</u>		

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	the opinion of the biologist with expertise in bird behavior to ensure that impacts to nesting birds would not occur. The Nesting Bird Management Strategy establishes a communication and reporting protocol involving SCE, biological monitors, and the CPUC, CDFW, and USFWS. The Nest Buffer Management Strategy was prepared by the Project's Lead Biologist and was subject to the approval of the CDFW (pursuant to the California Fish and Game Code) and USFWS (pursuant to the Migratory Bird Treaty Act). ~~If nesting birds are located, the Applicant will maintain appropriate buffers as follows from occupied nests with all construction, operations, and maintenance activities:~~ • ~~500 feet from nesting raptors~~ • ~~250 feet from all other nesting birds~~ c. During active construction, the qualified biologist will monitor and assess any nesting birds within the specified buffer ranges to determine whether disturbance is impacting the birds. The qualified biologist will have the authority to halt construction in the area of disturbance impacting the birds, and will immediately contact the Applicant's Lead Biologist. ~~until the~~The Applicant's Lead biologist ~~can~~will notify the CPUC, USFWS, and CDFG and consult on an appropriate course of action. MM BIO-1f (Burrowing owls): If burrowing owls are found during the pre-construction surveys, occupied burrows will be flagged and construction buffers will be established to avoid direct and indirect impacts to active nests, as follows: • 160 feet from occupied burrows during the non-nesting season • 500 feet from occupied burrows during the nesting season (February 1 through August 31). Should this buffer not be able to be maintained, the closest distance allowable will be 300 feet, and the qualified biologist shall monitor the owls for signs of stress and/or other behavioral changes to determine if construction should be halted and discussions initiated with CPUC, USFWS and CDFG on an appropriate course of action.		

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	For lands under the MSHCP, as a PSE, the Applicant will follow procedures in MSHCP policy 6.3.2, and as outlined in the Applicant prepared DBESP. For lands not under the MSHCP, if the appropriate buffers cannot be maintained and impacts on the burrowing owl and/or their habitat (i.e., occupied burrows) are unavoidable, the Applicant will develop and implement a Burrowing Owl Compensation Plan, as approved by the CDFG that is consistent with mitigation guidelines as outlined in the *California Burrowing Owl Consortium Protocol*. The plan will describe the compensatory measures that will be undertaken to address the loss of burrowing owl burrows within the project area. This will include preservation of 6.5 acres of onsite foraging habitat contiguous with occupied burrow sites per breeding pair or single bird, unless otherwise determined in consultation with the CDFG. If avoidance of burrows cannot be maintained, onsite passive relocation of owls will be preferred over active relocation. To compensate for loss of burrows, the Applicant will provide one alternate natural (enlarged or cleared of debris) or artificial burrow in nearby contiguous foraging habitat for each occupied collapsed burrow within the project area. Prior to collapsing burrows vacated through passive relocation, the Applicant's biological monitor will conduct daily monitoring for up to a one-week period to confirm that the alternate burrows provided are being used by the owls. The Applicant will not conduct active relocation unless the attempt at passive relocation has failed after one week. The Applicant will obtain approval from the CDFG before initiating any activities that have the potential to adversely impact burrowing owls. MM BIO-1g (Least Bell's Vireo and Southwestern Willow Flycatcher): The Applicant will avoid construction activities during the nesting season (March 1 through August 31) in areas that provide suitable habitat for the least Bell's vireo and southwestern willow flycatcher, as determined by a qualified biologist and including those areas already identified from the Project surveys (AMEC 2007b, AMEC 2009). The Applicant will avoid construction activities within riparian habitat occupied by these two species, as determined from Project surveys (AMEC 2007b, AMEC 2009). If avoidance of these		

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	occupied areas is not possible for MSHCP-covered lands, mitigation will be performed in accordance with MSHCP policy 6.1.2. MM BIO-1h (Noise Control): The Applicant will avoid impacts to migratory and special status bird species protected under federal or state regulations by ensuring that construction or operational noise does not exceed ~~ambient levels~~the nest disturbance threshold and/or noise level threshold established in the Nesting Bird Management Strategy during the general nesting period. This will be accomplished through 1) work scheduling (i.e., scheduling construction to avoid segments where occupied nests are found) and 2) having properly functioning mufflers on construction vehicles. No vehicles, chain saws, or heavy equipment will be operated within the ~~minimum exclusion zones of 250 feet~~exclusion zones established within the Nesting Bird Management Strategy until the nesting season is over or until a qualified wildlife biologist has determined that nesting is finished and the young have fledged. If a qualified wildlife biologist determines that any particular construction, operation, or maintenance activities pose a high risk of disturbing an active nest, the biologist will halt work in the particular area of impact and/or recommend additional, feasible measures to minimize the risk of nest disturbance. If work activities are found to result in harm to nesting birds, destruction of an active nest, or nest abandonment prior to fledging, the biologist will report this to the ~~CDFG~~CDFW and USFWS. MM BIO-1i (Wildlife Entrapment): At the end of each workday during construction, the Applicant will cover all small holes, open trenches or excavations, or provide escape ramps, to prevent the entrapment of wildlife (e.g., reptiles and small mammals). The Applicant will maintain fencing around the covered excavations at night. The Applicant's qualified biologist will clear open trenches for wildlife at the end of each day and again prior to resuming work on the trench.		
Impact BIO-2: Wetlands and Riparian Habitats	MM BIO-2a (Wetlands Avoidance and Restoration): Before construction work will start on Project, the Applicant's qualified wetland biologist will flag the boundaries of wetland resources based on prior surveys (AMEC 2006a, AMEC 2010, Entrix 2006). The Applicant's Lead Biologist will determine who is best qualified for the biological monitoring team. For vernal pool wetlands, habitat will be flagged based on the vernal pool watershed (i.e., the internal drainage	MM BIO-2a and b	Prior to and during construction

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	into the wetland system from the surrounding watershed based on hydrographic breaks) not the wet basin. The Applicant's construction crews will not cross non-culverted drainages with vehicles, nor conduct construction activities or placement of equipment or supplies within the bed, bank, or riparian zone of any drainage, wetland, or water body. Many of the larger creeks flow through culverts beneath existing roads and will not be directly impacted. However, smaller creeks and resources may flow across the ROW and would be affected. Project infrastructure will be designed to avoid all sensitive aquatic resources, including spanning drainages and vernal pools with transmission lines. If construction activities require placement of fill, crews, or equipment in sensitive aquatic resources, or require disturbance to a riparian area or vernal pool watershed, then the Applicant will do the following: • Where avoidance of riparian and wetland areas is not feasible and work is required within jurisdictional wetlands, drainages, and other wetland habitats, or where non-culverted drainages must be crossed to access work sites, the Applicant will obtain and comply with all necessary USACE and CDFG permits under the Clean Water Act and CDFG 1600 regulations. A wetland delineation report will be prepared and submitted to the USACE and CDFG for verification as part of this permit process. • Restore temporarily impacted wetlands, riparian zones, and other aquatic resources to pre-construction condition, and monitor during and after disturbance. Include aquatic resource restoration efforts in the Habitat Mitigation and Monitoring Plan (MM BIO-1b) that will be developed as part of the regulated waters permitting and/or DBESP that will be prepared as part of MSHCP PSE compliance for riparian/riverine impacts. ~~This plan~~ Any Mitigation/restoration plans shall also be submitted to and approved by the RCA, USACE, USFWS, CDFG, and the CPUC prior to initiating any mitigation activities. The plan will outline restoration and conservation activities, locations, monitoring requirements, and criteria to measure mitigation success. • Mitigate for permanent impacts on wetlands and riparian areas		

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	caused by new structures and fill activities, prior to impact activities. At a minimum, mitigation ratios will be a 1:1 ratio for wetlands and riparian areas. High quality riparian zones, as determined by a qualified wetland biologist in consultation with the CPUC and the USACE, CDFG, and USFWS, will be mitigated at a minimum of 2:1 ratio. Mitigation may include compensation and conservation of in-kind, offsite areas at a minimum ratio of 1:1. MM BIO-2b (BMPs): BMPs to be prescribed by the Stormwater Pollution Prevention Plan (SWPPP) (APM-BIO 2, Hydro-SCE-1) will include but are not limited to the following: • The Applicant will not stockpile brush, loose soils, excavation spoils, or other similar debris material within sensitive habitats. • The Applicant will maintain minimum distance of 100 feet for equipment staging, fueling, hazardous material storage/use, and fill stockpile areas from the flagged boundaries of riparian areas and wetlands. • If visible dust is present during construction activities, standard dust suppression techniques (e.g., water spraying) will be used in all ground disturbance areas. The BMPs included in the SWPPP will be implemented during construction to minimize indirect impacts associated with erosion and dust generation. The SWPPP will be reviewed and approved by the Santa Ana RWQCB prior to construction commencement (MM HYD-1a).		
Impact BIO-3: Migratory Wildlife	Refer to all of the mitigation measures under Impact BIO-1 and Impact BIO-2 (see above).	MM BIO-1a though i and MM BIO-2a and b	Prior to and during construction
Impact BIO-4: Local Policies	MM BIO-4a (Tree Removal Permitting): Obtain a Tree Removal Permit from the County of Riverside. The County of Riverside, Roadside Tree Ordinance 12.08 requires permits for tree removal within county highway ROWs (County of Riverside 2004). In addition, the County of Riverside requires that any future development in an identified sensitive vegetation area (including oak woodlands) must be evaluated individually and cumulatively for potential impact on vegetation (County of Riverside 1993). Mitigation will be coordinated,	MM BIO-4a: Obtain a Tree Removal Permit from the County of Riverside	Prior to construction

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	as required, with the appropriate public and resource agencies once tree removal permits or approvals for lost significant trees are obtained. Mitigation for lost trees may not be implemented within the ROW due to fire safety concerns and instead may be implemented in an alternative agency approved location.		
Impact BIO-5: Conservation Plans	Refer to all of the mitigation measures under Impact BIO-1, BIO-2, and BIO-3 (see above). BIO-SCE-15 (RCHCA): Mitigation will be implemented through payment of fees pursuant to the Riverside County Habitat Conservation Agency (RCHCA) Stephens' Kangaroo Rat Habitat Conservation Plan Agreement approved by the RCHCA on September 20, 2012 and with concurrence by USFWS and CDFG. Prior to start of construction, SCE will obtain a Certificate of Inclusion from the RCHCA for the project.	MM BIO-1a though i and MM BIO-2a and b	Prior to and during construction
D.5 Cultural Resources			
Impact CUL-1: Adverse Change in the Significance of a Historical Resource	MM CUL-1a (Avoid Environmentally Sensitive Areas): Known historical resources located within the project APE shall be designated as Environmentally Sensitive Areas (ESAs), and will include a buffer of 100 feet beyond historical site boundaries. Site information is confidential; therefore, site boundaries will be delineated in the Cultural Resources Treatment Plan (CRTP). All personnel involved in construction activities shall be instructed on how to avoid an ESA prior to construction operations. Avoidance of ESAs shall be achieved, but is not limited to, by shifting the proposed subtransmission line route, by spanning the site, by not placing any new utility poles or access roads, or redesigning the footprint of a facility. Design of access roads and pole locations shall result in complete avoidance of historical resources. A qualified archaeologist and/or architectural historian shall be on site to monitor all ground-disturbing work within 1,000 feet of an ESA. MM CUL-1b (Cultural Resources Treatment Plan): There are resources within the Project area whose eligibility for the CRHR is undetermined due to lack of evidence. These resources may be found to be considered significant archaeological or cultural resources pending further investigation. If avoidance of these resources is not feasible, each site identified in the sections above as having an undetermined eligibility status must be tested and evaluated by an	MM CUL-1a through d	Prior to and during construction

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	archaeologist with the qualifications defined in MM CUL-1c. Testing and evaluation may consist of surface collection and mapping, limited subsurface excavations, and the appropriate analyses and research necessary to characterize the artifacts and deposit from which they originated, archival research, and photo documentation. Upon completion of the test level investigations for sites determined to be unique archaeological sites or historical resources as set forth in CEQA Guidelines Section 15064.5, the archaeologist shall prepare recommendations for submission to the CPUC in a "Cultural Resources Treatment Plan" (CRTP) on the measures that shall be implemented to protect or mitigate the impact to the sites. Prior to submission to the CPUC, the Applicant will consult with Native American groups on appropriate mitigation and treatment of recovered artifacts. The Native American Heritage Commission can mediate negotiations at the Applicant's discretion under California Public Resources Code 5097.94(k) or (l). All test- and data-recovery level excavations shall be monitored by representatives of interested Native American Tribes. The Pechanga and Soboba Bands of Luiseño Indians have expressed a desire to be present during excavations. Appropriate measures for unique archaeological resources or historical resources could include preservation in place through planning construction to avoid the resources, capping cultural resources deposits with a layer of chemically stable soil, or incorporation of sites into parks, greenspace, or other open space. In the event that preservation of the resources is not feasible the CRTP should detail an appropriate data recovery plan which makes provisions for adequately recovering the scientifically consequential information from and about the resource in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings (1995). Such studies shall be deposited with the California Historical Resources Regional Information Center. Any excavations of archaeological resources shall be monitored by a Native American Representative. A report detailing the results of all evaluation and data recovery activities shall be completed and submitted to the CPUC as well as the Eastern Information Center, and other agencies, as appropriate. Any artifacts		

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	recovered as a result of mitigation shall be donated to a qualified scientific institution or approved curation facility where they would be afforded long term preservation to allow future scientific study. The CRTP shall address procedures for working in ESAs or other areas deemed sensitive for encountering cultural resources. The CRTP shall include detailed procedures for encountering cultural resource sites or isolates; encountering human remains; requirements for contacting personnel qualified to assess a discovery and its treatment; collections and curation requirements; and compliance with applicable laws and regulations. Avoidance of known cultural resources is central to the current project objectives; however, the CRTP shall define protocol to reduce impacts to undiscovered cultural resources that may be encountered during construction to a Class II impact. MM CUL-1c (Construction Monitoring): Prior to any ground disturbing activities taking place in conjunction with this project the applicant shall provide evidence that an archaeologist has been retained by the landowner or subsequent project applicant and that the consultant(s) will be present during all grading and other significant ground disturbing activities. These consultants shall be selected from the roll of qualified archaeologists maintained by the County of Riverside. Should any cultural resources be discovered, the monitor is authorized to stop all grading in the immediate area of the discovery, and shall make recommendations to the CPUC on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. If the resources are determined to be "historical resources" as defined in Section 15064.5, mitigation measures shall be identified by the monitor and recommended to the CPUC. Appropriate treatment for such previously undiscovered resources should be in accordance with the CRTP implemented in MM CUL-1b. No further grading shall occur in the area of the discovery until the CPUC approves the measures to protect these resources. Any archaeological artifacts recovered as a result of monitoring and mitigation shall be submitted to an approved curation facility for storage		

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	All construction activities in ESAs, or any other area of the project deemed sensitive for containing cultural resources, shall be monitored by a qualified archaeologist. Since significant portions of the project site contain sedimentary deposits[1] that may hold buried cultural resources, full-time cultural resources monitoring should be implemented during all phases of ground disturbing work in these areas (Figure D.5-1). A cultural resource monitor must meet the Secretary of the Interior Standards Qualifications as a professional archaeologist, and must be on the County of Riverside Cultural Resources Consultants list. The archaeological monitor(s) must also be familiar with the project area and therefore capable of anticipating the types of cultural resources that may be encountered. MM CUL-1d (Human Remains): In the event of the accidental discovery or recognition of human remains during Project construction, the following steps shall be taken: There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Riverside County Coroner is contacted to determine if the remains are prehistoric and that no investigation of the cause of death is required. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.		

[1] Refers to Figure D.5-1: Late Pleistocene to Holocene Sediments in the Project Area Requiring Cultural Resources Monitoring During Construction of the Project in the Final EIR

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Impact CUL-2: Adverse Change in the Significance of an Archaeological Resource	MM CUL-1a through MM CUL-1d (see above)		
Impact CUL-3: Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	MM CUL-1b and MM CuI-1d (see above) MM CUL-3a (Paleontological Monitoring): A qualified paleontologist shall be present during ground-disturbing construction activities in areas of paleontological sensitivity. The Applicant shall prepare a map showing the areas underlain by the Silverado Formation in Temescal Canyon and under the Fogarty Station site. These shall be considered areas of paleontological sensitivity. The paleontological monitor shall have regional experience identifying paleontological resources, be an approved paleontologist listed with Riverside County, and shall work in accordance with MM CUL-1b.	MM CUL-3a: A qualified paleontologist shall be present during ground-disturbing construction activities in areas of paleontological sensitivity.	During construction
Impact CUL-4: Disturb Human Remains, Including Those Interred Outside of Formal Cemeteries	MM CUL-1a through MM CUL-1c (see above)		
D.6 Geology, Soils, and Mineral Resources			
Impact GEO-1: Adverse Effects to People and Structures Due to Seismic Activity	MM GEO-1a: All construction personnel shall adhere to the Applicant's worker safety guidelines and policies to avoid additional adverse effects to health and safety in the event of an earthquake during construction. Prior to construction, all construction personnel shall participate in a worker awareness program that highlights seismic activity as a potential hazard during onsite construction. MM GEO-1b: The Applicant shall perform design-level geotechnical investigations including site-specific seismic analyses to evaluate the peak ground acceleration for design of project components. The design guidelines determined in SCE-GEO-2 shall be implemented during construction of all project components. Compliance with this measure shall be documented to the CPUC at least 30 days before construction by submittal of reports describing potential peak ground accelerations expected for design level earthquake and a description of how the design will accommodate this anticipated motion.	MM GEO-1a and b	Prior to and during construction
Impact GEO-2: Soil Erosion	MM GEO-2a: An erosion and sedimentation control plan shall be incorporated into the SWPPP for Project construction activities to minimize onsite soil erosion and offsite sedimentation. The plan shall include site maps, identification of construction activities, and measures for providing erosion and sediment control. Compliance with this measure shall be documented to the CPUC at least 60 days	MM GEO-2a: Compliance documented to the CPUC.	At least 60 days prior to construction.

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	before construction.		
Impact GEO-3: Soil Stability	MM GEO-3a: The Applicant shall perform design-level geotechnical investigations to assess the potential for geological hazards to include liquefaction, unstable slopes, landslides, earth flows, debris flows, and expansive soils to affect the approved project structures. Where hazards are found to exist, appropriate engineering design and construction measures shall be incorporated into the final project design, such as: • Ground improvement of liquefiable zones • Incorporation of slack in underground portions of the telecommunications system • Positioning of project structures away from steep hillsides and steep drainages • Excavation of expansive soils during construction and replacement with tested and engineered backfill • Redirection of surface water and draining away from expansive foundation soils Compliance with this measure shall be documented to the CPUC at least 60 days prior to construction.	MM GEO-3a: Compliance documented to the CPUC.	At least 60 days prior to construction.
Impact GEO-4: Expansive Soils	MM GEO-3a (see above)		
Impact GEO-5: Wastewater Disposal	No mitigation required.	None	N/A
Impact GEO-6: Availability of a Known Valuable Mineral Resource	No mitigation required.	None	N/A
Impact GEO-7: Mineral Resource Recovery Sites	No mitigation possible.	None	N/A
D.7 Hydrology and Water Quality			
Impact HYD-1: Water Quality Standards and Waste Discharge Requirements	MM HYD-1a: All plans identified in HYDRO-SCE-1 and 3 shall be reviewed and approved by the Santa Ana RWQCB for compliance with the Santa Ana Water Quality Control Plan prior to initiation of construction. Verification of approval shall be provided to the California Public Utilities Commission (CPUC) at least 30 days before construction.	MM HYD-1a: Submit all plans to Santa Ana RWQCB and CPUC.	Prior to construction
Impact HYD-2: Groundwater Supplies and Recharge	No mitigation required	None	N/A
Impact HYD-3: Drainage Patterns, Erosion,	HYDRO-SCE-1: The SWPPP would be submitted to Riverside County	HYDRO-SCE-1 through	Prior to and during

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and Siltation	along with grading permit applications. Implementation of the SWPPP would help stabilize graded areas and waterways, and reduce erosion and sedimentation. The plan would designate BMPs that would be adhered to during construction activities. Erosion-minimizing efforts such as straw wattles, water bars, covers, silt fences, and sensitive area access restrictions (for example, flagging) would be installed before clearing and grading began. Mulching, seeding, or other suitable stabilization measures would be used to protect exposed areas during construction activities. During construction activities, measures would be in place to ensure that contaminants are not discharged from construction sites. The SWPPP would define areas where hazardous materials would be stored, where trash would be in-place, where rolling equipment would be parked, fueled and serviced, and where construction materials such as reinforcing bars and structural steel members would be stored. Erosion control during grading of the construction sites and during subsequent construction would be in-place and monitored as specified by the SWPPP. A silting basin(s) would be established, as necessary, to capture silt and other materials, which might otherwise be carried from the site by rainwater surface runoff. HYDRO-SCE-2: An environmental training program would be established to communicate environmental concerns and appropriate work practices, including spill prevention and response measures and SWPPP measures, to all field personnel. A monitoring program would be implemented to ensure that the plans are followed by all personnel throughout the construction period. HYDRO-SCE-3: The SWPPP would include procedures for quick and safe cleanup of accidental spills during construction. This plan would be submitted to Riverside County with the grading permit application. The SWPPP would prescribe hazardous materials handling procedures for reducing the potential for a spill during construction and would include an emergency response program to ensure quick and safe cleanup of accidental spills. The plan would identify areas where refueling and vehicle maintenance activities and storage of hazardous materials, if any, would be permitted. HYDRO-SCE-4: Dewatering operations would be performed if	4	construction

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	groundwater is encountered while excavating or constructing the proposed subtransmission line, telecommunications line, or Fogarty Substation. These operations would include, as applicable, the use of sediment traps and sediment basins in accordance with BMP NS-2 (Dewatering Operations) from the California Storm water Quality Association's (CASQA) California Storm water BMP Handbook.		
Impact HYD-4: Draining Patterns and Flooding	No mitigation required	None	N/A
Impact HYD-5: Runoff Water and Storm Water Drainage Systems	MM HYD-5a: ~~The environmental training and monitoring program identified in HYDRO-SCE-2 shall be reviewed and approved by the Santa Ana RWQCB for compliance with the Santa Ana Water Quality Control Plan prior to initiation of construction.~~ SCE will obtain Construction General Permit coverage through the State Water Resources Control Board. Verification of approval shall be provided to the CPUC at least 30 days before construction. MM HYD-5b: The SWPPP discussed in HYDRO-SCE-1 and 3 shall be reviewed and approved by the Santa Ana RWQCB for compliance with the Santa Ana Water Quality Control Plan prior to initiation of construction. Verification of approval shall be provided to the CPUC at least 30 days before construction.	MM HYD-5a and b	Prior to construction
Impact HYD-6: Water Quality	No mitigation required	None	N/A
Impact HYD-7: Flood Hazard Zones	MM HYD-7a: Aboveground project features such as the TSPs, poles, underground conduit, and substation shall be placed outside the flow path of watercourses unless an engineering analysis, reviewed by the CPUC, demonstrates that watercourse avoidance is not practicable, and that appropriate flood avoidance measures, such as raising foundations, have been taken to identify and prevent potential flooding and erosion hazards. The Applicant shall provide documentation to the CPUC at least 30 days before the start of the construction regarding which structures would be in flow paths and what protective measures, such as design specifications, are proposed. MM HYD-7b: Ensure all National Flood Insurance Program building requirements are followed.	MM HYD-7a and b	Prior to construction
Impact HYD-8: Structures that Impede or Redirect Flood Flows	No mitigation required	None	N/A
Impact HYD-9: Flooding as a Result of Failure of a Levee or Dam	MM HYD-7a and MM HYD-7b (see above)		

Table 6-1 Mitigation Monitoring Plan (Updated)

Impact HYD-10: Inundation by Seiche, Tsunami, or Mudflow	No mitigation required	None	N/A
D.8 Hazards and Public Safety			
Impact HAZ-1: Environmental Hazards Due to the Use, Transport, or Storage of Hazardous Materials	No mitigation required	None	N/A
Impact HAZ-2: Environmental Hazards Due to Release of Hazardous Materials into the Environment	MM HAZ-2a: As part of the siting and engineering process for the proposed subtransmission line, the Applicant shall precisely locate all underground natural gas lines in the area. Prior to finalizing the engineering design, the Applicant shall contact the Underground Service Alert of Southern California (DigAlert 2006) to identify the exact locations of gas pipelines within the project area. In addition, the Applicant shall contact affected private landowners to determine if septic systems and associated leach fields as well as other underground facilities may be impacted by construction of the Project. Final engineering plans for the Project shall be designed to avoid or minimize interference or damage to underground facilities, both public and private. The Applicant shall immediately notify by telephone the owner of underground facilities that may have been damaged or dislocated during construction of the Project.	MM HAZ-2a: Locate all underground natural gas lines in the area using Underground Service Alert. Contact private landowners about the locations of septic systems or other underground facilities.	Prior to construction
Impact HAZ-3: Hazardous Emissions within a Quarter Mile of a School	MM HAZ-2a (see above)		
Impact HAZ-4: Located on Hazardous Materials Site pursuant to Government Code Section 65962.5	No mitigation required	None	N/A
Impact HAZ-5: Public or Worker Safety Hazard Due to Proximity to a Public or Public Use Airport	No mitigation required	None	N/A
Impact HAZ-6: Public or Worker Safety Hazard Due to Proximity to Private Airstrip	No mitigation required	None	N/A
Impact HAZ-7: Interference with an Emergency Response Plan or Emergency Evacuation Plan	No mitigation required	None	N/A
Impact HAZ-8: Significant Hazards Associated with Wildfires	No mitigation required	None	N/A
D.9 Recreation			
Impact REC-1: Neighborhood and Regional Parks	No mitigation required	None	N/A
Impact REC-2: Construction of Recreational	No mitigation required	None	N/A

Table 6-1 Mitigation Monitoring Plan (Updated)

Facilities			
D.10 Air Quality			
Impact AIR-1: Net Emission Increase of Criteria Pollutants from Construction Activities	MM AIR-1a: The following control measures shall be implemented to minimize impacts due to fugitive dust emissions: • Stabilize unpaved roads with water or other stabilizing agents; • Install wheel washers where vehicles enter and exit construction sites onto paved roads or wash off trucks and equipment leaving sites; • Sweep streets at the end of the day if visible amounts of soil are carried onto adjacent public paved roads. Water sweepers with reclaimed water are recommended; • Install wind breaks at construction areas if activities cause persistent visible PM emissions beyond the work area; • Suspend excavation, trenching, grading, or other earthmoving activities if winds exceed 25 mph; and • Use all required best available control measures as outlined in Table 1 of SCAQMD Rule 403.	MM AIR-1a through e	Prior to and during construction
	MM AIR-1b: All construction equipment greater than 50 hp shall meet the cleanest off-road emission standard available but, at minimum, meet Tier 3 emission standards and be equipped with Level 2 or 3 CARB-verified diesel emission control technology. MM AIR-1c: An equipment emission reduction plan shall be prepared for submission to the CPUC for review and approval at least 60 days prior to construction. The plan shall be incorporated into all contracts and contract specifications for construction work. The plan shall specify all project emission reduction measures and required mitigation measures related to construction equipment emission standards/controls as contractually required. The plan shall outline additional measures, as contractually required, to reduce or eliminate potential impacts associated with construction-related emissions of criteria air pollutants and toxic air contaminants. At minimum, the plan shall include the following additional measures: • As feasible, reduce emissions of PM and other pollutants by using alternative clean fuel technology such as electric, hydrogen		

Table 6-1 Mitigation Monitoring Plan (Updated)

	fuel cell, propane, or compressed natural gas-powered equipment with oxidation catalysts instead of gasoline- or diesel-powered engines. • Ensure that all construction equipment is properly tuned and maintained and shut off when not in direct use. • Prohibit engine tampering to increase horsepower. • Locate engines, motors, and equipment as far as possible from residential areas and sensitive receptors, such as schools, daycare centers, and hospitals. • Provide carpool shuttles and vans to transport construction workers to and from construction sites to minimize private vehicle use. • Minimize construction-related transport of workers and equipment including trucks. • Require that on-road vehicles be less than 10 years old. MM AIR-1d: The Applicant shall designate a Construction Relations Officer to ensure the enforceability and efficacy of construction-related mitigation measures. Each construction site shall include clearly visible signs with a phone number for the public to contact the Construction Relations Officer. The Construction Relations Officer shall be readily available to answer questions or field complaints regarding the Project.		
	MM AIR-1e: Prior to commencing construction, all personnel working on the Project shall be trained to minimize emissions and other air quality impacts during construction. Training would include procedures for: • Stabilizing disturbed areas, including storage piles; • Controlling dust emissions during land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities; • Transporting materials to minimize visible dust emissions; • Stabilizing on-site unpaved roads and off-site unpaved roads; and Using transportation best practices such as carpooling, minimization		

Table 6-1 Mitigation Monitoring Plan (Updated)

	of vehicle idling, and reduced speed.		
Impact AIR-2: Temporary Ambient Air Impacts Caused by Construction Activities	MM AIR-1a through MM AIR-1d (see above)		
Impact AIR-3: Net Increase in Criteria Pollutant Emissions During Maintenance and Inspection Activities	No mitigation required	None	N/A
Impact AIR-4: Odor from Project Construction, Maintenance, and Inspections	No mitigation required	None	N/A
Impact AIR-5: Net Increase in GHG Emissions During Project Construction	MM AIR-5a: The Applicant shall obtain and hold for the duration of project construction, sufficient carbon credits to fully offset construction-phase GHG emissions ("project carbon offsets"). At minimum, the Applicant shall obtain and hold carbon credits to offset at least 4,229 metric tons of CO_2e emissions for the first year of construction and prorated during the second year as required. Prior to completion of project construction, the Applicant shall prepare a detailed written summary of the project carbon offsets, including offset project type, location, calculation methodology protocol employed, and registration status. In addition, prior to completion of project construction, the Applicant shall provide to the CPUC an independent verification opinion statement(s), from a verification body registered with the California Climate Action Registry, Chicago Climate Exchange, ANSI, or the CARB, for the credits to be applied. Offsets purchased from a third-party or developed by the Applicant must meet at least one of the following requirements: 1) Offset project is located within California; 2) Offset project is located in jurisdictions that hold current, specific agreements with California (such as the Climate Action Reserve), or exist in the context of an ISO-compliant regional trading system like that being developed in the Western Climate Initiative or other regional program; and/or 3) Offset project is an internally developed reduction measure following a recognized protocol (such as the Climate Action Reserve, the Voluntary Carbon Standard, or the Chicago Climate Exchange). Some potential offset projects of this type include: • Fuel switching in applicant-owned equipment;	MM AIR-5a: Obtain and hold carbon credits to offset 4,229 metric tons of CO2-e emissions for the first year of construction, and prorated during the second year as required.	Prior to and during construction

Table 6-1 Mitigation Monitoring Plan (Updated)

	• Energy efficiency upgrades beyond business as usual; • Implementation of a quantifiable carpooling program above and beyond what is currently in place; and • Sequestration and/or destruction of GHG conducted in accordance with any protocol available at the time of construction from the Climate Action Reserve, the Voluntary Carbon Standard, or the Chicago Climate Exchange. Any project carbon offset either purchased or developed by the Applicant through another entity must either be registered in, or developed in accordance with a protocol for, an established Carbon Reduction/Sequestration Project. Established projects and protocols would include those provided by recognized organizations, such as the Climate Action Reserve, the Voluntary Carbon Standard, or the Chicago Climate Exchange, that can provide a reasonable level of assurance that GHG reductions are real, additional, permanent, and verifiable. Should the Applicant develop a project carbon offset without registering it with one of the above-referenced registration bodies, the Applicant is required to demonstrate to the CPUC that the offset satisfies the four additionality tests as outlined in the UNFCC Additionality Tool and must obtain an independent evaluation by a qualified third-party confirming that the offset meets additionality testing requirements. With the implementation of MM AIR-5, the impact of the project would be reduced, but it would not be mitigated to a less than significant level and would remain a significant impact.		
Impact AIR-6: GHG Emissions from Project Operations	~~MM AIR-6a: The Applicant shall obtain and hold for the life of the Project sufficient carbon credits to fully offset GHG emissions caused by transmission line operation, maintenance, and inspection activities. Within the first year of project operation, the Applicant shall purchase carbon offsets for at least 34 tonnes of CO_2e. To determine the quantity of carbon reductions that must occur each year after this initial year, the Applicant shall develop a complete GHG inventory annually. The Applicant shall follow established methodologies (such as the California Climate Action Registry or World Resources Institute~~	MM AIR-6a: Obtain and hold for the life of the Project sufficient carbon credits to fully offset GHG emissions caused by transmission line operation, maintenance, and inspection activities.	Following construction and prior to operation

Table 6-1 Mitigation Monitoring Plan (Updated)

	~~protocols) to report GHG emissions associated with operation of the Project. All operational emissions, including SF6 leakage and vehicle travel, will be fully offset using one of the approaches outlined in MM AIR-5a. The Applicant shall report to the CPUC annually on the status of efforts to obtain these offsets and the quantity of GHG emissions offset.~~		
D.11 Noise and Vibration			
Impact NOISE-1: Noise Levels that Exceed Standards	MM NOISE-1a: The Applicant shall stop all construction work within 300 feet of sensitive receptors within Riverside County at 6:00 pm unless the California Independent System Operator (CAISO) and/or California Department of Transportation (Caltrans) require that conductor stringing over freeways or highways occur after 6:00 p.m.	MM NOISE-1a: Stop all construction work within 300 feet of sensitive receptors within Riverside County at 6:00 pm.	During construction
Impact NOISE-2: Excessive Ground-Bourne Vibrations or Ground-Bourne Noise Levels	No mitigation required	None	N/A
Impact NOISE-3: Permanently Increase Ambient Noise Levels in the Project Vicinity	No mitigation required	None	N/A
Impact NOISE-4: Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity	No mitigation required	None	N/A
Impact NOISE-5: Impacts to Construction Workers from Airports and Airstrips Noise	No mitigation required	None	N/A
Impact NOISE-6: Impacts to Residents in the Vicinity of a Private Airstrip	No mitigation required	None	N/A
D.12 Transportation and Traffic			
Impact TRANS-1: Traffic and Level of Service	No mitigation required	None	N/A
Impact TRANS-2: Roadway Closure	No mitigation required	None	N/A
Impact TRANS-3: Air Traffic	No mitigation required	None	N/A
Impact TRANS-4: Design Hazards	No mitigation required	None	N/A
Impact TRANS-5: Emergency Response	No mitigation required	None	N/A
Impact TRANS-6: Parking	No mitigation required	None	N/A
Impact TRANS-7: Pedestrians and Bicycles	No mitigation required	None	N/A
Impact TRANS-8: Damage to Roadways	MM TRANS-8a: Repair roadways damaged by construction activities. If roadways, sidewalks, medians, curbs, shoulders, or other such features are damaged by the Project's construction activities, as determined by the CPUC Environmental Monitor or the affected public agency, the Applicant shall coordinate repairs with the affected public agencies and ensure that any such damage is repaired to the pre-	MM TRANS-8a: Repair roadways damaged by construction activities.	30 days after construction

Table 6-1 Mitigation Monitoring Plan (Updated)

	construction condition within 30 days from the end of the construction period.		
D.13 Public Services and Utilities			
Impact PUB-1: Impact on and Demand for Public Services	No mitigation required	None	N/A
Impact PUB-2: Wastewater Treatment Requirements	MM HYD-1a and HYDRO-SCE-1 (see above)		
Impact PUB-3: Water and Wastewater Treatment Facilities	No mitigation required	None	N/A
Impact PUB-4: Storm Water Drainage Facilities	No mitigation required	None	N/A
Impact PUB-5: Water Supply	No mitigation required	None	N/A
Impact PUB-6: Wastewater Treatment Capacity	No mitigation required	None	N/A
Impact PUB-7: Landfill and Waste Disposal Needs	No mitigation required	None	N/A
Impact PUB-8: Solid Waste Statutes and Regulations	No mitigation required	None	N/A
D.14 Agriculture			
Impact AG-1: Designated Farmland	No mitigation required	None	N/A
Impact AG-2: Williamson Act Lands	No mitigation required	None	N/A
Impact AG-3: Other Farmland Considerations	No mitigation required	None	N/A
D.15 Population and Housing			
Impact POP-1: Population Growth	No mitigation required	None	N/A
Impact POP-2: Existing Housing	No mitigation required	None	N/A
Impact POP-3: Existing Residents	No mitigation required	None	N/A

ATTACHMENT C

DECLARATION OF JENNIFER WOLF

ATTACHMENT C

DECLARATION OF JENNIFER WOLF

I, Jennifer Wolf, declare as follows:

1. I, Jennifer Wolf, am a Project Manager at Southern California Edison Company (SCE). I have been with SCE since 2010. I have a Bachelor of Arts in Environmental Policy and Analysis from Bowling Green State University and a Master of Public Administration from the University of Colorado. I have over 10 years of work experience as a Project Manager in building and development.

2. The Fogarty Substation Project Modification Report (PMR) was prepared under my supervision regarding proposed modifications to the Fogarty Substation, as approved by D.10-08-009. I have knowledge of new or changed facts and circumstances described in the PMR that support SCE's filing of this Petition For Modification (PFM). The PMR determines that the proposed modifications to the Fogarty Substation (Proposed Modifications) do not result in any new significant environmental impacts or substantially increase the severity of previously identified significant effects identified in the Final EIR. *See* PMR, § 1.

3. The Fogarty Substation was constructed in accordance with D.10-08-009. Following construction of Fogarty Substation, SCE determined that certain modifications would be necessary for the Fogarty Substation to achieve full operational capacity.

4. SCE remained in communication with the Energy Division staff about potential changes to the Fogarty Substation. SCE communicated with the Commission's Energy Division and Legal Division about the appropriate mechanism to seek authorization for the necessary modifications. Energy Division and Legal Division provided guidance that a formal PFM would be necessary. *See* Attachment D, Letter from Jensen Uchida, Energy Division, to Tom Burhenn, Southern California Edison, dated November 7, 2011.

5. SCE filed a PFM for the Valley-Ivyglen 115 kV Subtransmission Line and Fogarty Substation Project on March 29, 2013, which involved minor modifications to the Fogarty Substation and additional changes to the Valley-Ivyglen 115 kV Subtransmission Line ("Valley-Ivyglen PFM"). SCE remained in communication with Commission staff and counsel. As a result of ongoing communications, it was determined that SCE could request the Commission to review the Fogarty Substation modifications separate from the Valley-Ivyglen PFM because the Fogarty Substation had already been constructed and only required minor modifications to achieve full operational capacity. Accordingly, SCE is filing this PFM to consider only the modifications associated with the Fogarty Substation. Concurrently, SCE is filing a Motion to Bifurcate to separate the Fogarty Substation modifications from the Valley-Ivyglen PFM.

Summary of Proposed Modifications

6. SCE proposes modifications to the Fogarty Substation related to the substation's distribution getaways, restroom installation, sewer line installation and several of the mitigation measures identified in the Final EIR.

Modified Distribution Getaways

7. The Final EIR included six underground distribution circuits connecting Fogarty Substation to Terra Cotta Road. Four distribution duct banks consisting of four vaults and associated underground trenching are required for the six underground distribution circuits. Two distribution duct banks and two vaults were previously constructed as part of the Notice to Proceed Number One for Fogarty Substation, which were located within the substation property line, just outside the substation wall. Based on design changes resulting from final engineering, the remaining two distribution duct banks and two vaults are included as part of the Proposed

Modifications because one duct bank would be located within Kings Highway rather than Terra Cotta Road, and both duct banks require modifications to Mitigation Measure (MM) BIO-1b.

Restroom Installation

8. SCE is proposing to install a permanent restroom within Fogarty Substation to ease future maintenance. A backhoe would be used to create an approximately 10-foot by 10-foot by 24-inch-deep pad. The restroom would then be set in the pad using a crane. The restroom would have a self-contained waste vault but would be connected to a future sewer line either in Terra Cotta Road or the future Kings Highway when a sewer line becomes available in the local vicinity. The restroom would also have a water line connection to a water line that is planned to be installed in the future Kings Highway.

Sewer Line Installation

9. When a sewer line becomes available in either Kings Highway or Terra Cotta Road, SCE would install a 100- to 150-foot sewer line from the restroom location to one of these roads. The sewer line would be constructed using 6-inch polyvinyl chloride pipe. A backhoe would be used to dig an approximately 15-foot-wide and 5-foot-deep trench, assuming that the trench would be constructed at a 1.5-to-1 slope (without shoring). If shoring is in place, the trench would be approximately 3 feet wide. Once the pipe is placed in the trench, the excavated soil would be used for backfill. The work area required for the sewer line installation would be approximately 10 feet on each side of the trench.

Modifications to Mitigation Measures and Applicant-Proposed Measures

10. SCE is proposing to modify some of the mitigation measures and applicant-proposed measures in the Final EIR. As demonstrated in the PMR, the Proposed Modifications would be consistent with the Final EIR and would not result in any new environmental impact or

substantially increase the severity of any previously identified significant impacts. *See* PMR, § 1. As described in Table 2-1 of the PMR, SCE proposes modifications to MM BIO-1b, MM BIO-1e, MM BIO-1h, BIO-APM 15 and TRANS-APM 2.

Proposed Construction

11. Construction activities for the Proposed Modifications would be similar to construction activities described in the Final EIR, although the duration of the construction and area of impact would be substantially less than what was required to construct the Fogarty Substation. Construction of the Proposed Modifications would take approximately two to three months with eight crew members.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on March 24, 2014, at Rosemead, California.

/s/ Jennifer Wolf
By: Jennifer Wolf

ATTACHMENT D

LETTER FROM JENSEN UCHIDA, ENERGY DIVISION, TO TOM BURHENN, SOUTHERN CALIFORNIA EDISON, DATED NOVEMBER 7, 2011

STATE OF CALIFORNIA
Edmund G. Brown Jr., Governor

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

November 7, 2011

VIA FIRST CLASS MAIL AND EMAIL

Mr. Tom Burhenn
Southern California Edison
Regulatory Affairs
2244 Walnut Grove Avenue, Quad 3D, GO1
Rosemead, California 91770

Dear Mr. Burhenn:

Thank you for meeting with me and other members of the Energy and Legal Divisions of the CPUC on October 27, 2011 to discuss Southern California Edison's (SCE) intent to file a variance request to modify the design of the Fogarty Substation's vault/getaway systems. During the meeting, you noted that an official request for the variance would be delivered to the Energy Division within a few days of the meeting. The request, along with maps and other supplemental data were received by the Energy Division on October 31, 2011.

After reviewing the materials submitted, the Energy and Legal Divisions concur that the only mechanism available to SCE to seek Commission approval of the type of project changes planned for the substation would be to re-file the request as a formal Petition for the Modification (PTM) of D.10-08-009. No further action can be taken on the proposed modification until a PTM is submitted by SCE.

Sincerely,

Jensen Uchida

CC: Mary Jo Borak, CPUC, Energy Division
Nicholas Sher, CPUC, Legal Division

ATTACHMENT E

SOUTHERN CALIFORNIA EDISON COMPANY, FOGARTY SUBSTATION, PROJECT MODIFICATION REPORT

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1 – INTRODUCTION

On January 16, 2007, Southern California Edison (SCE) filed Application Number (No.) 07-01-031 and a Proponent's Environmental Assessment (PEA) with the California Public Utilities Commission (CPUC) for a Permit to Construct (PTC) the Valley-Ivyglen 115 Kilovolt (kV) Subtransmission Line. On April 30, 2007, SCE filed Application No. 07-04-028 and a PEA with the CPUC for a PTC for Fogarty Substation. By ruling dated June 6, 2007, Applications No. 07-01-031 and 07-04-028 were consolidated. The applications were deemed complete by the CPUC on December 21, 2007.

On June 15, 2009, the CPUC—as Lead Agency under the California Environmental Quality Act (CEQA)—released a Draft Environmental Impact Report (EIR) for consideration of SCE's Valley-Ivyglen 115 kV Subtransmission Line and Fogarty Substation Project. On May 25, 2010, the CPUC released the Final EIR for the project. On August 12, 2010, the CPUC issued Decision 10-08-009 granting SCE a PTC. Construction of Fogarty Substation was substantially completed and energized on December 19, 2011, in accordance with the Final EIR.

Based on SCE's final engineering review and ongoing efforts to minimize environmental impacts, SCE determined that minor modifications would be needed to Fogarty Substation to achieve full operational capacity, and additional modifications would be needed to the Valley-Ivyglen 115 kV Subtransmission Line portion of the Approved Project. SCE remained in communication with CPUC staff during SCE's post-approval evaluation process. On March 29, 2013, SCE filed a Petition for Modification and Project Modification Report (PMR) for changes to the Valley-Ivyglen 115 kV Subtransmission Line and Fogarty Substation Project (Approved Project). Following this filing, based on ongoing communication with CPUC staff and council, it was determined that SCE could request the CPUC to review the minor modifications to Fogarty Substation separately from theValley-Iyglen 115 kV Subtransmission Line modifications because Fogarty Substation had already been constructed and only required minor modifications to achieve full operational capacity.

Accordingly, this PMR analyzes the potential environmental impacts associated with the minor modifications needed for Fogarty Substation to achieve full operational capacity (Proposed Modifications). Construction of the Proposed Modifications would take approximately 2 to 3 months to complete. Construction activities for the Proposed Modifications would be similar to construction activities described in the Final EIR, although the duration of the construction and area of impact would be substantially less than what was required to construct Fogarty Substation.

The need for the Proposed Modifications resulted from the completion of final engineering and SCE's ongoing efforts to avoid impacts to sensitive resources. As described further in *Chapter 2 – Proposed Modifications To Fogarty Substation*, the rationale for the Proposed Modifications include, but are not limited to, ease of future maintenance and to allow the completion of the distribution circuits approved in the Final EIR. As discussed in *Chapter 3 – Analysis of Proposed Modifications*, the Proposed Modifications would not result in any new significant environmental impacts, or substantially increase the severity of previously identified significant impacts, as identified in the Final EIR.

1.0 PROJECT LOCATION

Fogarty Substation is located in the City of Lake Elsinore. A detailed description of the Proposed Modifications is provided in *Chapter 2 – Proposed Modifications To Fogarty Substation*. *Figure 2-1: Proposed Fogarty Substation Site Map* in *Chapter 2 – Proposed Modifications To Fogarty Substation* depicts the location of Fogarty Substation.

2 – PROPOSED MODIFICATIONS TO FOGARTY SUBSTATION

Fogarty Substation has been built consistent with the Final EIR. The Proposed Modifications would include modified distribution getaways, modified mitigation measures, restroom installation, and sewer line installation, when it becomes available in the area. *Figure 2-1: Proposed Fogarty Substation Site Map* depicts the location of Fogarty Substation. The following section includes the location of each modification and new construction methods that are not described in the Final EIR, as well as the rationale for the Proposed Modifications.

2.0 MODIFIED DISTRIBUTION GETAWAYS

The Final EIR included six underground distribution circuits connecting Fogarty Substation to Terra Cotta Road. Four distribution duct banks consisting of four vaults and associated underground trenching are required for the six underground distribution circuits. Two distribution duct banks and two vaults were previously constructed as part of Notice to Proceed #1 for Fogarty Substation, which were located within the substation property line, just outside the substation wall. Based on design changes resulting from final engineering, the remaining two distribution duct banks and two vaults are included as part of the Proposed Modifications because one duct bank would be located within Kings Highway rather than Terra Cotta Road, and both duct banks require modifications to Mitigation Measure (MM) BIO-1b. These MM modifications are described further in *Section 2.4 Proposed Changes to Mitigation Measures and Applicant-Proposed Measures*.

For the activities covered by the Proposed Modifications, the total length of the two distribution duct banks would be approximately 900 feet. The trenches would be approximately 2 feet wide and 5 feet deep with a 25-foot-wide work area centered on the trench. One vault would be approximately 7 feet wide, 14 feet long, and 8 feet deep, requiring an excavation pit that is approximately 9 feet wide, 16 feet long, and 10.5 feet deep. The other vault would be approximately 7 feet wide, 18 feet long, and 8 feet deep, requiring an excavation pit that is approximately 9 feet wide, 20 feet long, and 10.5 feet deep. Typical drawings for the distribution duct bank encasement and vault are provided in *Figure 2-2: Distribution Duct Bank Encasement Typical Drawing* and *Figure 2-3: Vault Typical Drawing*.

The majority of the spoils generated from the excavation activities would go back into the trench. The top 6 to 12 inches of topsoil would be set aside for replacement, and the remaining spoils that may be displaced by the underground structures and the new conduit system would be hauled away to an SCE-approved dump site, consistent with the analysis in the Final EIR. Any spoil that is temporarily stockpiled would be stored in an approximately 0.25-acre staging area to the east of Fogarty Substation, outside of any sensitive areas.

2.1 RESTROOM INSTALLATION

SCE is proposing to install a permanent restroom within Fogarty Substation to ease future maintenance. A backhoe would be used to create an approximately 10-foot by 10-foot by 24-inch-deep pad. The restroom would then be set in the pad using a crane. The restroom would have a self-contained waste vault, but would be connected to a future sewer line either in Terra

Cotta Road or the future Kings Highway if sewer becomes available in the local vicinity. The required sewer facilities that would be installed are described further in *Section 2.2 Sewer Line Installation*. The restroom would also have a water line connection to a water line that is planned to be installed in the future Kings Highway.[1]

2.2 SEWER LINE INSTALLATION

If a sewer line becomes available in either Kings Highway or Terra Cotta Road, SCE would install a 100- to 150-foot sewer line from the restroom location to one of these roads, assuming a direct connection. The sewer line would be constructed using 6-inch polyvinyl chloride pipe. A backhoe would be used to dig an approximately 15-foot-wide and 5-foot-deep trench, assuming that the trench would be constructed at a 1.5-to-1 slope (without shoring). If shoring is in place, the trench would be approximately 3 feet wide. Once the pipe is placed in the trench, the excavated soil would be used for backfill. The work area required for the sewer line installation would be approximately 10 feet on each side of the trench.

2.3 PROPOSED CONSTRUCTION PERSONNEL AND EQUIPMENT

Construction activities for the Proposed Modifications would be similar to construction activities described in the Final EIR, although the duration of the construction and area of impact would be substantially less than what was required to construct Fogarty Substation. Construction of the Proposed Modifications would take approximately 2 to 3 months with eight crew members. The construction hours would generally be 5 days per week, Monday through Friday, from 7:00 a.m. to 3:30 p.m. Construction equipment required would include a foreman pickup, crew truck, dump truck, water truck, concrete truck, semi-truck, backhoe, equipment trailer, air compressor, small compactor, and 40-ton crane. Approximately eight commuter trips and up to six truck trips per day would be required.

2.4 PROPOSED CHANGES TO MITIGATION MEASURES AND APPLICANT-PROPOSED MEASURES

SCE is proposing to modify some of the MMs and applicant-proposed measures (APMs) in the Final EIR, as well as add some APMs. *Table 2-1: Proposed MM and APM Modifications* provides the modifications to the MMs and APMs, as well as a justification for the modifications.

[1] As approved in Notice to Proceed #4, a water line extension from the Elsinore Valley Municipal Water District (EVMWD) water line located in Terra Cotta Road is planned to be installed in Quarter 1 of 2014. The proposed restroom installation includes a connection to the extended water line.

Figure 2-1: Proposed Fogarty Substation Site Map **Valley-Ivyglen 115 kV Subtransmission Line Project**

- Fogarty Substation Boundary
- Modified Distribution Getaway
- Proposed Bathroom
- Proposed Sewer Line Option 1
- Proposed Sewer Line Option 2
- Proposed Staging Area
- Vault

1:3,000

0 250 500 Feet

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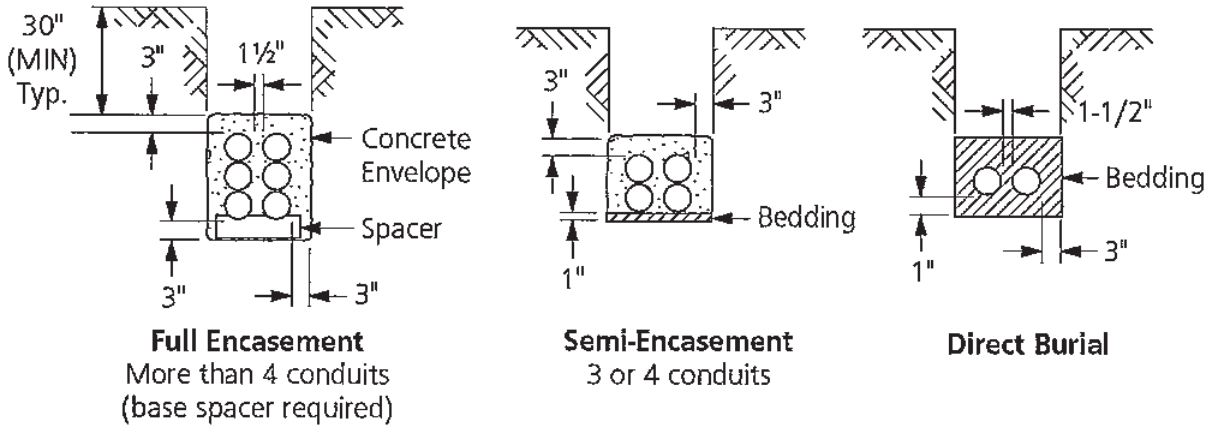
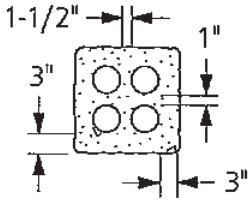


Full Encasement
More than 4 conduits
(base spacer required)

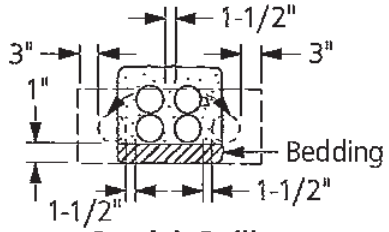
Semi-Encasement
3 or 4 conduits

Direct Burial

Special Conduit Formations



Conduit Bank Terminations
Minimum separations required between all types of conduit at conduit entrances to substructures



Conduit Rolling
Used only when specified or sanctioned for ducts to occupy minimum vertical space and maintain required cover.

Figure 2-2: Distribution Duct Bank Encasement Typical Drawing

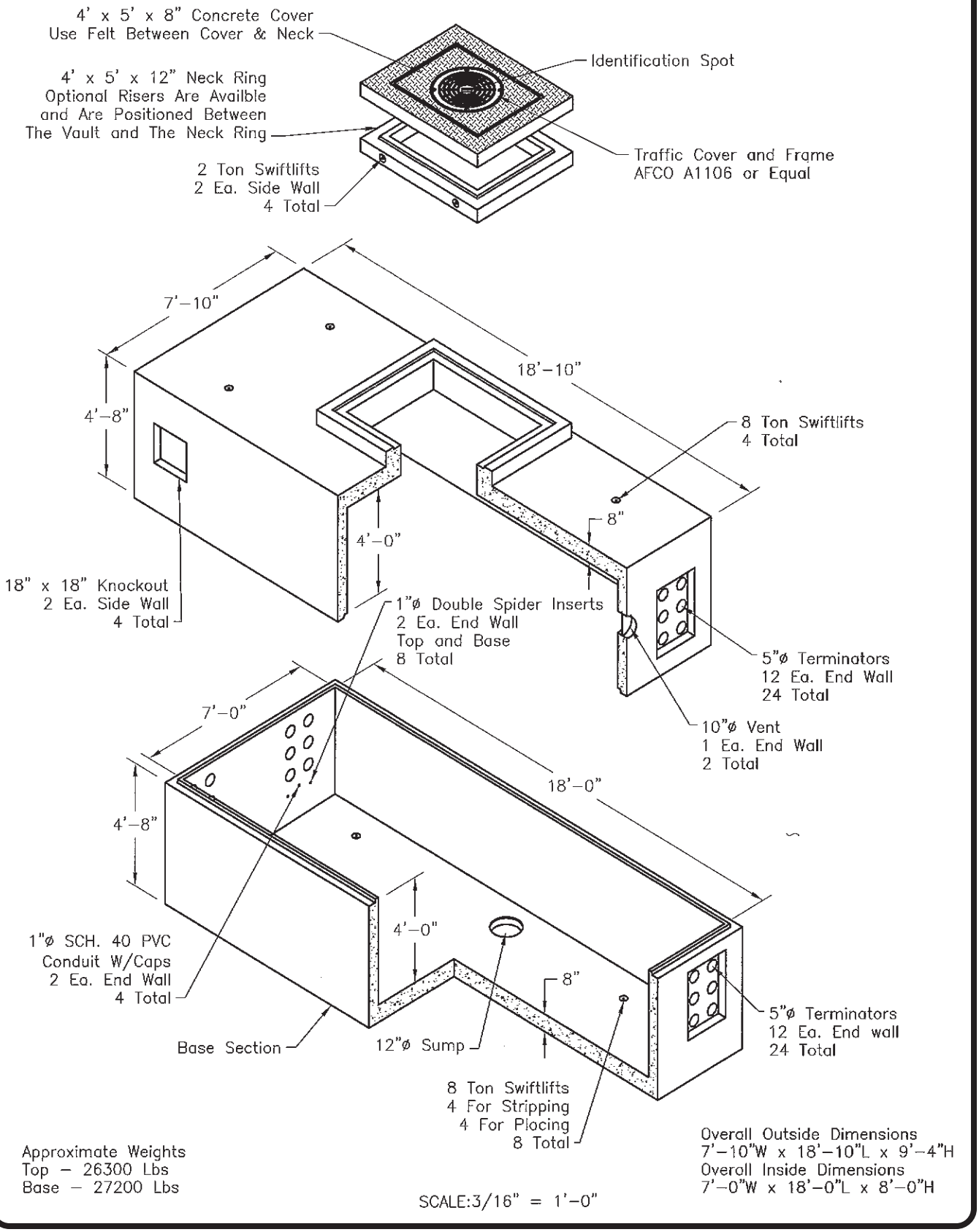


Figure 2-3: Vault Typical Drawing

Table 2-1: Proposed MM and APM Modifications

Modified MM or APM	Proposed Modifications (strikeout identifies deletions and underline identifies additions)	Justification
MM BIO-1b: Special Status Plant Species	Pre-construction surveys will be conducted ~~during the appropriate blooming and precipitation period~~ by a qualified botanist for all special status plant species as defined by Table D.4-3.[2] ~~On the ground mapping of sensitive soils that are in direct association with these populations will be conducted during the pre-construction surveys.~~ The limits of populations of special status plant species shall be flagged or otherwise marked by a qualified botanist to ensure construction crews will avoid direct impacts to these populations. A minimum buffer of ~~100~~25 feet around these flagged plant populations shall be maintained to protect any special-~~-~~status plant seedbank that may be dormant in the sensitive soils. However, should the Applicant participate in the MSHCP, avoidance, minimization, and mitigation would be handled for each plant species pursuant to the MSHCP. Some species do not require an avoidance buffer while others would be subject to mitigation in the form of a Determination of Biologically Equivalent or Superior Preservation (DBESP). The Applicant will also report geo-referenced special status plant locations to the ~~CDFG~~California Department of Fish and Wildlife (CDFW) and USFWS. The Applicant will implement avoidance measures including, but not limited to, the following: • No construction work (e.g., vegetation clearing, ground disturbance) will be authorized to begin until pre-construction surveys have been completed and results submitted to the ~~CDFG~~CDFW and USFWS. • The Applicant will avoid the flagged areas and will not drive vehicles, go by foot, or place equipment or materials in any area with special status plants. • The Applicant will maintain a minimum distance of 25 feet from the flagged boundary of special status plants for equipment staging and fueling and fill stockpile areas from special status plant populations. • Overhead installation of telecommunication lines will be accomplished by crews on foot as necessary to negotiate around flagged sensitive resources. This will also occur in areas where there is no established access road within the ROW and sensitive resources have been flagged during pre-construction surveys. • Trenching to install telecommunications will be conducted a minimum of 25 feet from the flagged boundary of special status plant populations. • If special status plants are present in an area where trenching to install telecommunications or other equipment would be required to connect to an existing subtransmission structure, the Applicant will identify and connect to an alternate structure where disturbance of special status plants can be avoided. This may require the Applicant to extend the length of the trench to reach the alternate structure or to avoid underground trenching in certain areas. • TSP and line positioning and installation activities will avoid and span all flagged resources. If the Applicant cannot avoid direct and/or indirect impacts to special status plants, then as a PSE under the MSHCP, the Applicant will consult with the ~~CDFG~~CDFW, USFWS, and RCA, and follow the provisions set forth in the MSHCP, including but not limited to: 1. Submittal to the RCA of required documentation, including quantitative evaluations for the ~~Determination of Biologically Equivalent or Superior Preservation (~~DBESP~~)~~, as needed. 2. Adhering to policies and procedures in MSHCP Section 6.1.2 (Riparian/Riverine/Vernal Pool Policy), Section 6.1.3 (Narrow Endemic Plant Species Policy), and Section 6.3.2 (Additional Survey Needs and Procedures for Criteria Area Species). 3. Proposing and implementing mitigation measures developed in consultation with and approved by the ~~CDFG~~CDFW, USFWS, and RCA.	1) SCE is proposing to remove "appropriate blooming and precipitation" because the project botanist has surveyed and identified all special-status plant species in previous years and per all acceptable protocols including appropriate seasonal blooming and precipitation periods. All surveys were conducted consistent with the Multiple Species Habitat Conservation Plan (MSHCP) requirements and included species both covered and not covered by the MSHCP. Pre-construction surveys will serve to update the results of previously conducted protocol-level surveys, and the biologist/botanist will record all special-status plant species occurring within the area of potential disturbance. Further, it should be noted that not all plant species bloom at the same time or even near the same time annually. Each special-status plant species has an individual blooming period that varies and/or overlaps with other special-status plant species. Pre-construction surveys are generally conducted not less than 30 days prior to start of construction; meaning, if surveys for each plant species had to be conducted within the multiple appropriate blooming periods (generally spread out over the spring and summer months), it would not be possible to conduct surveys during multiple blooming periods all within one 30-day period prior to the start of construction. 2) Soils Mapping – SCE is proposing the removal of the soils mapping requirement because mapping of sensitive soils was completed previously as part of the MSHCP's approval process, including its own EIR/Environmental Impact Statement, in 2003. Additional soils mapping would not be expected to differ substantially from the results obtained in 2003, offering no additional value to special-status plant species. 3) Buffer Distance – Given that this measure requires a 25-foot buffer from special-status plant species during trenching, equipment staging, fueling, and stockpiling, SCE is proposing that the "minimum buffer of 100 feet" be changed to 25 feet, consistent with the other references to 25 feet. If a special status plant species is discovered prior to construction, implementation of the mitigation included in this measure would address any potential impacts to those species.

[2] Refers to Table D.4-3: Special Status Plant Species Known to Occur or with the Potential to Occur within the Project Area in the Final EIR.

Modified MM or APM	Proposed Modifications (strikeout identifies deletions and underline identifies additions)	Justification
MM BIO-1b: Special Status Plant Species (cont.)	As specifically applies to plants covered under MSHCP policies 6.1.3 and 6.3.2, the Applicant shall implement avoidance and mitigation measures to reduce impacts on special status plant species to a less than significant level as consistent with provisions set forth in the MSHCP. Mitigation shall include a tiered approach as summarized below and any other measures determined in consultation with the ~~CDFG~~ CDFW, USFWS, and RCA: 1. Avoid 90% of the plant populations with long-term conservation value found within suitable habitat within the project area. If 90% conservation cannot be maintained, then a DBESP will be prepared according to MSHCP provisions. 2. The known locations of special status plant populations within the project footprint found prior to or during the construction period will be monitored during ground disturbing construction activities by a qualified botanist. The Applicant will submit a post-construction report/technical memo to the CPUC within 60 days post-construction reporting on the effectiveness of protection measures. 3. Mitigation for impacted special status plants shall include restoration, conservation, and compensation measures, and may be on site and/or off site. As some special status plants such as Munz's onion and San Diego Ambrosia cannot be successfully salvaged and restored, mitigation shall include purchase of credits in an established mitigation bank as approved by the Resource Agencies. Expected mitigation ratios shall be a minimum of 1:1 for plant populations that are restored or conserved on site, and 2:1 for plant populations that are preserved or conserved off site. The Applicant will prepare a Habitat Mitigation and Monitoring Plan that will be submitted to and approved by the RCA and the ~~CDFG~~CDFW and USFWS prior to initiating ground disturbance activities in areas where special status plants will be impacted. The plan will outline restoration and conservation activities, locations, monitoring requirements, and criteria to measure mitigation success. 4. Conservation measures shall include preservation of portions of the impacted on-site plant populations, where possible. The Applicant will establish conservation easements within one year of construction implementation on any on-site (where possible) and off-site mitigation site(s) to protect the populations in perpetuity. In the event that SCE does not participate in the MSHCP, or if the project may impact a particular special-status plant species that is not covered by the MSHCP, SCE would implement a similar level of mitigation as would have been required by the MSHCP (i.e., as otherwise required by MM BIO-1b) to ensure that impacts to special-status plants are reduced to less-than-significant levels. Such mitigation may include, but not be limited to, restoration, conservation, and compensation measures, and may be onsite and/or offsite. It is expected that all special-status plant species and seedbank (in the topsoil) can be successfully salvaged and restored directly back into the area of disturbance after construction is completed. In the unlikely event that plants and seedbank (in topsoil) cannot be directly restored in the same area as the disturbance, mitigation shall include purchase of credits in an established mitigation bank or implementation of other mitigation strategies subject to the approval of the USFWS and CDFW. Expected mitigation ratios shall be a minimum of 1:1 for plant populations that are restored or conserved on-site, and 2:1 for plant populations that are preserved or conserved off-site. The Applicant would prepare a Habitat Mitigation and Monitoring Plan (for those special-status plants that cannot be salvaged and directly restored) that would be submitted to and approved by the USFWS and CDFW, as appropriate, prior to initiating ground disturbance activities in areas where special-status plants would be impacted. The plan would outline restoration and conservation activities, locations, monitoring requirements, and criteria to measure mitigation success.	4) On-Site Mitigation – SCE is proposing changes to requirement for "on-site mitigation" for the purpose of clarification and flexibility dependent upon the sensitivity status of a given plant species. Although some impacts to paniculate tarplant are anticipated, this species is widespread throughout the area and re-establishes after disturbance. As such, mitigation would include topsoil salvage and replacement only within the same area of disturbance. No additional measures for this species should be required. SCE would coordinate with the CDFW to determine under what conditions, if any, warrant a conservation easement requirement for paniculate tarplant. Although United States (U.S.) Fish and Wildlife Service (USFWS) approval oversight is mentioned here, if the plant species potentially impacted (e.g. paniculate tarplant) is not covered by the MSHCP or is not federally listed, the USFWS may choose not to be involved. Impacts to other special-status plants are not expected, but if other such species are discovered during pre-construction surveys, this measure includes requirements to address them accordingly.

Modified MM or APM	Proposed Modifications (strikeout identifies deletions and underline identifies additions)	Justification
MM BIO-1e: Pre-Construction Nesting Bird Surveys	To avoid the impacts to active nests (with eggs or young) of any protected bird, the Applicant shall implement one of the following: a. Conduct all construction activity (including vegetation pruning or removal) during the non-breeding season (generally between August 31 and February 1) for most special status and non-special status migratory birds. b. If construction activities are scheduled to occur during the breeding season (February through August), a qualified biologist with knowledge of local wildlife resources will conduct pre-construction focused nesting surveys no more than 30 days prior to any ground disturbing activity or vegetation trimming or removal activities. These surveys shall be conducted up to a distance of 500 feet from the centerline of the subtransmission line and 500 feet from existing and new (i.e., Fogarty) substations. If active nests are found, a biological monitor with expertise in bird behavior would establish a species-specific buffer around the nest and no activities would be allowed within the buffer until the young have fledged from the nest or the nest fails. A project-specific Nesting Bird Management Strategy has been prepared to establish buffers based on, but not limited to, the following: the bird species (some species are more tolerant of disturbance while others are less tolerant), location of nest building and active nests, threshold for nesting disturbance taking into account bird behavior, including signs of agitation, continuous focused nest monitoring by qualified biologists, background noise, type of construction activity, and dust emissions and noise levels from construction. Buffers would be adjusted based on no exceedance of an established threshold of behavioral agitation and other signs indicating disruption of nesting behavior. Buffers may be increased or decreased based on the opinion of the biologist with expertise in bird behavior to ensure that impacts to nesting birds would not occur. The Nesting Bird Management Strategy establishes a communication and reporting protocol involving SCE, biological monitors, and the CPUC, CDFW, and USFWS. The Nest Buffer Management Strategy was prepared by the Project's Lead Biologist and was subject to the approval of the CDFW (pursuant to the California Fish and Game Code) and USFWS (pursuant to the Migratory Bird Treaty Act). ~~If nesting birds are located, the Applicant will maintain appropriate buffers as follows from occupied nests with all construction, operations, and maintenance activities:~~ ~~• 500 feet from nesting raptors~~ ~~• 250 feet from all other nesting birds~~ During active construction, the qualified biologist will monitor and assess any nesting birds within the specified buffer ranges to determine whether disturbance is impacting the birds. The qualified biologist will have the authority to halt construction in the area of disturbance impacting the birds, and will immediately contact the Applicant's Lead Biologist~~, until t~~ The Applicant's Lead ~~b~~Biologist will ~~can~~ notify the CPUC, USFWS and ~~CDFG~~CDFW and consult on an appropriate course of action.	SCE proposes revisions to include ongoing implementation of the Nesting Bird Management Strategy, previously prepared for Fogarty Substation construction, specifying protective species-specific buffers and behavioral thresholds. The Nesting Bird Management Strategy was approved in coordination with CDFW and USFWS. The Nest Buffer Management Strategy also includes a communication and reporting protocol involving SCE, CPUC, CDFW, and USFWS. Any notification or discussion with the CPUC, USFWS, and CDFW regarding biological issues, including nesting bird issues, would be handled by SCE's Lead Biologist, not the field biologist.
MM BIO-1h: Noise Control	The Applicant will avoid impacts to migratory and special status bird species protected under federal or state regulations by ensuring that construction or operational noise does not exceed ~~ambient levels~~ the nest disturbance threshold and/or the noise level threshold established in the Nesting Bird Management Strategy during the general nesting period. This will be accomplished through 1) work scheduling (i.e., scheduling construction to avoid segments where occupied nests are found) and 2) having properly functioning mufflers on construction vehicles. No vehicles, chain saws, or heavy equipment will be operated within the ~~minimum exclusion zone of 250 feet~~ exclusion zones established within the Nesting Bird Management Strategy until the nesting season is over or until a qualified wildlife biologist has determined that nesting is finished and the young have fledged. If a qualified wildlife biologist determines that any particular construction, operation, or maintenance activities pose a high risk of disturbing an active nest, the biologist will halt work in the particular area of impact and/or recommend additional, feasible measures to minimize the risk of nest disturbance. If work activities are found to result in harm to nesting birds, destruction of an active nest, or nest abandonment prior to fledging, the biologist will report this to the ~~CDFG~~CDFW and USFWS.	SCE is proposing to make the noise disturbance thresholds consistent with the Nesting Bird Management Strategy discussed in MM BIO-1e: Pre-Construction Nesting Bird Surveys, addressing nesting bird issues.
BIO-APM 15: Potential Impacts to Stephen's Kangaroo Rat	Mitigation will be implemented through payment of fees pursuant to the Riverside County Habitat Conservation Agency (RCHCA) Stephens' Kangaroo Rat Habitat Conservation Plan Agreement approved by the RCHCA on September 20, 2012 and with concurrence by USFWS and CDFW. Prior to start of construction, SCE will obtain a Certificate of Inclusion from the RCHCA for the project.	SCE proposes this APM in response to recent coordination with the RCHCA, USFWS, and CDFW which resulted in a mechanism for take coverage of Stephens' kangaroo rat.
TRANS-APM 2: Work Area Protection and Traffic Control Manual	If lane closures are required, the Applicant would comply with BMPs established by the ~~Work Area Protection and~~ California Joint Utility Traffic Control Manual (California Joint Utility Traffic Control Committee ~~1996~~2010). These measures might include the use of cones, flagmen, detours, or performance of construction at night if work requires equipment or personnel operation within the road right-of-way.	Since the release of the Final EIR, the Work Area Protection and Traffic Control Manual (1996) has been updated.

Note: All references to California Fish and Game (CDFG) have been changed to reflect the agency's recent name change to CDFW.

3 – ANALYSIS OF PROPOSED MODIFICATIONS

3.0 INTRODUCTION

This PMR analyzes the potential effects of the Proposed Modifications on the following environmental resource areas, which were all addressed in the Final EIR:

1. Land Use
2. Visual Resources
3. Biological Resources
4. Cultural Resources
5. Geology, Soils, and Minerals Resources
6. Hydrology and Water Quality
7. Hazards and Public Safety
8. Recreation
9. Air Quality
10. Noise
11. Transportation and Traffic
12. Public Services and Utilities
13. Agriculture
14. Population and Housing

The Final EIR identified the significance of each impact according to the following classifications:

- Class I: Significant impact and no feasible mitigation measures are available
- Class II: Less-than-significant impact after mitigation measures are implemented
- Class III: Less-than-significant impact without mitigation measures[3]

Section 3.1 Land Use through *Section 3.14 Population and Housing* summarize the impact determinations in the Final EIR, analyze the effects of the Proposed Modifications on the impact determinations in the Final EIR, and evaluate new impacts not addressed in the Final EIR. The beginning of each resource analysis contains a table summarizing each impact in the Final EIR by indicating the class of impact (i.e., Class I, Class II, or Class III) and the applicable APMs and MMs that were included in the Final EIR. Each section also contains a table that identifies the Proposed Modifications that are relevant to the resource analysis. In addition, each section concludes with a table that summarizes the change in impact significance and identifies any new APMs that have been developed to reduce impacts from the Proposed Modifications. *Chapter 4 – Cumulative Impacts* discusses past, present, and reasonably foreseeable future projects within 1 mile of the proposed Fogarty Substation as identified in the Final EIR, as well as new projects identified since the release of the Final EIR, and the potential for the Proposed Modifications to contribute to a significant cumulative effect.

[3] The Final EIR applied a Class III assessment in situations where no impacts would occur.

3.1 LAND USE

This section summarizes the impacts to land use identified in the Final EIR, describes the Proposed Modifications relevant to land use, and analyzes the potential effects of the Proposed Modifications on land use. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.1.1 Summary of Final EIR

The Final EIR determined that the impacts to land use would be significant and unavoidable. *Table 3.1-1: Summary of Final EIR – Land Use* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for land use associated with Fogarty Substation.

Table 3.1-1: Summary of Final EIR – Land Use

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact LAND-1: Physical Division. The Final EIR determined that Fogarty Substation would not physically divide an established community.	Class III (Less than Significant)	None
Impact LAND-2: Applicable Land Use Plan, Policy, or Regulation. The Final EIR determined that the Approved Project would conflict with applicable land use plans, policies, or regulations.	Class I (Significant and Unavoidable)	None
Impact LAND-3: Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The Final EIR determined that the Approved Project would comply with the Western Riverside County Multiple Species HCP (MSHCP) to mitigate any impacts covered by the MSHCP.	Class II (Less than Significant after Mitigation)	MM BIO-1b

Source: CPUC, 2010

3.1.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on land use from the Proposed Modifications.

3.1.2.1 Methodology

Potential impacts to land use resulting from the construction of each Proposed Modification were determined based on an assessment of whether the Proposed Modification would physically divide an established community, conflict with an applicable land use plan, or conflict with an HCP or NCCP. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.1-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Land Use* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to the applicable impacts from the Final EIR.

Table 3.1-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Land Use

Proposed Modifications	Impact LAND			Discussion
	-1	-2	-3	
Modified Distribution Getaways	✓	NA	✓	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts LAND-1 and -3 as compared to the Final EIR, as analyzed in *Section 3.1.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations.* As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.
Restroom Installation	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to land use impacts as compared to the Final EIR. Restroom installation would occur within the existing Fogarty Substation and would not physically divide an established community, conflict with an applicable land use plan, or conflict with an HCP or NCCP.
Sewer Line Installation	✓	NA	✓	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts LAND-1 and -3 as compared to the Final EIR, as analyzed in Section *3.1.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations.* As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.

Note: NA = Not Applicable

3.1.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to land use as identified in the Final EIR, and evaluate whether the Proposed Modifications affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.1.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications. The restroom installation does not affect land use and is not described further, as described in *Table 3.1-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Land Use*.

Impact LAND-1: Physical Division

Consistent with the analysis presented in the Final EIR, construction of Fogarty Substation did not result in the physical division of an established community because the site is located in an isolated section of the City of Lake Elsinore with two existing residences in proximity to the site. There is no established community in the area. Therefore, no significant impact occurred from the construction of Fogarty Substation (Class III).

The proposed distribution getaways and sewer line installation, as well as the proposed staging area, would be located adjacent to the existing Fogarty Substation, would be installed underground and thus and would not substantially change the analysis of this impact in the Final EIR. Similar to Fogarty Substation, as analyzed in the Final EIR, the minor changes associated with the Proposed Modifications would not divide existing communities because there is no established community in the area. The Proposed Modifications would not physically divide an established community, which is consistent with the Final EIR's assessment of Class III (Less than Significant). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact LAND-1 as compared to the Final EIR.

Impact LAND-2: Applicable Land Use Plan, Policy, or Regulation

Consistent with the Final EIR, construction of Fogarty Substation conflicted with policy LU 13.5 in the Land Use Element of the Riverside County General Plan because Fogarty Substation facilities included three above-ground tubular steel poles (TSPs) to support two new 115 kV subtransmission line segments that connect the Valley-Elsinore 115 kV Subtransmission Line to Fogarty Substation, which are visible from State Route (SR-) 74 and Interstate (I-) 15. As a result, impact LAND-2 was determined to be significant and unavoidable (Class I) for Fogarty Substation.

The modified distribution getaways and sewer line would be installed underground; therefore no new permanent above-ground structures would be installed as part of the Proposed Modifications. Therefore, the Proposed Modifications would be consistent with policy LU 13.5 in the Land Use Element of the Riverside County General Plan. The new restroom would be installed within Fogarty Substation and would be shielded from SR-74 and I-15 by the existing

substation wall and substation components. As a result, impacts would be less than significant (Class III). The Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact LAND-2 as compared to the Final EIR.

Impact LAND-3: Habitat Conservation Plan or Natural Community Conservation Plan

Consistent with the Final EIR, Fogarty Substation is located within the Western Riverside County MSHCP boundary. The overall goal of the MSHCP is to maintain biological diversity within a rapidly urbanizing region. SCE's complied with MM BIO-1b during the construction of Fogarty Substation, which required pre-construction surveys for special-status plant species and compliance with the MSHCP, to mitigate impacts to natural vegetation communities covered by the MSHCP to less-than-significant levels (Class II).

Consistent with the Final EIR, the Proposed Modifications would also be located within the established Western Riverside County MSHCP boundary. In the event that SCE does not participate in the MSHCP, SCE would still be required to be consistent with the MSHCP. The modified distribution getaways, sewer line, and staging area are not expected to conflict with any regional HCP or NCCP. The restroom would be installed within the footprint of the previously disturbed Fogarty Substation. Placing facilities within the regional HCP boundaries is discussed in *Section 3.3 Biological Resources*. Impact LAND-3 is still considered a Class II (Less-than-Significant after Mitigation) impact, consistent with the Final EIR. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to LAND-3 as compared to the Final EIR.

3.1.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.1.3 Summary

As indicated in *Table 3.1-3: Significance of Impact Changes – Land Use*, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

Table 3.1-3: Significance of Impact Changes – Land Use

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[4]
Impact LAND-1: Physical Division	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact LAND-2: Applicable Land Use Plan, Policy, or Regulation	Class I (Significant and Unavoidable)	Class III (Less than Significant)	None	None
Impact LAND-3: HCP or NCCP	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM BIO-1b	MM BIO-1b (revised)

Source: CPUC, 2010

[4] Refer to *Chapter 2 – Proposed Modifications To Fogarty Substation* for details on the revised measure.

3.1.4 References

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3.2 VISUAL RESOURCES

This summarizes the impacts to visual resources identified in the Final EIR, describes the Proposed Modifications relevant to visual resources, and analyzes the potential effects of the Proposed Modifications on visual resources. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.2.1 Summary of Final EIR

The Final EIR determined that impacts to visual resources would be significant and unavoidable. *Table 3.2-1: Summary of Final EIR – Visual Resources* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for visual resources associated with Fogarty Substation.

Table 3.2-1: Summary of Final EIR – Visual Resources

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact VIS-1: Adverse Effect on a Scenic Vista. The Final EIR determined that Fogarty Substation would violate regional regulations protecting scenic vistas within view of Eligible State Scenic Highways.	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Impact VIS-2: Damage to Scenic Resources within a State Scenic Highway. The Final EIR determined that construction of Fogarty Substation would temporarily but significantly damage scenic resources within a State Scenic Highway.	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Impacts VIS-3: Degradation to Existing Visual Character. The Final EIR determined that Fogarty Substation would disrupt the unity and intactness of views, and detract from natural vivid features.	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Impact VIS-4: New Source of Substantial Light or Glare Affecting Daytime or Nighttime Views. The Final EIR determined that construction of Fogarty Substation would introduce temporary light sources, and landscaping would shield security lighting from nearby and distant views.	Class III (Less than Significant)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4

Source: CPUC, 2010

3.2.2 Analysis of the Effects of Proposed Modifications

This section analyzes the potential effects on visual resources from the Proposed Modifications.

3.2.2.1 Methodology

Potential impacts to visual resources for each Proposed Modification were determined based on an assessment whether the modification would have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway; substantially degrade the existing visual

character or quality of the site and its surroundings; or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.2-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Visual Resources* summarizes the significance level of impacts associated with the Proposed Modification and provides a comparison to applicable impacts from the Final EIR.

Table 3.2-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Visual Resources

Proposed Modifications	Impact VIS				Discussion
	-1	-2	-3	-4	
Modified Distribution Getaways	✓	✓	✓	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts VIS-1, -2, and -3 as compared to the Final EIR, as analyzed in *Section 3.2.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.
Restroom Installation	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to visual resources impacts as compared to the Final EIR. The restroom installation would take place within the Fogarty Substation walls and would not create a new source of light or glare. Therefore, the restroom would not be visible from a scenic vista nor a State Scenic Highway, would not degrade the visual character or quality of the area surrounding Fogarty Substation, and would not adversely affect day or nighttime views in the area.
Sewer Line Installation	✓	✓	✓	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts VIS-1, -2, and -3 as compared to the Final EIR, as analyzed in *Section 3.2.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.

Note: NA = Not Applicable

3.2.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize impacts to visual resources from construction of Fogarty Substation consistent with the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.2.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications. The installation of a restroom within the walls surrounding Fogarty Substation would not affect visual resources and is not described further, as indicated in *Table 3.2-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Visual Resources*.

Impact VIS-1: Adverse Effect on a Scenic Vista

Consistent with the Final EIR, Fogarty Substation is visible from scenic vistas along I-15, an Eligible State Scenic Highway. The Final EIR determined that Fogarty Substation would conflict with the Riverside County General Plan and City of Lake Elsinore Zoning Ordinance because the TSPs at Fogarty Substation would be constructed aboveground. The Final EIR determined that this impact for Fogarty Substation is significant and unavoidable (Class I). Also, consistent with the Final EIR, construction and operation of Fogarty Substation facilities on land adjacent to that occupied by Dryden Substation did not significantly impact scenic vistas in the area. Consistent with the Final EIR, the low-profile design and landscaping lessened the contrast between the substation and surrounding natural terrain, maintaining the intactness and unity of views. Therefore, the Final EIR determined that Fogarty Substation facilities had a less-than-significant (Class III) impact on nearby scenic vistas.

The modified distribution getaways and sewer line installation for the Proposed Modifications would be installed underground; therefore, the Proposed Modifications would not be visible from I-15 upon completion of construction and would not affect the impact of scenic vistas in the area. Similarly, the restroom would be installed within the existing Fogarty Substation and would be screened from I-15 by the existing substation wall and components.

Consistent with the temporary construction impacts described in the Final EIR, the installation of the Proposed Modifications may be visible from I-15, which is located approximately 1 mile northeast of Fogarty Substation. Construction would occur adjacent to both Fogarty and Dryden substations, which are prominent, existing visual elements, and the disturbed areas would be restored to near pre-construction conditions following approximately 2 to 3 months of activity at Fogarty Substation. Given the temporary nature of the construction associated with the Proposed Modifications, impacts on scenic vistas would be less than significant (Class III). Therefore, the Proposed Modifications at Fogarty Substation would not result in a new significant impact or substantially increase the severity of the impact related to Impact VIS-1 as compared to the Final EIR.

Impact VIS-2: Damage to Scenic Resources within a State Scenic Highway

Consistent with the Final EIR, construction of Fogarty Substation temporarily, but significantly, impacted scenic views from Eligible State Scenic Highways. To reduce the impact, SCE implemented APMs AES-SCE-1 through AES-SCE-4. The Final EIR determined that Fogarty Substation conflicts with the Riverside County General Plan and City of Lake Elsinore Zoning Ordinance because the TSPs at Fogarty Substation were installed aboveground, resulting in a significant and unavoidable (Class I) impact.

For the Proposed Modifications, the modified distribution getaways and sewer line would be located underground, and the staging area would be located adjacent to Fogarty Substation. The Proposed Modifications at Fogarty Substation would be approximately 1 mile southwest of I-15 and would not disturb scenic resources in this location. The modified distribution getaways would not damage trees, rock outcroppings, historic buildings, or other scenic resources in an Eligible State Scenic Highway. As a result, the modified distribution getaways would not result in a change to scenic resources within an Eligible State Scenic Highway from what was analyzed in the Final EIR. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact VIS-2 as compared to the Final EIR (Class III).

Impact VIS-3: Degradation to Existing Visual Character

As described in the Final EIR, in the immediate vicinity of Fogarty Substation, the intactness of views within the area is moderate, with moderate to low unity. Intactness due to contrast between the natural landscape and Dryden Substation and associated power lines is moderate to high. Single-family residential structures immediately north and south of Fogarty Substation are partially shielded from view by rows of pepper, pine, and/or eucalyptus trees. Fogarty Substation is visible from Terra Cotta Road and the rights-of-way (ROWs) of undeveloped Kings Highway and Hoff Avenue. Consistent with the Final EIR, construction activity disrupted the unity and intactness of views and detract from natural vivid features. Consistent with the Final EIR, the impact to the existing visual character from construction of Fogarty Substation was temporary, but considered significant and unavoidable (Class I).

Temporary construction impacts associated with the Proposed Modifications would not increase the level of impact analyzed in the Final EIR. Minor, temporary visual impacts from the construction of the modified distribution getaways and sewer line would result from the presence of equipment, materials, and work crews at Fogarty Substation. Specifically, construction would be limited to an approximately 25-foot-wide area around the trenches for the modified distribution getaways, an up to 35-foot-wide area around the trench for the sewer line installation, an approximately 0.25-acre staging area to the east of the substation and the area within Fogarty Substation. Although construction activity would be seen by motorists and local residents, construction would only last for approximately 2 to 3 months, limiting the visual impact of any construction-related disturbance. Moreover, the Proposed Modifications would not result in any permanent visual impacts.

For the Proposed Modifications, construction of the modified distribution getaways and sewer line installation is not anticipated to require the removal of any additional trees; however, if tree removal is deemed necessary, SCE would obtain the appropriate permits in accordance with MM

BIO-4a, and effects on existing vegetation would be limited. Although construction would require establishing a temporary staging area for heavy equipment parking, materials would be staged inside the Fogarty Substation walls. Therefore, no temporary perimeter fencing is proposed for the staging area. In accordance with APM AES-SCE-1, SCE would revegetate all lands disturbed by construction and excess soil placement.

Visual effects associated with the Proposed Modifications would be temporary because SCE would restore any land that may be disturbed at the trench work areas and staging area to near pre-construction conditions following the completion of construction. The duration of the construction activities for the Proposed Modifications and the level of activity would be substantially less than what was required to construct Fogarty Substation. Given that construction of Fogarty Substation has already been completed and due to the very short duration of the construction impacts, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the previously identified impact related to Impact VIS-3.

Impact VIS-4: New Source of Light or Glare Affecting Daytime or Nighttime Views

Consistent with the Final EIR, construction of Fogarty Substation required some lighting primarily for security purposes, but construction activities were not conducted at night. Exterior security lighting adhered to City of Lake Elsinore regulations pertaining to shielding and focus of lighting to control spillover lighting effects and glare into surrounding areas. Pending development in the area and pursuant to APM AES-SCE-1, SCE intends to landscape the area surrounding Fogarty Substation. The landscaping effort, in addition to visually unifying the substation with surrounding areas, would shield security lighting from nearby and distant views. Additional light sources introduced by the operation of Fogarty Substation are considered to be adverse, but less than significant (Class III).

Construction of the Proposed Modifications would occur during daytime hours. No new lighting is proposed at Fogarty Substation as a result of the modifications. Therefore, the Proposed Modifications would not introduce a new source of light or glare that would affect daytime or nighttime views (Class III). Therefore, the modified distribution getaways and sewer line installation would not result in a new significant impact or substantially increase the severity of the previously identified impact (Class I) related to Impact VIS-4 as compared to the Final EIR.

3.2.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.2.3 Summary

As indicated in *Table 3.2-3: Significance of Impact Changes – Visual Resources*, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

Table 3.2-3: Significance of Impact Changes – Visual Resources

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact VIS-1: Adverse Effect on a Scenic Vista	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Impact VIS-2: Damage to Scenic Resources within a State Scenic Highway	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Impacts VIS-3: Degradation to Existing Visual Character	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Impact VIS-4: New Source of Substantial Light or Glare Affecting Daytime or Nighttime Views	Class III (Less than Significant)	Class III (Less than Significant)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4

Source: CPUC, 2010

3.2.4 References

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3.3 BIOLOGICAL RESOURCES

This section summarizes the impacts to biological resources identified in the Final EIR, describes the Proposed Modifications relevant to biological resources, and analyzes the potential effects of the Proposed Modifications. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified impact as compared to the Final EIR.

3.3.1 Summary of Final EIR

The Final EIR determined that the impacts to biological resources would be less than significant after mitigation. *Table 3.3-1: Summary of Final EIR Impacts and Mitigation Measures – Biological Resources* summarizes the impacts, significance determinations, and applicable APMs and MMs from the Final EIR for biological resources associated with Fogarty Substation.

Table 3.3-1: Summary of Final EIR Impacts and Mitigation Measures – Biological Resources

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact BIO-1: Effects on Sensitive Biological Communities and Sensitive Species. The Final EIR concluded that construction of Fogarty Substation could result in both temporary and permanent impacts to sensitive biological resources.	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 3 BIO-APM 5 BIO-APM 8 BIO-APM 9 BIO-APM 10 BIO-APM 12 BIO-APM 13 BIO-APM 14 MM BIO-1a MM BIO-1b MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i
Impact BIO-2: Wetlands and Riparian Habitats. The Final EIR concluded that increased and altered site drainage, dust generation, the application of herbicides, and the propagation of invasive plants after clearing at Fogarty Substation would permanently alter riparian habitat composition.	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 2 BIO-APM 3 BIO-APM 4 BIO-APM 6 BIO-APM 7 BIO-APM 8 BIO-APM 9 BIO-APM 10 MM BIO-2a MM BIO-2b
Impact BIO-3: Migratory Wildlife. The Final EIR concluded that construction may temporarily affect the movement of native and migratory species.	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 3 BIO-APM 12 BIO-APM 14 MM BIO-1a MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i MM BIO-2a MM BIO-2b

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact BIO-4: Local Policies. The Final EIR concluded that the Approved Project would result in permanent direct impacts to local trees.	Class II (Less than Significant after Mitigation)	MM BIO-4a
Impact BIO-5: Conservation Plans. The Final EIR concluded that SCE would participate in the MSHCP as a PSE in order to obtain "take" authorization for any impacts to special-status species listed as Covered under the MSHCP.	Class II (Less than Significant after Mitigation)	MM BIO-1a MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i MM BIO-2a MM BIO-2b

Source: CPUC, 2010

3.3.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on biological resources from the Proposed Modifications.

3.3.2.1 Methodology

Potential impacts to biological resources from the construction of each Proposed Modification were determined based on an assessment of whether or not the Proposed Modifications would result in new impacts to special-status species and their habitats, additional impacts to wetlands and riparian areas, new impediments to migratory wildlife, and/or conflicts with local policies or conservation plans. Species are considered special-status if they meet one or more of the following criteria:

- Plant and animal species listed as endangered, threatened, or candidates for listing under the federal Endangered Species Act (ESA)
- Plant and animal species listed as endangered, threatened, or candidates for listing under the California ESA
- Animals designated as Fully Protected Species, as defined in California Fish and Game Code Sections 3511, 4700, 5050, and 5515
- Animal species designated as Species of Special Concern by the CDFW
- Plant species listed as California Rare Plant Rank (CRPR) 1B, 2, 3, or 4 by the California Native Plant Society (CNPS)
- Bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) as protected by the Bald and Golden Eagle Protection Act
- Plant and animal species considered Covered Species under the Western Riverside County MSHCP

Potential impacts associated with the Proposed Modifications can be classified as either direct or indirect, and temporary or permanent. Direct impacts are those that occur immediately as a result of construction of the Proposed Modifications, such as habitat loss or incidental take of a species.

Indirect impacts, such as the introduction of invasive plant species, are those that may affect a specific species or the habitat in the vicinity of the construction areas once the Proposed Modifications have been completed. Temporary impacts generally include impacts associated with construction activities, including the use of vehicles, storage of construction materials and equipment, blasting, increased human activity and noise, or vegetation removal in areas that would be restored once construction is complete. Permanent impacts generally include impacts associated with permanent tree or vegetation removal for the establishment of a new ROW, conversion of natural habitat to paved or developed areas, or increased vehicular use associated with operation and maintenance activities resulting from the Proposed Modifications.

The methodology used for this analysis is generally consistent with the methodology used for the Final EIR, and is based on biological surveys conducted within all or part of the study area associated with the Approved Project and Proposed Modifications between 2006 and 2012. *Table 3.3-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Biological Resources* summarizes the significance level of impacts associated with the

Proposed Modifications based on the updated surveys and analysis and provides a comparison to the applicable impact from the Final EIR.

Table 3.3-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Biological Resources

Proposed Modifications	Impact BIO					Discussion
	-1 Sensitive Communities and Species	-2 Wetlands and Riparian	-3 Migratory Wildlife	-4 Local Policies	-5 Conservation Plans	
Modified Distribution Getaways	✓	NA	NA	NA	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts BIO-1 as compared to the Final EIR, as analyzed in *Section 3.3.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	NA	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to biological resources impacts as compared to the Final EIR. Restroom installation would be located in an area that has been previously graded or disturbed within Fogarty Substation.
Sewer Line Installation	NA	NA	NA	NA	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications would not result in changes to biological resources impacts as compared to the Final EIR. The sewer line would be installed in an area that has been previously graded or disturbed within and adjacent to Fogarty Substation.

Note: NA = Not Applicable

3.3.2.2 Western Riverside County Multiple Species Habitat Conservation Plan

Under the PSE provision, the Regional Conservation Authority (RCA) of Riverside County may grant permission to SCE to construct projects within the area covered by the MSHCP, as described in Section 6.1.6 of the MSHCP and Section 11.8 of the Implementation Agreement. As is typical for SCE projects that seek coverage under the MSHCP, a PSE application would be prepared and accompanied by a biological resources technical report that would include survey results, as well as an MSHCP consistency analysis. In response, if the RCA determines the Project is consistent with MSHCP policies, and assuming SCE pays the requisite mitigation fees, the RCA would issue a Certificate of Inclusion authorizing potential impacts to Covered Species, defined as those 146 species within the MSHCP area and conserved by the MSHCP. These 146 species are discussed in Sections 2.1.4 and 9.2 of the MSHCP.

All biological surveys have been and would continue to be conducted consistent with the MSHCP. SCE is familiar with the goals and policies of the MSHCP and has obtained authorization through the MSHCP on other projects. As explained in the Final EIR, Fogarty Substation is consistent with the MSHCP goals and policies designed to protect special-status species and their habitats. Authorization under the MSHCP would also serve as mitigation under the Final EIR.

In the event that SCE does not participate in the MSHCP or encounters a species not covered by the MSHCP, mitigation as proposed in the Final EIR and in this PMR would still ensure that all impacts to biological resources from the Proposed Modifications are consistent with the MSHCP and, therefore, less than significant (Class II). Further, if authorization for take of listed species is necessary, but not obtained through the MSHCP, take authorization would be obtained through another appropriate mechanism pursuant to the federal ESA and the California ESA.

3.3.2.3 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to biological resources as identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.3.2.4 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary of the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications is provided. As described in *Table 3.3-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Biological Resources*, the restroom installation does not affect biological resources and is not detailed further.

Impact BIO-1: Effects on Sensitive Biological Communities and Sensitive Species

Vegetation Communities

Consistent with the Final EIR, construction of Fogarty Substation resulted in both temporary and permanent impacts to sensitive biological resources. Permanent impacts to sensitive vegetation communities occurred due to the clearing and grading of the site. The Final EIR stated that

Fogarty Substation would impact 6 acres of non-native grasslands, 0.53 acre of developed disturbed land, and 0.22 acre of stream habitat.

Several MMs identified in the Final EIR are also relevant to the Proposed Modifications. MM BIO-1a requires that the boundaries of sensitive vegetation communities be flagged, and that removal of native vegetation communities including, but not limited to, intact coastal sage scrub, disturbed coastal sage scrub, riparian vegetation, wetland habitat, and mature trees be minimized. Flagging of sensitive areas would be identified during pre-construction surveys and all construction activities would be under the oversight of a biological monitor.

MM BIO-1c requires that best management practices (BMPs) be implemented to avoid the introduction and/or spread of controllable invasive plant species. Dust suppression techniques would also minimize temporary impacts to sensitive vegetation and special-status plants.

Consistent with the MSHCP and MM BIO-1a, the removal of native vegetation for the Proposed Modifications would be avoided and minimized to the maximum extent practicable. Temporarily impacted areas would be returned to pre-existing contours and revegetated with native species where needed. Further, ESAs would be monitored for an additional 1-year period following construction to assess the effectiveness of the protective measures. On-site restoration of temporarily impacted areas, as well as implementation of applicable APMs and MMs, including but not limited to pre-construction surveys, limiting sensitive vegetation removal, and biological monitoring oversight, would ensure that impacts to sensitive vegetation communities resulting from the Proposed Modifications would be reduced to less-than-significant levels (Class II), consistent with the Final EIR.

Special-Status Plant Species

Consistent with the Final EIR, Fogarty Substation had the potential to permanently impact a population of long-spined spineflower present on the Fogarty Substation site, a CNPS list 1B.2 species and MSHCP Conservation Species. Consistent with the Final EIR, approximately 6.6 acres of permanent ground disturbance resulted from the construction of Fogarty Substation; however, not all of this disturbance area was located in suitable habitat for special-status plant species. The Final EIR determined that impacts to special-status plant species were reduced to a less-than-significant level with the implementation of MMs BIO-1a, BIO-1b, BIO-1c, and BIO-2b (Class II).

Proposed Modifications may result in impacts to special-status plant species from direct loss of habitat associated with trenching activities for the modified distribution getaways and sewer line installation, as well as impacts to special-status plant species individuals during construction. The long-spined spineflower population mentioned in the Final EIR is located east of Fogarty Substation and is not within the area of disturbance resulting from the Proposed Modifications. Thus, this plant species would not be impacted. The total amount of temporary impacts to vegetation communities occurring outside of developed areas associated with the Proposed Modifications would be between 0.92 and 0.97 acre. Due to ground disturbance, the temporary impacts to special-status plant species habitat that may occur as a result of Proposed Modifications would be approximately 1 acre greater than those described in the Final EIR. Further, dust generated from various construction activities could directly or indirectly affect

special-status plants. However, as discussed below, impacts to special-status plant species due to additional temporary ground disturbance and dust generation would be consistent with the impacts contemplated by the Final EIR and would be reduced to a less-than-significant (Class II) level through the implementation of APMs and MMs. Other than the small areas at the two vaults, permanent impacts are not expected to result from the Proposed Modifications and would not necessarily impact special-status plants. To ensure avoidance/minimization of impacts to special-status plant species, SCE would implement MMs BIO-1a, BIO-1b (revised), and BIO-1c.

MM BIO-1a requires that ESAs, including those that would encompass special-status species, would be flagged and that vegetation removal would be limited during construction. Identification of these sensitive areas and special-status plants would be done during pre-construction surveys and with the oversight of a biological monitor during construction. The ESAs would be monitored for an additional 1-year period following construction to assess the effectiveness of the protective measures.

MM BIO-1b (revised) requires that pre-construction surveys be conducted to identify populations of special-status species in the vicinity of Fogarty Substation, which would also be applicable to the Proposed Modifications. Any identified populations would be flagged, and an avoidance buffer would be established to protect any special-status plant seedbank that may be present.

MM BIO-1c requires that all vehicles and equipment be cleaned prior to arrival and inspected to ensure that they are free of soil and debris in order to avoid spreading invasive weeds.

Specific to special-status plants, revisions to MM BIO-1b are also proposed to address four parts of this measure, but the measure continues to maintain the same effectiveness as the original measure in the Final EIR, which is to avoid, minimize, and mitigate for any impacts to special-status plants consistent with procedures established by the MSHCP and consistent with SCE's expected approval as a PSE.

The first proposed revision to MM BIO-1b addresses the requirement that pre-construction surveys would be conducted during the appropriate blooming and precipitation period. The area required for Fogarty Substation and the Proposed Modifications has been assessed and surveyed for special-status plants off and on since 2006. All plant surveys have been conducted pursuant to the MSHCP, and federal and state protocols. Pre-construction surveys only serve to build upon information already known and should not be required only during appropriate blooming and precipitation periods. The results of the pre-construction surveys would be used to establish areas to be avoided during construction and to enable SCE to refine the placement of specific project elements in the field to minimize impacts to special-status plants. The biologist/botanist would record any sensitive plants occurring within the area of potential disturbance, including those covered and not covered by the MSHCP. Further, it should be noted that not all plant species bloom at the same time or even near the same period annually. Each special-status plant species has an individual blooming period that varies and/or overlaps with other special-status plant species. Pre-construction surveys are generally conducted at one time not less than 30 days prior to start of construction, meaning, if surveys for each different plant species had to be conducted within the multiple appropriate blooming periods (generally spread out over the spring and

summer months), it would not be possible to conduct surveys during multiple blooming periods all within one 30-day period prior to start of construction.

The second proposed revision to MM BIO-1b addresses the requirement for on-the-ground soils mapping to be conducted. Mapping of sensitive soils was completed for western Riverside County during the county's MSHCP approval process in 2003. Additional soils mapping is not expected to differ substantially from the results obtained in 2003, offering no additional value to protecting special-status plant species.

The third proposed revision to MM BIO-1b addresses the requirement that a minimum buffer of 100 feet be established around flagged plant populations. To maintain consistency with the rest of this measure, which requires an approximately 25-foot buffer from equipment staging and refueling, fill stockpiles, and trenching sites, SCE is proposing that the one reference to a "minimum buffer of 100 feet" be changed to "minimum buffer of 25 feet." Further, should SCE participate in the MSHCP, specific buffer distances are not required.

The fourth proposed revision to MM BIO-1b addresses changes for the purpose of clarification and flexibility dependent upon the sensitivity of a given plant species. Although some impacts to paniculate tarplant are anticipated, this species is widespread throughout the area and re-establishes after disturbance. Therefore, mitigation would include topsoil salvage and replacement within the same area of disturbance. SCE would coordinate with CDFW to determine if a conservation easement would be required for paniculate tarplant. The original MM BIO-1b also references the USFWS; however, if a plant species is not covered by the MSHCP or is not federally listed, USFWS may choose not to be involved. Impacts to other special-status plants are not expected, but if other such species are discovered during pre-construction surveys, this measure includes requirements to address them accordingly. If needed, a Habitat Mitigation and Monitoring Plan (HMMP) would be prepared that would include at a minimum a quantification of unavoidable impacts to special-status plants; minimization and/or compensation through habitat preservation, restoration and/or enhancement; success criteria; parties responsible for ensuring success; and annual reporting requirements. In the event that SCE does not participate in the MSHCP to obtain approval for impacts to covered special-status plant species, the CDFW, in cooperation with the CPUC, would still have approval oversight of mitigation.

In summary, approved protocol-level plant surveys have already been conducted in the appropriate blooming periods, and the pre-construction surveys would build on information already obtained over multiple years. Soils mapping has already been completed and the information would be available to SCE and the biological monitors. The request for the 25-foot buffer would be consistent with the other notations of 25 feet in this same measure. Further, SCE would either address all impacts consistent with the MSHCP or would mitigate through other provisions of MM BIO-1b as further outlined in a HMMP. For these reasons, the proposed changes to MM BIO-1b would continue to ensure that impacts are reduced to less-than-significant levels (Class II), consistent with the Final EIR.

Newly Identified Plant Species

Pre-construction surveys conducted since release of the Final EIR and biological monitoring during construction of Fogarty Substation identified one additional special-status plant species,

paniculate tarplant (*Deinandra paniculata*), in the vicinity of Dryden Substation. Paniculate tarplant is classified as CRPR 4.2.[5] This species is not covered by the MSHCP, and impacts to it were not addressed in the Final EIR.

Based on the updated survey results, SCE anticipates that paniculate tarplant individuals and associated seedbank would be impacted by installation of one vault within Terra Cotta Road during construction of Fogarty Substation. Paniculate tarplant individuals would also be impacted by ground-disturbing activities in the vicinity of Fogarty Substation associated with the construction of the Proposed Modifications. Paniculate tarplant has been observed to spread over a greater area following disturbance and after the above-ground removal of competitive non-native grasses through blading and grading activities. Because of the frequent disturbance in the same area as the paniculate tarplant, caused by ongoing motocross and other off-road vehicle activity near Dryden Substation, the area is generally dominated by patches of bare ground. Therefore, vegetation around the paniculate tarplant is sparse and dominated by mustard species and other non-native herbaceous plants and grasses with lesser amounts of herbaceous plants. Through pre-construction surveys and adjustments of construction activities in the field under the oversight of a biological monitor, impacts to paniculate tarplant would be avoided or minimized. Based on the fact that this species can be found throughout this area of Riverside County, its ability to re-establish after disturbance, and implementation of pre-construction surveys and biological monitoring, SCE does not anticipate that construction activities would result in a significant impact to paniculate tarplant. In the event that paniculate tarplant individuals cannot be avoided, SCE would implement MMs BIO-1a, BIO-1b (revised), and BIO-1c, as previously described in detail. These measures include relocating individuals and/or salvaging topsoil, and returning it directly to the same area from which it was removed after construction activities are complete. Implementation of applicable species-specific measures would ensure that potential impacts to paniculate tarplant resulting from the Proposed Modifications would be reduced to less-than-significant levels (Class II), consistent with the approach for other special-status species addressed in the Final EIR.

Special-Status Wildlife Species

Consistent with the Final EIR, temporary impacts to special-status species had the potential to occur due to noise, fugitive dust, and human presence during the construction phase of Fogarty Substation, mainly affecting nearby nesting birds. Operation and maintenance of the substation requires that SCE's personnel make regular visits by vehicle to perform routine maintenance and repairs. The vehicle and crews stay within the confines of the substation walls and existing access roads. Maintenance lighting could be used at the substation for emergency situations only and would be directed downward and shielded to reduce glare outside the facility onto biological resources. No impacts to special-status wildlife species have occurred due to operation and maintenance activities.

[5] CRPR 4.2 species are considered watch list species that are fairly threatened in California. While CRPR does not identify these plants as "rare" from a statewide perspective, they are considered uncommon enough (by CRPR, not the MSHCP) that their status is monitored regularly.

The Proposed Modifications have the potential to impact special-status wildlife species through clearing and trenching activities and the presence of field crews and equipment for installation of the modified distribution getaways and sewer line. Direct removal of, or disturbance in proximity to, suitable habitat may cause abandonment or reduction of available suitable habitat near Fogarty Substation, and although unlikely has the potential to impact wildlife present within that habitat. Although the permanently impacted areas are small, the removal of foraging and breeding habitat for special-status small mammals, amphibians, and reptiles would be considered a permanent impact where it cannot be restored. In addition, impacts to special-status wildlife may occur if the animals are present during construction activities and are impacted by moving vehicles and equipment, or become entrapped in open trenches or excavation holes.

All temporary and permanent impacts to special-status wildlife species resulting from the Proposed Modifications would be reduced to less-than-significant levels by MM BIO-1a and MMs BIO-1d through BIO-1h, as revised in *Table 2-1: Proposed MM and APM Modifications* in *Chapter 2 – Proposed Modifications To Fogarty Substation*. MM BIO-1a would reduce impacts to special-status wildlife species habitat by limiting native vegetation removal. MM BIO-1d requires that construction areas be sited to avoid special-status wildlife species and their habitats, and limits the removal of native vegetation. The pre-construction clearance surveys and biological monitoring required by MM BIO-1d would avoid and minimize direct and indirect impacts to wildlife species during construction activities. Further, the biological monitor would relocate wildlife individuals out the way of construction work areas, equipment, and vehicles. MMs BIO-1e (revised) and BIO-1h (revised) are discussed in detail in the *Nesting Birds* section that follows.

Although the Proposed Modifications would increase the total area of ground disturbance by between 0.92 and 0.97 acre as compared to impacts associated with the Final EIR, the construction activities associated with the Proposed Modifications would be similar to those activities discussed in the Final EIR for Fogarty Substation. Implementation of MMs discussed previously would ensure that the significance of impacts to special-status wildlife species would be consistent with the impacts discussed in the Final EIR, which was less than significant (Class II).

Nesting Birds

As discussed in the Final EIR, temporary impacts to nearby nesting birds had the potential to occur due to noise, fugitive dust, and human presence during construction. Construction of the substation resulted in the permanent removal of approximately 6.6 acres of foraging habitat for the Cooper’s hawk, which was observed in proximity to the site. However, this was not a significant impact as the amount of habitat removed was small relative to the larger regional area in which the hawk can forage. There were no nest trees for this species on the site; thus, there were no significant impacts to their breeding habitat. Consistent with the Final EIR, temporary impacts to special-status and migratory bird populations were less than significant (Class II).

Activities and noise levels associated with the Proposed Modifications would be similar in nature to those addressed in the Final EIR for Fogarty Substation. However, the impact area would be substantially less for the Proposed Modifications and would not result in an increased significance of impact to nesting birds. Although no burrowing owl have been found on or

adjacent to the Proposed Modifications area, BIO-1f would be implemented should this species be found during pre-construction surveys. No suitable habitat for riparian birds is present on or adjacent to the Proposed Modifications; therefore BIO-1g will not be discussed further. Impacts to nesting birds and migratory bird populations would be reduced to less-than-significant levels by the implementation of MMs BIO-1e (revised), and BIO-1h (Class II). These measures allow for construction to either be limited to outside of the nesting seasons for special-status and migratory birds, or require that exclusion zones determined by a qualified ornithologist be implemented around occupied nests during the nesting season. BIO MM-1e and its proposed revisions are discussed in more detail in the paragraph that follows.

SCE has proposed revisions to MM BIO-1e to remove the absolute exclusion zone buffer distances in the Final EIR. Instead, SCE would be required to prepare and implement a Nesting Bird Management Strategy. Specifically, the proposed revisions to MM BIO-1e (revised) require that if active nests are found, a biological monitor with expertise in bird behavior would establish a species-specific buffer around the nest and no activities would be allowed within the buffer until the young have fledged from the nest or the nest fails. The Nesting Bird Management Strategy would establish buffers based on, but not limited to, the following: the bird species (some species are more tolerant of disturbance while other are less tolerant), location of nest building and active nests, threshold for nesting disturbance taking into account bird behavior, including signs of agitation, continuous focused nest monitoring by qualified biologists, background noise, type of construction activity, and dust emissions and noise levels from construction. This Nesting Bird Management Strategy (previously referred to as the Active Nest Buffer Modification Plan) was approved by CDFW for Fogarty Substation construction, and no impacts occurred to nesting birds.

Buffers would be adjusted to ensure that there would be no exceedance of an established threshold of behavioral agitation and other signs indicating disruption of nesting behavior. Buffers may be increased or decreased based on the opinion of the biologist with expertise in bird behavior to ensure that impacts to nesting birds would not occur. Further, the biologist in coordination with the Project's Lead Biologist may stop construction activities at any time if necessary. The Nesting Bird Management Strategy also addresses avoidance and minimization by ensuring that dust suppression techniques are implemented. The Nesting Bird Management Strategy established a communication and reporting protocol involving SCE, biological monitors, the CPUC, CDFW, and USFWS. The Nesting Bird Management Strategy has been prepared by the Project's Lead Biologist and was subject to the approval of the CDFW (pursuant to the California Fish and Game Code) and USFWS (pursuant to the Migratory Bird Treaty Act [MBTA]). Implementation of this Plan would ensure that there would be no significant impacts to nesting birds pursuant to the MBTA or California Fish and Game Code.

MM BIO-1h (revised) would minimize noise impacts to migrating, foraging, and nesting special-status avian species. MM BIO-1h has been revised to include a nest disturbance threshold and/or the noise threshold that would be established in the Nesting Bird Management Strategy. Revisions to MMs BIO-1e and BIO-1h would not increase the significance of impacts to nesting birds beyond what was assessed in the Final EIR. As a result, impacts from the Proposed Modifications would be less-than-significant impacts to nesting birds, consistent with the determination (Class II) in the Final EIR.

In addition to nesting birds afforded protection under the MBTA and California Fish and Game Code, one special-status bird species, burrowing owl, warrants mentioning due to its inclusion in the Final EIR. The Final EIR indicated that potential impacts to this species could result from construction of Fogarty Substation. However, burrowing owl have not been found on or adjacent to the Proposed Modifications area. Impacts to burrowing owl resulting from the Proposed Modifications would be less as compared to impacts assessed in the Final EIR. MM BIO-1f ensures that burrowing owl are protected through pre-construction surveys and nest buffers, and includes provisions that would minimize impacts both pursuant to the MSHCP and directly through the CDFW. Therefore, impacts to burrowing owl would remain less than significant (Class II), consistent with the Final EIR.

Stephens' Kangaroo Rat

Consistent with the Final EIR, construction of Fogarty Substation had the potential to impact Stephens' kangaroo rat (*Dipodomys stephensi*) and its habitat. Similar to other terrestrial species, construction activities such as clearing and trenching, and the presence of field crews and vehicles during construction within the species' habitat, had the potential to cause permanent impacts to Stephens' kangaroo rat. The Final EIR concluded that temporary and permanent impacts to Stephens' kangaroo rat would be reduced to less-than-significant levels by implementing the requirements of the MSHCP and MMs BIO-1a, BIO-1d, and BIO-1h, which would reduce impacts through avoidance and minimization (Class II).

The strategy for mitigating impacts to Stephens' kangaroo rat has changed since Final EIR approval. Although the Final EIR states that the MSHCP covers Stephens' kangaroo rat, incidental take of Stephens' kangaroo rat is not provided by the MSHCP because Fogarty Substation and the Proposed Modifications occur within the Stephens' Kangaroo Rat HCP boundary. In areas that fall within both regional HCPs, the Stephens' Kangaroo Rat HCP supersedes the MSHCP for providing incidental take for Stephens' kangaroo rat where needed. Through recent coordination with the Riverside County Habitat Conservation Agency (RCHCA), USFWS, and CDFW, SCE has established the Stephens' Kangaroo Rat HCP Agreement approved by the RCHCA on September 20, 2012. The agreement was approved with concurrence from the USFWS and CDFW, and results in a mechanism for take coverage of Stephens' kangaroo rat. As part of the Proposed Modifications, a new APM, BIO-APM 15, has been added to provide a measure to address potential impacts to Stephens' kangaroo rat in accordance with the mitigation payment mechanism established by the Stephens' Kangaroo Rat HCP. The Proposed Modifications are not located within or adjacent to any Stephens' Kangaroo Rat Core Reserve (conservation) areas, and no other minimization or MMs are specifically required by the Stephens' Kangaroo Rat HCP.

The Proposed Modifications are covered under an existing Stephens' Kangaroo Rat HCP Agreement. The only exception is the proposed vault located in Terra Cotta Road, which falls just outside of the area covered by the agreement. It should be noted that Stephens' kangaroo rat has never been found during any previous surveys within 1 mile of the Proposed Modifications nor were they found during construction of Fogarty Substation. Further, Terra Cotta Road is compacted and does not contain substrate suitable for the presence of small mammals. Therefore, impacts to Stephens' kangaroo rat resulting from construction of the Proposed Modifications would not occur. Regardless, the majority of areas of the Proposed Modifications are covered by

an existing Stephens' Kangaroo Rat HCP Agreement if needed. Accordingly, prior to the start of construction, SCE would obtain a Certificate of Inclusion from the RCHCA. With the implementation of BIO-APM 15 and required biological monitoring, the Proposed Modifications would result in a less-than-significant (Class II) impact to Stephens' kangaroo rat.

In summary, impacts associated with the Proposed Modifications would be consistent with the impacts assessed in the Final EIR, and the Proposed Modifications would not result in any new significant impacts or substantially increase the severity of the impact related to Impact BIO-1 as compared to the Final EIR.

Impact BIO-2: Wetlands and Riparian Habitats

Consistent with the Final EIR, permanent impacts to drainage habitat occurred due to clearing, grading, and trenching for telecommunications line installation at the Fogarty Substation site. Drainage habitat (approximately 0.22 acre) located on the northeastern side of the proposed site was avoided by the substation footprint, but indirect impacts from increased and altered site drainage, dust generation, the application of herbicides, and the propagation of invasive plants after clearing permanently altered riparian habitat composition. Future plans for landscaping would also conflict with the drainage. Consistent with the Final EIR, impacts on riparian/riverine habitat were reduced to less-than-significant levels by MMs BIO-2a and BIO-2b, which focus on the avoidance of impacts during the design and construction phases, as well as the adoption of construction techniques that reduced impacts (Class II).

Construction of the modified distribution getaways and sewer line associated with Fogarty Substation would not impact any wetlands or riparian habitats. There is one unvegetated ephemeral drainage within the Proposed Modifications area that was previously determined to be jurisdictional pursuant to the U.S. Army Corps of Engineers (USACE), CDFW, and Santa Ana Regional Water Quality Control Board (RWQCB). This drainage is located just south of and adjacent to an existing pole to which the distribution getaway will be connected. In the area of construction, the drainage "bed and bank" is approximately 2 feet wide and only several inches in depth. There may be some potential driving and/or foot traffic through this shallow drainage, but activity would be limited only to the existing dirt pathway that has been created through the drainage by frequent ongoing off-road vehicle activity. Standard BMPs would be implemented to ensure that construction activities would not result in any change to the water quality of this unvegetated ephemeral drainage, to the hydrology in this area, or to downstream riparian/riverine habitat suitable for associated special-status species. Oversight by a biological monitor would ensure that all BMPs are properly implemented and that there would be no impacts caused by erosion, increased turbidity, or other construction activities that could result in discharge or fill of this drainage. Further, construction activities would not occur near this ephemeral drainage during rain events or within a time period after a rain event (subject to the discretion of the biological monitor) that could result in direct or indirect impacts to the drainage. Therefore, the Proposed Modifications would not result in any new significant impacts or substantially increase the severity of the impact related to Impact BIO-2 as compared to the Final EIR determination of less-than-significant (Class II).

Impact BIO-3: Migratory Wildlife

Consistent with the Final EIR, construction of Fogarty Substation had the potential to temporarily affect the movement of native and migratory species. Noise and the presence of construction crews, as well as increased erosion and runoff from construction activities, were temporary impacts. However, the MMs described in Impacts BIO-1 and BIO-2 to avoid and minimize impacts to special-status terrestrial and aquatic species and wetlands and riparian habitats reduced the impacts to less than significant (Class II).

Also, consistent with the Final EIR, permanent, direct impacts to terrestrial species' migration routes occurred due to the construction of new roadways. These roadways are used infrequently during operation and maintenance of Fogarty Substation. Thus, the disruptive effect of roadways on the movement of any native or migratory species is less than significant (Class III).

The temporary construction activities associated with the Proposed Modifications would not impact migratory wildlife beyond what was analyzed in the Final EIR. There would be no permanent impacts to wildlife as these facilities would be installed underground or within the existing Fogarty Substation. In addition, no new roadways would be required to facilitate the construction of these Proposed Modifications. Therefore, the Proposed Modifications would not result in any new significant impacts or substantially increase the severity of the impact related to Impact BIO-3 as compared to the Final EIR determination of Class II.

Impact BIO-4: Local Policies

Consistent with the Final EIR, tree trimming and removal was required for construction of Fogarty Substation. Impacts to native oak trees were reduced to less-than-significant levels with the implementation of MM BIO-4a, which required that a tree removal permit be obtained prior to construction activities. Consistent with the Final EIR, with the implementation of MM BIO-4a, impacts to locally protected trees were reduced to less-than-significant levels (Class II).

Construction of the modified distribution getaways and sewer line associated with Fogarty Substation would not conflict with any local plans or policies, as these facilities would be installed underground, and no tree removal or trimming would be necessary. Therefore, the Proposed Modifications would not result in any new significant impacts or substantially increase the severity of the impact related to Impact BIO-4 as compared to the Final EIR determination of Class II.

Impact BIO-5: Conservation Plans

The Final EIR indicated that SCE would participate in the MSHCP as a PSE in order to obtain authorization for potential impacts to special-status species covered by the MSHCP. However, SCE did not participate in the MSHCP as a PSE for the construction of Fogarty Substation because SCE did not need take coverage for listed or covered species. SCE implemented MMs BIO-1a, BIO-2a, and BIO-2b, which required that SCE avoid ESAs and drainages, and implement BMPs to minimize erosion and sedimentation.

As described in the Final EIR, Fogarty Substation is located within Core 1 of the MSHCP. Each MSHCP Core, Linkage, Proposed Linkage, and Constrained Linkage is important in providing key habitat and movement corridors for Covered Species depending on the overall species-

specific objectives noted in the MSHCP. The Proposed Modifications would be located within a portion of Core 1 that would not impede establishment of key habitat or movement corridors, nor conflict with MSHCP conservation goals and objectives. All biological surveys have been conducted consistent with the MSHCP. In addition, MMs proposed previously in discussions for Impacts BIO-1, BIO-2, and BIO-3 would alleviate impacts to sensitive vegetation, special-status Covered Species, and migratory corridors.

Pursuant to CEQA, all projects are evaluated for conflicts with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP. In the event that SCE does not participate in the MSHCP, SCE must still be able to demonstrate through the CEQA process that any project in western Riverside County is consistent with the MSHCP. As discussed previously, all biological surveys and implementation of the APMs and MMs have been and will continue to be consistent with the MSHCP.

As discussed previously, the Proposed Modifications are consistent with the Stephens' Kangaroo Rat HCP pursuant to the RCHCA Stephens' Kangaroo Rat HCP Agreement approved on September 20, 2012. SCE would obtain a Certificate of Inclusion for the project prior to the start of construction. APM-BIO 15 was also discussed previously to capture this recent process to address Stephens' kangaroo rat take authorization through the Stephens' Kangaroo Rat HCP, in coordination with the RCHCA and with concurrence from the USFWS and CDFW.

With the implementation of all APMs and MMs, consistency with the MSHCP, and implementation of the RCHCA Agreement, regional conservation plans would not be impacted beyond what was approved in the Final EIR. As a result, impacts to conservation plans would be less than significant and consistent with the Final EIR's Class II determination. Therefore, the Proposed Modifications would not result in any new significant impacts or substantially increase the severity of the impact related to Impact BIO-5 as compared to the Final EIR.

3.3.2.4 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.3.3 Summary

SCE's range of avoidance, minimization, and MMs, and consistency and/or participation in applicable HCPs, pursuant to implementing provisions applicable to utilities, would ensure all biological impacts are addressed appropriately. Further, in the event that SCE does not participate in the MSHCP, other measures have been included in the Final EIR and this PMR to ensure that impacts would remain less than significant. As outlined in *Table 3.3-3: Significance of Impact Changes – Biological Resources*, the Proposed Modifications would not result in any new significant impacts or substantially increase the severity of significant impacts on biological resources identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would either be less than the Final EIR or not change as a result of the Proposed Modifications.

Table 3.3-3: Significance of Impact Changes – Biological Resources

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[6]
Impact BIO-1: Effects on Sensitive Biological Communities and Sensitive Species	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 3 BIO-APM 5 BIO-APM 8 BIO-APM 9 BIO-APM 10 BIO-APM 12 BIO-APM 13 BIO-APM 14 MM BIO-1a MM BIO-1b MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i MM BIO-2a MM BIO-2b	BIO-APM 1 BIO-APM 3 BIO-APM 5 BIO-APM 8 BIO-APM 9 BIO-APM 10 BIO-APM 12 BIO-APM 13 BIO-APM 14 MM BIO-1a MM BIO-1b (revised) MM BIO-1c MM BIO-1d MM BIO-1e (revised) MM BIO-1f MM BIO-1g MM BIO-1h (revised) MM BIO-1i MM BIO-2a MM BIO-2b
Impact BIO-2: Wetlands and Riparian Habitats	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 2 BIO-APM 3 BIO-APM 4 BIO-APM 6 BIO-APM 7 BIO-APM 8 BIO-APM 9 BIO-APM 10 MM BIO-2a MM BIO-2b	BIO-APM 1 BIO-APM 2 BIO-APM 3 BIO-APM 4 BIO-APM 6 BIO-APM 7 BIO-APM 8 BIO-APM 9 BIO-APM 10 MM BIO-1a MM BIO-1e (revised) MM BIO-1g MM BIO-1h (revised) MM BIO-1i MM BIO-2a MM BIO-2b

[6] Refer to *Chapter 2 – Proposed Modifications To Fogarty Substation* for details on the revised measures.

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[6]
Impact BIO-3: Migratory Wildlife	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 3 BIO-APM 12 BIO-APM 14 MM BIO-1a MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i MM BIO-2a MM BIO-2b	BIO-APM 1 BIO-APM 3 BIO-APM 12 BIO-APM 14 BIO-APM 15 BIO-APM 17 MM BIO-1a MM BIO-1c MM BIO-1d MM BIO-1e (revised) MM BIO-1f MM BIO-1g MM BIO-1h (revised) MM BIO-1i MM BIO-2a MM BIO-2b
Impact BIO-4: Local Policies	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM BIO-4a	BIO-APM 15 (new) MM BIO-1a MM BIO-1b (revised) MM BIO-1c MM BIO-1e (revised) MM BIO-1f MM BIO-1h (revised) MM BIO-4a
Impact BIO-5: Conservation Plans	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM BIO-1a MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i MM BIO-2a MM BIO-2b	BIO-APM 16 MM BIO-1a MM BIO-1c MM BIO-1d MM BIO-1e (revised) MM BIO-1f MM BIO-1g MM BIO-1h (revised) MM BIO-1i MM BIO-2a MM BIO-2b

Source: CPUC, 2010

3.3.4 References

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3.4 CULTURAL RESOURCES

This section summarizes the impacts to cultural resources identified in the Final EIR, describes the Proposed Modifications relevant to cultural resources, and analyzes the potential effects of the Proposed Modifications on cultural resources. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.4.1 Summary of Final EIR

The Final EIR determined that impacts to cultural resources would be less than significant after mitigation. *Table 3.4-1: Summary of Final EIR – Cultural Resources* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for cultural resources associated with Fogarty Substation.

Table 3.4-1: Summary of Final EIR – Cultural Resources

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact CUL-1: Adverse Change in the Significance of a Historic Resource. The Final EIR determined that construction of Fogarty Substation could impact buried historic resources.	Class III (Less than)	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d
Impact CUL-2: Adverse Change in the Significance of an Archaeological Resource. The Final EIR determined that construction of Fogarty Substation would not impact archaeological resources.	Class III (Less than Significant)	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d
Impact CUL-3: Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature. The Final EIR determined that Fogarty Substation would be located within the Silverado Formation, which has a high potential to contain significant paleontological resources.	Class II (Less than Significant after Mitigation)	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1b MM CUL-1d MM CUL-3a
Impact CUL-4: Disturb Human Remains, Including Those Interred Outside of Formal Cemeteries. The Final EIR determined that, although no human burials or cemeteries have been identified in the Fogarty Substation area through previous research and field surveys, construction of Fogarty Substation would have the potential to disturb human remains.	Class II (Less than Significant after Mitigation)	APM CULT-SCE-2 MM CUL-1a MM CUL-1b MM CUL-1c

Source: CPUC, 2010

3.4.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on cultural resources from the Proposed Modifications.

3.4.2.1 Methodology

Potential impacts to cultural resources resulting from the construction of each Proposed Modification were determined based on an assessment of whether the modification would involve ground disturbance in the vicinity of known or potential cultural resources. *Table 3.4-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Cultural Resources* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to the applicable impacts from the Final EIR.

Table 3.4-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Cultural Resources

Proposed Modifications	Impact CUL				Discussion
	-1	-2	-3	-4	
Modified Distribution Getaways	✓	✓	✓	✓	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts CUL-1, -2, -3, and -4 as compared to the Final EIR, as analyzed in *Section 3.4.2.2 Effect of the Proposed Modification on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to cultural resources impacts as compared to the Final EIR. Restroom installation would not impact cultural resources because construction of the restroom would occur within the previously disturbed boundaries of Fogarty Substation.
Sewer Line Installation	✓	✓	✓	✓	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts CUL-1, -2, -3, and -4 as compared to the Final EIR, as analyzed in *Section 3.4.2.2 Effect of the Proposed Modification on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.

Note: NA = Not Applicable

3.4.2.2 Effect of the Proposed Modification on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to cultural resources as identified in the Final EIR and evaluate whether the Proposed Modifications would affect the respective impact determination reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.4.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications. The installation of the restroom at Fogarty Substation does not affect cultural resources and is not described further, as provided in *Table 3.4-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Cultural Resources*. The analysis of cultural resources impacts covers all other Proposed Modifications.

Summary of Cultural Resources within the Proposed Modifications

Proposed Modifications have resulted in the addition of new construction areas. There are no additional cultural resources within the modified Area of Potential Impact (API) (i.e., Fogarty Substation with the Proposed Modifications incorporated) that were not previously reviewed in the Final EIR, and one resource addressed in the Final EIR remains within the modified API. In contrast to the API, the Area of Direct Impact (ADI) is a disturbance area needed for construction. Supplemental surveys would not be necessary because the ADI would not extend beyond previously studied areas and/or is outside of the API.

One cultural resource was identified within the modified API, which was previously addressed in the Final EIR. P-33-006882/CA-RIV-5784H is a historic-period archaeological site consisting of concrete and brick remains of a structure or structures, which is ineligible for listing in the California Register of Historical Resources (CRHR).

Impact CUL-1: Adverse Change in the Significance of a Historic Resource

The Final EIR included the assessment of one cultural resource located within the modified API for Impact CUL-1, which is CRHR ineligible. Consistent with the Final EIR, impacts from construction of Fogarty Substation were reduced to less-than-significant levels (Class II) with the implementation of MMs CUL-1a through CUL-1d.

The Proposed Modifications require the assessment of one historic-era resource in order to determine whether there is potential for an adverse change to occur, which is CRHR ineligible. The only cultural resource found at the Fogarty Substation site was historic-period archaeological site P-33-006882 (CA-RIV-5784H). The site is recommended ineligible for listing in the CRHR and the Proposed Modifications would not directly impact the site. Therefore, the impacts are considered less than significant (Class III). If unanticipated resources are identified during construction, impacts would be reduced to a less-than-significant level through implementation of MM CUL-1b (revised) through MM CUL-1d. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact CUL-1 as compared to the Final EIR.

Impact CUL-2: Adverse Change in the Significance of an Archaeological Resource

Consistent with the Final EIR, one isolated prehistoric groundstone artifact (*05SCE1 Iso-1*) was within the API of Fogarty Substation. However, this groundstone artifact has no other historic or prehistoric resources associated with it, and isolated artifacts are considered to be lacking in integrity of location. Consistent with the Final EIR, construction of Fogarty Substation did not impact this historic resource.

No archaeological resources were found at the Fogarty Substation site. If unanticipated resources are identified during construction of the distribution getaways or sewer line, impacts would be reduced to a less-than-significant level through implementation of revised MM CUL-1b through MM CUL-1d (Class II). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact CUL-2 as compared to the Final EIR.

Impact CUL-3: Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Consistent with the Final EIR, construction activities associated with Fogarty Substation had the potential to significantly impact paleontological resources within the Silverado Formation, as summarized in *Table 3.4-1: Summary of Final EIR – Cultural Resources*. However, impacts were reduced to less-than-significant levels through the implementation of MMs CUL-1b, CUL-1d, and CUL-3a (Class II). MM CUL-3a required that a qualified paleontologist was present during ground-disturbing activities in areas of paleontological sensitivity.

Consistent with construction impacts analyzed in the Final EIR, temporary construction impacts associated with the modification distribution getaways and sewer line installation at Fogarty Substation have the potential to impact paleontological resources within the Silverado Formation (see *Table 3.4-1: Summary of Final EIR – Cultural Resources* and *Table 3.4-3: Significance of Impact Changes – Cultural Resources*). However, through avoidance and implementation of revised MM CUL-1b, revised CUL-1d, and CUL-3a, impacts would be reduced to less-than-significant levels (Class II). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact CUL-3 as compared to the Final EIR.

Impact CUL-4: Disturb Human Remains, Including Those Interred Outside of Formal Cemeteries

The Final EIR indicated that construction of Fogarty Substation had the potential to disturb human remains that could be buried in the alluvium overlaying the Silverado Formation. The potential for impacting human remains associated with Fogarty Substation was reduced to a less-than-significant level through the implementation of MM CUL-1a through MM CUL-1c (Class II).

Consistent with the Final EIR, the temporary construction impacts associated with the modified distribution getaways and sewer line installation have the potential to disturb human remains. However, as described in the Final EIR, any potential impacts to human remains would be reduced to a less-than-significant level through the implementation of revised MM CUL-1a

through MM CUL-1c (Class II). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact CUL-4 as compared to the Final EIR.

3.4.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.4.3 Summary

As indicated in *Table 3.4-3: Significance of Impact Changes – Cultural Resources*, Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance on cultural resources identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.4-3: Significance of Impact Changes – Cultural Resources

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[7]
Impact CUL-1: Adverse Change in the Significance of a Historical Resource	Class II (Less than Significant after Mitigation)	Class III (Less than Significant)	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d
Impact CUL-2: Adverse Change in the Significance of an Archaeological Resource	Class II (Less than Significant after Mitigation)	Class III (Less than Significant after Mitigation)	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d
Impact CUL-3: Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1b MM CUL-1d MM CUL-3a	APM CULT-SCE-1 APM CULT-SCE-3 MM CUL-1b MM CUL-1d MM CUL-3a
Impact CUL-4: Disturb Human Remains, Including Those Interred Outside of Formal Cemeteries	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM CULT-SCE-2 MM CUL-1a MM CUL-1b MM CUL-1c	APM CULT-SCE-2 MM CUL-1a MM CUL-1b MM CUL-1c

Source: CPUC, 2010

[7] Refer to *Chapter 2 – Proposed Modifications To Fogarty Substation* for details on the revised measures.

3.4.4 References

Cooley, T. G., and A.M. Craft. 2008. Addendum: Cultural Resources Assessment of the Valley-Ivyglen Transmission Line Project. Riverside County, California.

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

Lerch et al. 2006a. Cultural Resources Assessment of the Valley-Ivyglen Transmission Line Project, Riverside County, California.

Lerch et al. 2006b. Cultural Resources Assessment of the Fogarty Substation, Lake Elsinore Area, Riverside County, California. Pollock, Katherine. No Date. Addendum: Archaeological Assessment of the Valley – Ivyglen Transmission Line Alternative Route Segment h and Alternative Route Segment i.

3.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

This section summarizes the impacts associated with geology, soils, and mineral resources identified in the Final EIR; describes the Proposed Modifications relevant to geology, soils, and mineral resources; and analyzes the potential effects of the Proposed Modifications on soils and mineral resources, as well as the effects associated with geology. As discussed in the following subsections, the Proposed Modifications would not result in new significant environmental impacts or substantially increase the severity of a previously identified impact as compared to the Final EIR.

3.5.1 Summary of Final EIR

The Final EIR determined that impacts associated with geology, soils, and mineral resources would be less than significant after mitigation. *Table 3.5-1: Summary of Final EIR – Geology, Soils, and Mineral Resources* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for geology, soils, and mineral resources associated with Fogarty Substation.

Table 3.5-1: Summary of Final EIR – Geology, Soils, and Mineral Resources

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact GEO-1: Adverse Effects to People and Structures Due to Seismic Activity. The Final EIR determined that significant ground shaking would have the potential to cause significant adverse effects to people and structures.	Class II (Less than Significant after Mitigation)	APM GEO-SCE-1 APM GEO-SCE-2 MM GEO-1a MM GEO-1b
Impact GEO-2: Soil Erosion. The Final EIR determined that construction of Fogarty Substation requires land disturbance and placement of clean fill material that would promote short-term increases in erosion.	Class II (Less than Significant after Mitigation)	APM GEO-SCE-3 MM GEO-2a
Impact GEO-3: Soil Stability. The Final EIR determined that Fogarty Substation would not be located on a geologic unit or soil that is unstable, or that would become unstable due to construction or operation of the substation; there is no known subsidence affecting the site; and the liquefaction potential is low.	Class II (Less than Significant after Mitigation)	APM GEO-SCE-1 APM GEO-SCE-2 APM GEO-SCE-3 MM GEO-3a
Impact GEO-4: Expansive Soils. The Final EIR determined that Fogarty Substation has the potential to be located on expansive soils; therefore, potential hazards associated with expansive soils are anticipated.	Class II (Less than Significant after Mitigation)	APM GEO-SCE-2 MM GEO-SCE-3a
Impact GEO-5: Wastewater Disposal. The Final EIR determined that wastewater generated on site would be minimal during construction, and no facilities that generate wastewater would be utilized during operation.	Class III (Less than Significant)	APM GEO-SCE-3
Impact GEO-6: Availability of a Known Valuable Mineral Resource. The Final EIR determined that Fogarty Substation is not located on land known to contain an important mineral resource.	Class III (Less than Significant)	None
Impact GEO-7: Mineral Resource Recovery Sites. The Final EIR determined that construction and operation of Fogarty Substation would not result in the loss of availability of a locally important mineral resources recovery site.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.5.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects associated with geology, soils, and mineral resources from the Proposed Modifications.

3.5.2.1 Methodology

All of the Proposed Modifications are located within the original study area boundary, depicted in Figure D.6-1: Major Geomorphic Features in the Study Area of the Final EIR. Potential impacts from the Proposed Modifications were determined based on an assessment of whether the modifications would do the following:

- be located near active faults that would expose people or structures to adverse effects,
- result in ground disturbance on steep slopes that would lead to soil erosion or topsoil loss,
- be located on an unstable soil or geologic unit or expansive soil,
- result in extensive wastewater disposal,
- result in ground disturbance in areas known to contain mineral or geothermal resources, or
- result in ground disturbance within mineral resource recovery sites.

The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.5-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Geology, Soils, and Mineral Resources* summarizes the level of significance of impacts associated with the Proposed Modifications and provides a comparison to applicable impacts from the Final EIR.

Table 3.5-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Geology, Soils, and Mineral Resources

Proposed Modifications	Impact GEO							Discussion
	-1	-2	-3	-4	-5	-6	-7	
Modified Distribution Getaways	✓	✓	✓	✓	NA	✓	✓	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts GEO-1, -2, -3, -4, -6, and -7 as compared to the Final EIR, as analyzed in *Section 3.5.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	NA	NA	✓	✓	✓	NA	NA	Restroom installation associated with the Proposed Modifications has the potential to affect Impacts GEO-3, -4, and -5 as compared to the Final EIR, as analyzed in *Section 3.5.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Sewer Line Installation	✓	✓	✓	✓	NA	✓	✓	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts GEO-1, -2, -3, -4, -6, and -7 as compared to the Final EIR, as analyzed in *Section 3.5.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.

Note: NA = Not Applicable

3.5.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts identified in the Final EIR and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an already identified impact associated with Fogarty Substation. *Section 3.5.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact GEO-1: Adverse Effects to People and Structures Due to Seismic Activity

The Final EIR indicated that Fogarty Substation is located approximately 0.5 mile north of the nearest active or potentially active fault. During construction of Fogarty Substation, SCE implemented APM GEO-SCE-1, APM GEO-SCE-2, and MM GEO-1a. APMs GEO-SCE-1 and GEO-SCE-2 required seismic design specifications for the improvements and construction of substations based on the Institute of Electrical and Electronics Engineers 693 Recommended Practices for Seismic Design, as well as a geotechnical study to identify site-specific geologic conditions, including recommendations for final project design. MM GEO-1a required adherence to SCE's worker safety guidelines and policies in the event of an earthquake during construction and participation by all construction personnel in a worker awareness program. This program highlighted seismic activity as a potential hazard during construction. MM GEO-1b required that design-level geotechnical investigations, including site-specific seismic analyses, be performed to evaluate peak ground acceleration for design of Fogarty Substation components. Even though Fogarty Substation is located in an area susceptible to earthquake forces, the proposed structures are not designed for human occupancy, and it is unlikely that any personnel operating the facility would be indoors if a large local earthquake occurred. Implementation of APM GEO-SCE-1, APM GEO-SCE-2, and MM GEO-1a reduced impacts to people and structures due to seismic activity during construction to a less-than-significant level (Class II).

None of the Proposed Modifications would be within an Alquist-Priolo Earthquake Fault Zone, nor would any Alquist-Priolo faults be crossed by the Proposed Modifications. The Final EIR indicated that the nearest active or potentially active fault, Elsinore Fault, is approximately 0.5 mile south of Fogarty Substation; however, the Fogarty Substation site is within 0.5 mile of a Quaternary fault. The Proposed Modifications would not be located closer to any faults than Fogarty Substation. The Proposed Modifications would be engineered to withstand strong ground movement and moderate ground deformation, in accordance with CPUC General Order 128.

Strong earthquakes, particularly near active faults, can result in liquefaction and collapse of soils if the right conditions are present. The Proposed Modifications would be located within a low liquefaction hazard zone. While liquefaction occurrence is rare, if shallow groundwater is present during a strong earthquake, the soils in these locations have the potential to liquefy and collapse. As described in MM GEO-1b and APM GEO-SCE-2, SCE had a geotechnical study performed to provide geological conditions to assist with the final design. Recommendations from the

geotechnical study included clearing the site of all vegetation and debris prior to the start of earthwork, having the project engineer observe and approve the bottom surfaces of all excavations prior to placing any fill and/or structures, and sloping the side of excavations at a ratio of 2-to-1 (horizontal to vertical) or shoring for safety. The potential for seismic-induced landslides within the areas of the Proposed Modifications would be low, considering the flat to gentle sloping terrain, and would have a less-than-significant impact. Therefore, with the implementation of MM GEO-1a, MM GEO-1b, APM GEO-SCE-1, and APM GEO-SCE-2, the Proposed Modifications would not change the Class II (Less-than-Significant after Mitigation) findings from the Final EIR. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-1 as compared to the Final EIR.

Impact GEO-2: Soil Erosion

Consistent with the Final EIR, construction of Fogarty Substation disturbed more than 1 acre of land and was therefore subject to specific erosion control measures identified as part of the National Pollutant Discharge Elimination System (NPDES) permit and Storm Water Pollution Prevention Plan (SWPPP). Short-term increases in soil erosion occurred as a result of the importation of approximately 50,000 cubic yards of new clean fill material. However, impacts to soil erosion were minimized with the implementation of BMPs, SWPPP-related requirements outlined in APM GEO-SCE-3 and MM GEO-2a. Therefore, consistent with the Final EIR, impacts due to soil erosion were less than significant after mitigation, and thus, a Class II impact.

Fogarty Substation modifications would be located on flat terrain. Grading and trenching activities associated with the Proposed Modifications would expose soil to erosion by removing the vegetative cover and compromising the soil structure. Rain and wind may potentially further detach soil particles and transport them off site. The Proposed Modifications would not result in the disturbance of more than 1 acre of land; however, the inactive NPDES permit for the substation would be reactivated and the SWPPP would be updated to include specific measures for the Proposed Modifications. Soil exposure to erosion would be temporary and stabilized following the completion of construction. Therefore, the Proposed Modifications would result in less-than-significant impacts and would be consistent with the Class II (Less-than-Significant after Mitigation) findings of the Final EIR. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-2 as compared to the Final EIR.

Impact GEO-3: Soil Stability

Consistent with the Final EIR, Fogarty Substation is not located on a geologic unit that is unstable, or that would become unstable due to construction or operation of the substation. The Fogarty Substation site is located on a relatively flat area, which has negligible potential for landslides or other slope stability concerns from construction activities. Although the Elsinore groundwater basin is in overdraft, there is no known subsidence affecting the site, and construction of Fogarty Substation did not include activities that would induce subsidence. Additionally, due to the low likelihood that a sequence of thick, low-density, saturated alluvium exists beneath the western portion of the substation site, liquefaction potential is low. Hazards at Fogarty Substation associated with subsidence, landslides, and liquefaction were identified in a detailed geotechnical report, and recommendations were implemented during construction. With

the implementation of APM GEO-SCE-2 and MM GEO-3a, impacts associated with unstable geologic conditions were reduced to less than significant levels (Class II).

The Proposed Modifications would also be located primarily on flat to gentle terrain. As described previously, SCE would implement recommendations from the geotechnical study including clearing the site of all vegetation and debris prior to the start of earthwork, having the project engineer observe and approve the bottom surfaces of all excavations prior to placing any fill and/or structures, and sloping the side of excavations at a ratio of 2-to-1 (horizontal to vertical) or shoring for safety. As a result, impacts related to unstable geological units would be less than significant and consistent with the Class II (Less-than-Significant after Mitigation) findings in the Final EIR. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-3 as compared to the Final EIR.

Impact GEO-4: Expansive Soils

Consistent with the Final EIR, geotechnical studies were conducted prior to construction of Fogarty Substation, as outlined in APM GEO-SCE-2, which evaluated the presence and extent of expansive or collapsible soil. Standard practices, including excavation of expansive soils during construction and replacement with engineered backfill, were used to mitigate expansive soil conditions. The area around Fogarty Substation has the potential to be located on expansive soils; however, this impact was less than significant with the implementation of APM GEO-SCE-2 and MM GEO-3a.

The Proposed Modifications in the vicinity of Fogarty Substation have the potential to be located on expansive soils. The Fogarty Substation site is located on soils with a shrink/swell potential of 8.9, which is considered high. As described previously, SCE would implement recommendations from the geotechnical study including clearing the site of all vegetation and debris prior to the start of earthwork, having the project engineer observe and approve the bottom surfaces of all excavations prior to placing any fill and/or structures, and sloping the side of excavations at a ratio of 2-to-1 (horizontal to vertical) or shoring for safety. Therefore, impacts would be less than significant and consistent with the Final EIR's assessment of Class II (Less-than-Significant after Mitigation). Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-4 as compared to the Final EIR.

Impact GEO-5: Wastewater Disposal

Consistent with the Final EIR, construction and operation of Fogarty Substation has not required septic tanks or alternative wastewater disposal systems. Wastewater generated on site was minimal and portable toilets were utilized during construction. No restroom or other facilities that generate wastewater have been utilized during the operation of Fogarty Substation. Construction of Fogarty Substation complied with the SWPPP identified in APM GEO-SCE-03 to ensure any storm water runoff did not compromise water quality or increase erosion in the Fogarty Substation area. Implementation of APM GEO-SCE-3 reduced any potential impacts to a less-than-significant level (Class III).

Soil permeability is a consideration for projects that require septic system installation. The proposed restroom at Fogarty Substation would be connected to the EVMWD sewer system when available; however, in the meantime, the SCE would install a self-contained waste vault for the restroom that would be pumped out periodically and material would be disposed of off site by a licensed sanitary disposal contractor. Therefore, no new impacts would occur, and the Proposed Modifications would be consistent with the Class III (Less-than-Significant) findings in the Final EIR. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-5 as compared to the Final EIR.

Impact GEO-6: Availability of a Known Valuable Mineral Resource

Consistent with the Final EIR, the Fogarty Substation site is not located on land known to contain an important mineral resource; therefore, construction and operation of the substation did not impact on mineral resources (Class III).

The Proposed Modifications are adjacent to Fogarty Substation; therefore, they would not be closer to any known mineral resources. As a result, there would be no impact to known mineral resources of value to the region and the residents of the state, and Impact GEO-6 would still be considered Class III (Less than Significant). Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-6 as compared to the Final EIR.

Impact GEO-7: Mineral Resource Recovery Sites

Consistent with the Final EIR, construction and operation of Fogarty Substation did not result in loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts to mineral resource recovery sites occurred during construction and operation (Class III).

The Proposed Modifications are adjacent to Fogarty Substation and would not be located closer to any mineral resource recovery sites. Therefore, the Proposed Modifications would have no impact on mineral resource recovery sites, which is consistent with the Final EIR's assessment of Class III (Less than Significant). Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact GEO-7 as compared to the Final EIR.

3.5.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.5.3 Summary

As indicated in *Table 3.5-3: Significance of Impact Changes – Geology, Soils, and Mineral Resources*, Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance associated with geology, soils, and mineral resources identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not increase in severity as a result of the Proposed Modifications.

Table 3.5-3: Significance of Impact Changes – Geology, Soils, and Mineral Resources

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact GEO-1: Adverse Effects to People and Structures due to Seismic Activity	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM GEO-SCE-1 APM GEO-SCE-2 MM GEO-1a MM GEO-1b	APM GEO-SCE-1 APM GEO-SCE-2 MM GEO-1a MM GEO-1b
Impact GEO-2: Soil Erosion	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM GEO-SCE-3 MM GEO-2a	APM GEO-SCE-3 MM GEO-2a
Impact GEO-3: Soil Stability	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM GEO-SCE-2 MM GEO-3a	APM GEO-SCE-1 APM GEO-SCE-2 APM GEO-SCE-3 MM GEO-3a
Impact GEO-4: Expansive Soils	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM GEO-SCE-2 MM GEO-SCE-3a	APM GEO-SCE-2 MM GEO-SCE-3a
Impact GEO-5: Wastewater Disposal	Class III (Less than Significant)	Class III (Less than Significant)	APM GEO-SCE-3	APM GEO-SCE-3
Impact GEO-6: Availability of a Known Valuable Mineral Resource	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact GEO-7: Mineral Resource Recovery Sites	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

3.5.4 References

California Geological Survey (CGS). A Faults. Online. http://www.conservation.ca.gov/cgs/rghm/psha/fault_parameters/pdf/Documents/A_flt.pdf. Site visited December 9, 2013.

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3.6 HYDROLOGY AND WATER QUALITY

This section summarizes the impacts to hydrology and water quality identified in the Final EIR, describes the Proposed Modifications relevant to hydrology and water quality, and analyzes the potential effects of the Proposed Modifications on hydrology and water quality. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.6.1 Summary of Final EIR

The Final EIR determined that impacts to hydrology and water quality would be less than significant after mitigation. *Table 3.6-1: Summary of Final EIR – Hydrology and Water Quality* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for hydrology and water quality associated with Fogarty Substation.

Table 3.6-1: Summary of Final EIR – Hydrology and Water Quality

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact HYD-1: Water Quality Standards and Waste Discharge Requirements. The Final EIR determined that construction of Fogarty Substation would have the potential for erosion and release of potential groundwater and surface water contaminants. Construction activities could compromise water quality and drainage systems in the project area.	Class II (Less than Significant after Mitigation)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4 MM HYD-1a
Impact HYD-2: Groundwater Supplies and Recharge. The Final EIR determined that construction of Fogarty Substation would not substantially deplete groundwater supplies, interfere substantially with groundwater recharge, or significantly impact groundwater resources.	Class III (Less than Significant)	None
Impact HYD-3: Drainage Patterns, Erosion, and Siltation. The Final EIR determined that construction of Fogarty Substation would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on or off site.	Class III (Less than Significant)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4
Impact HYD-4: Drainage Patterns and Flooding. The Final EIR determined that there is potential for Fogarty Substation to increase sediment in runoff from ground-disturbing activities, which could reduce the flood-carrying capacity of downstream channels.	Class III (Less than Significant)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4
Impact HYD-5: Runoff Water and Storm Water Drainage Systems. The Final EIR determined that Fogarty Substation would require minimal water and, therefore, generate little waste discharge to exceed the capacity of existing or planned storm water drainage systems.	Class II (Less than Significant after Mitigation)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4 MM HYD-5a MM HYD-5b
Impact HYD-6: Water Quality. Surface water quality could be diminished as a result of ground-disturbing activities and vegetation removal. The Final EIR determined that permit requirements would ensure water quality is maintained at acceptable levels as the Approved Project would need to comply with all of the Santa Ana RWQCB water quality standards and/or drainage discharge requirements.	Class III (Less than Significant)	None

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact HYD-7: Flood Hazard Zones. The Final EIR determined that Fogarty Substation would not be constructed within a 100-year Federal Emergency Management Agency (FEMA) designated flood hazard zone.	Class III (Less than Significant)	MM HYD-7a MM HYD-7b
Impact HYD-8: Structures that Impede or Redirect Flood Flows. The Final EIR determined that Fogarty Substation is not located in a 100-year flood zone and would therefore have no significant impacts related to flooding.	Class III (Less than Significant)	MM HYD-7a MM HYD-7b
Impact HYD-9: Flooding as a Result of Failure of a Levee or Dam. The Final EIR determined that Fogarty Substation is not located in a dam failure flood inundation zone and would therefore have no significant impacts related to flooding as a result of failure of a levee or dam.	Class III (Less than Significant)	MM HYD-7a MM HYD-7b
Impact HYD-10: Inundation by Seiche, Tsunami, or Mudflow. The Final EIR determined that the Approved Project is not subject to inundation by seiche or tsunami. The Approved Project would be located on relatively flat terrain, far from steep slopes in regions most susceptible to mudflows.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.6.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on hydrology and water quality from the Proposed Modifications.

3.6.2.1 Methodology

Potential impacts to water quality, groundwater supplies and recharge, drainage patterns, erosion, siltation, and runoff water associated with the Proposed Modifications, were determined based primarily on activities that involve additional ground disturbance, such as excavation and grading, and the creation of new impermeable structures. Impacts associated with flooding were determined primarily based on additional poles and pole types. The methodology used for this analysis is consistent with the methodology use for the Final EIR. *Table 3.6-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Hydrology and Water Quality* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to applicable impacts from the Final EIR.

Table 3.6-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Hydrology and Water Quality

Proposed Modifications	Impact HYD										Discussion
	-1	-2	-3	-4	-5	-6	-7	-8	-9	-10	
Modified Distribution Getaways	✓	✓	✓	✓	✓	✓	NA	NA	NA	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts HYD-1, -2, -3, -4, -5, and -6 as compared to the Final EIR, as analyzed in *Section 3.6.2.2 Effects of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to hydrology and water quality impacts as compared to the Final EIR. Restroom installation would occur in areas that have been previously graded or disturbed within the existing Fogarty Substation.
Sewer Line Installation	✓	✓	✓	✓	✓	✓	NA	NA	NA	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts HYD-1, -2, -3, -4, -5, and -6 as compared to the Final EIR, as analyzed in *Section 3.6.2.2 Effects of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.

Note: NA = Not Applicable

3.6.2.2 Effects of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to hydrology and water quality identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.6.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modification. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications. The restroom installation does not affect hydrology and water quality and is not described further, as described in *Table 3.6-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Hydrology and Water Quality*.

Impact HYD-1: Water Quality Standards and Waste Discharge Requirements

Consistent with the Final EIR, construction of Fogarty Substation had the potential to cause water quality impacts as a result of vegetation removal, grading, and excavation. The ground disturbance and potential erosion caused by storm water runoff could have compromised water quality and drainage systems in the area; however, consistent with the Final EIR, construction of Fogarty Substation did not violate water quality standards or discharge requirements during construction or operation after implementation of APMs HYDRO-SCE-1, -2, -3, and -4, and had a less-than-significant effect on surface water or groundwater quality (Class II).

Two distribution duct banks consisting of two vaults and associated underground trenching would be installed as part of the Proposed Modifications. These duct banks would be installed to support four underground distribution circuits connecting Fogarty Substation to Terra Cotta Road. In addition, if sewer becomes available in the vicinity of the substation, SCE proposes to install a sewer line, approximately 6 inches in diameter, from the restroom location within Fogarty Substation to the future Kings Highway or to Terra Cotta Road. Installation of these duct banks and sewer line would require excavation. Excavation associated with the duct banks and sewer line, as well as the associated impacts to water quality, would be small in scale. APMs HYDRO-SCE-2 and -4 require that project personnel attend an environmental training and that dewatering operations would be performed in accordance with the California Storm Water Quality Association's California Storm water BMP Handbook. APMs HYDRO-SCE-2 and -4 would be implemented to ensure that impacts associated with installation of duct banks and sewer lines are avoided and minimized. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class II. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-1 as compared to the Final EIR.

Impact HYD-2: Groundwater Supplies and Recharge

Consistent with the Final EIR, construction of Fogarty Substation did not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. An EVMWD water service connection was used to supply the water for construction activities. This relatively small amount of water was supplied from the EVMWD system of groundwater, surface water, and

imported water. Therefore, Fogarty Substation did not impact to groundwater supplies through depletion.

Consistent with the Final EIR, Fogarty Substation is located in the Santa Ana Watershed. The size of the Fogarty Substation footprint (approximately 2.3 acres) is very small compared to the area of the entire Santa Ana River Watershed (approximately 1,792,000 acres), and the ability of precipitation to infiltrate into most of the 2.3 acres was maintained. The small project footprint did not inhibit recharge to the groundwater basin. Therefore, construction of Fogarty Substation did not significantly impact groundwater resources.

In addition, consistent with the Final EIR, no groundwater or surface water resources were impacted nor were any subsequent structures placed on site or resulted in activities that adversely impacted or were impacted by site or neighboring hydrology. As a result, impacts to groundwater supplies and recharge were less than significant (Class III).

The Proposed Modifications may require the use of water for dust control during construction; however, construction would only last up to 3 months and would involve relatively minor level of dust control compared to Fogarty Substation. In addition, the Proposed Modifications would not result in new impervious surfaces. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class III. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-2 as compared to the Final EIR.

Impact HYD-3: Drainage Patterns, Erosion, and Siltation

Consistent with the Final EIR, drainage and runoff were not significantly affected by construction of Fogarty Substation. The Fogarty Substation SWPPP includes BMPs, such as covering spoils piles, using erosion control equipment (e.g., wattles and silt fencing), and recontouring and revegetating areas after construction to prevent sediment runoff to any nearby drainages. APM HYDRO-SCE-1 (revised), -2, -3, and -4 further reduced potential impacts from erosion to a less-than-significant level (Class II).

Excavation associated with the modified distribution getaways and sewer line—and associated impacts to drainage patterns, erosion, and siltation—would be small in scale. The Proposed Modifications would be covered under the reactivated NPDES permit and updated SWPPP for Fogarty Substation. The SWPPP would be modified to include the Proposed Modifications. The NPDES permit would remain inactive until the Proposed Modifications are approved.

Due to the short duration of construction and limited areas of disturbance and the implementation of the project SWPPP, the Proposed Modifications would not substantially increase the impact to drainage patterns, erosion, and siltation beyond that described in the Final EIR. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class II. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-3 as compared to the Final EIR.

Impact HYD-4: Drainage Patterns and Flooding

Consistent with the Final EIR, construction of Fogarty Substation did not alter the existing drainage pattern of the area. With the implementation of APMs HYDRO-SCE-1, -2, -3, and -4, any increase in the rate or amount of surface runoff in a manner that would result in flooding on site or off site was less than significant (Class III).

As described previously, the Proposed Modifications would result in additional surface disturbance. There is potential for increased surface runoff due to construction activities. If sediment-laden runoff from the construction sites entered the nearby waterways, it could potentially increase turbidity, increase sedimentation, and reduce the flood-carrying capacity of downstream channels. Construction activities conducted when the ground is wet also create the potential for increased runoff due to a reduction in infiltration and evaporation through vegetation removal. The total surface disturbance associated with the Proposed Modifications includes 0.92 to 0.97 acre of temporary impact. To avoid and minimize these potential impacts, SCE would implement the APM HYDRO-SCE-2 that was included in the Final EIR. APM HYDRO-SCE-2 requires that personnel receive an environmental training to ensure that APMs and BMPs included in the project SWPPP are implemented properly. With the implementation of APM HYDRO-SCE-2, Proposed Modifications would not increase surface runoff due to construction activities beyond the amount described for Fogarty Substation in the Final EIR. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class III. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-4 as compared to the Final EIR.

Impact HYD-5: Runoff Water and Storm Water Drainage Systems

Consistent with the Final EIR, road construction could have potentially accelerated soil erosion rates and sedimentation in downstream waterways. Construction of Fogarty Substation required minimal water and therefore generated little waste discharge to exceed the capacity of existing or planned storm water drainage systems. Storm water from the Fogarty Substation construction site was managed through the provisions of the SWPPP. Runoff could have eventually flowed to Lake Elsinore; however, runoff water percolated into the alluvial soils before reaching drainages or surface water. A small retention basin was also constructed on the Fogarty Substation site in order to impound runoff and reduce erosion. Drips and spills during construction were contained on site before they could be released to storm water. The potential for water quality impacts was low, but was further reduced or avoided through implementation of BMPs and erosion control measures in the entire project area during construction. Therefore, impacts associated with storm water capacity and polluted runoff were reduced to less-than-significant levels (Class II) with the adoption of APMs HYDRO-SCE-1, -2, -3, and -4 and MMs HYD-5a and HYD-5b.

Proposed Modifications would result in additional areas of ground disturbance, which would require water for dust control activities. The construction techniques associated with the Proposed Modifications are similar to those assessed in the Final EIR. Therefore, the amount of additional water necessary to perform dust control activities due to Proposed Modifications is not anticipated to increase the significance of impact relating to runoff water and storm water drainage systems. Therefore, the Proposed Modifications would generate little waste discharge to exceed the capacity of existing or planned storm water drainage systems.

Runoff water from areas of ground disturbance associated with the Proposed Modifications could eventually flow to Lake Elsinore; however, runoff water would likely percolate into the alluvial soils before reaching storm water drainages or surface water. As mentioned previously, the SWPPP used during construction of Fogarty Substation would be updated to include the Proposed Modifications. In addition, APM HYDRO-SCE-2 requires that personnel receive an environmental training to ensure that APMs and BMPs included in the SWPPP are implemented properly. Proposed Modifications would not increase the significance of impacts to runoff water and storm water drainage systems beyond those described for Fogarty Substation in the Final EIR. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class II. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-5 as compared to the Final EIR.

Impact HYD-6: Water Quality

Consistent with the Final EIR, permit requirements ensured that water quality was maintained at acceptable levels as Fogarty Substation complied with all of the Santa Ana RWQCB water quality standards and drainage discharge requirements. Thus, impacts related to substantial water quality degradation were less than significant (Class III).

Surface water quality could be diminished as a result of excavation due to installation of the modified distribution getaways and sewer line; as well as scraping, grading, and material laydown at the staging area. The total surface disturbance associated with the Proposed Modifications includes 0.92 to 0.97 acre of temporary disturbance.

Construction techniques and surface disturbance resulting from Proposed Modifications would be similar to those assessed in the Final EIR. As mentioned previously, the SWPPP used during construction of Fogarty Substation would be updated to include the Proposed Modifications. Due to the minimal ground disturbance area and with the implementation of the SWPPP, the Proposed Modifications would not significantly increase impacts to surface water quality beyond those described for Fogarty Substation in the Final EIR. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class III. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-6 as compared to the Final EIR.

Impact HYD-7: Flood Hazard Zones

The Final EIR indicated that Fogarty Substation is not located in a dam failure flood inundation zone and therefore had no significant impacts related to flooding as a result of failure of a levee or dam. As a result, impacts associated with flooding were less than significant (Class III).

The Proposed Modifications would also not be located in a dam failure flood inundation zone and would therefore have no significant impacts related to flooding as a result of failure of a levee or dam. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-7 as compared to the Final EIR.

Impact HYD-8: Structures that Impede or Redirect Flood Flows

Consistent with the Final EIR, Fogarty Substation is not located in a dam failure flood inundation zone and therefore had no significant impacts related to flooding as a result of failure of a levee or dam. Therefore, impacts from construction and operation of Fogarty Substation related to flooding were less than significant (Class III).

The Proposed Modifications would not be located in a dam failure flood inundation zone and would therefore have no significant impacts related to flooding as a result of failure of a levee or dam. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-8 as compared to the Final EIR.

Impact HYD-9: Flooding as a Result of Failure of a Levee or Dam

Consistent with the Final EIR, Fogarty Substation is not located in a dam failure flood inundation zone and therefore had no significant impacts related to flooding as a result of failure of a levee or dam. Therefore, impacts from flooding as a result of a failure of a levee or dam were less than significant (Class III).

The Proposed Modifications would not be located in a dam failure flood inundation zone and would therefore have no significant impacts related to flooding as a result of failure of a levee or dam. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HYD-9 as compared to the Final EIR.

Impact HYD-10: Inundation by Seiche, Tsunami, or Mudflow

Consistent with the Final EIR, Lake Elsinore is the largest enclosed body of water in the project area, which is approximately 1.6 miles from Fogarty Substation. Therefore, as concluded in the Final EIR, Fogarty Substation is not subject to inundation by seiche, and no impacts to Fogarty Substation would occur from seiches (Class III). Fogarty Substation is located on relatively flat terrain, far from steep slopes in the region most susceptible to mudflows. Therefore, consistent with the Final EIR, potential impacts to Fogarty Substation associated with mudflows were less than significant. Consistent with the Final EIR, the Fogarty Substation area is over 20 miles from the Pacific Ocean and not subject to inundation by tsunami. Therefore, no impact to Fogarty Substation from a tsunami occurred. Due to the topographic position, geologic conditions, and lack of nearby or upslope water bodies, there was no impact to Fogarty Substation as a result of inundation by seiche, tsunami, or mudflow (Class III).

The Proposed Modifications are located adjacent to Fogarty Substation and, therefore, are a similar distance from Lake Elsinore to the Pacific Ocean. Therefore, no impacts to the Proposed Modifications would occur from a seiche or a tsunami (Class III). Due to the similarity in topography and geologic conditions between the Fogarty Substation site and the Proposed Modifications area, the Proposed Modifications would not increase the significance of impacts relating to seiche, tsunami, or mudflow beyond those described for Fogarty Substation in the Final EIR. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class III. Therefore, the Proposed Modifications would not result in a new

significant impact or substantially increase the severity of the impact related to Impact HYD-10 as compared to the Final EIR.

3.6.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.6.3 Summary

As indicated in *Table 3.6-3: Significance of Impact Changes – Hydrology and Water Quality*, Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance on hydrological resources identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.6-3: Significance of Impact Changes – Hydrology and Water Quality

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[8]
Impact HYD-1: Water Quality Standards and Waste Discharge Requirements	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM HYD-1a APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4	MM HYD-1a APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4
Impact HYD-2: Groundwater Supplies and Recharge	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact HYD-3: Drainage Patterns, Erosion, and Siltation	Class III (Less than Significant)	Class III (Less than Significant)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4
Impact HYD-4: Drainage Patterns and Flooding	Class III (Less than Significant)	Class III (Less than Significant)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4
Impact HYD-5: Runoff Water and Storm Water Drainage Systems	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM HYD-5a MM HYD-5b APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4	MM HYD-5a MM HYD-5b APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4

[8] Refer to *Chapter 2 – Proposed Modifications To Fogarty Substation* for details on the revised measures.

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[8]
Impact HYD-6: Water Quality	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact HYD-7: Flood Hazard Zones	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM HYD-7a MM HYD-7b	MM HYD-7a MM HYD-7b
Impact HYD-8: Structures that Impede or Redirect Flood Flows	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM HYD-7a MM HYD-7b	MM HYD-7a MM HYD-7b
Impact HYD-9: Flooding as a Result of Failure of a Levee or Dam	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM HYD-7a MM HYD-7b	MM HYD-7a MM HYD-7b
Impact HYD-10: Inundation by Seiche, Tsunami, or Mudflow	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

3.6.4 References

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USGS. 2008. FEMA Map Service Center: DFIRM Databases. https://msc.fema.gov/webapp/wcs/stores/servlet/CategoryDisplay?catalogId=10001&storeId=10001&categoryId=12001&langId=-1&userType=G&type=1&parent_category_rn=12009&dfirmCatId=12009&future=full. Site visited December 9, 2013.

3.7 HAZARDS AND PUBLIC SAFETY

This section summarizes the impacts associated with hazards and public safety identified in the Final EIR, describes the Proposed Modifications relevant to hazards and public safety, and analyzes the potential effects of the Proposed Modifications on hazards and public safety. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.7.1 Summary of Final EIR

The Final EIR determined that impacts associated with hazards and public safety would be less than significant with mitigation. *Table 3.7-1: Summary of Final EIR – Hazards and Public Safety* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for hazards and public safety associated with Fogarty Substation.

Table 3.7-1: Summary of Final EIR – Hazards and Public Safety

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact HAZ-1: Environmental Hazards Due to the Use, Transport, or Storage of Hazardous Materials. The Final EIR determined that operation and maintenance of Fogarty Substation would not pose an environmental hazard due to the use, transport, or storage of hazardous materials.	Class III (Less than Significant)	APM HAZ-SCE-1 APM HAZ-SCE-4
Impact HAZ-2: Environmental Hazards Due to Release of Hazardous Materials into the Environment. The Final EIR determined that potential environmental effects from using fuels and other hazardous materials necessary to run construction equipment could occur. There would also be a potential for spills, drips, and releases of hazardous materials.	Class II (Less than Significant after Mitigation)	APM HAZ-SCE-1 APM HAZ-SCE-4 MM HAZ-2a
Impact HAZ-3: Hazardous Emissions within a Quarter Mile of a School. The Final EIR determined that the Approved Project would be located within 0.25 mile of one school.	Class II (Less than Significant)	APM HAZ-SCE-1 APM HAZ-SCE-4 MM HAZ-2a
Impact HAZ-4: Located on Hazardous Materials Site pursuant to Government Code Section 65962.5. The Final EIR determined that Fogarty Substation would not be located on a hazardous materials site; therefore, no impact would occur.	Class III (Less than Significant)	None
Impact HAZ-5: Public or Worker Safety Hazard Due to Proximity to a Public or Public Use Airport. The Final EIR determined that the Approved Project would not result in impacts on public or worker safety due to proximity to a public use airport.	Class III (Less than Significant)	None
Impact HAZ-6: Public or Worker Safety Hazard Due to Proximity to Private Airstrip. The Final EIR determined that Fogarty Substation would not be located within the vicinity of a private airstrip.	Class III (Less than Significant)	None
Impact HAZ-7: Interference with an Emergency Response Plan or Emergency Evacuation Plan. The Final EIR determined that construction of Fogarty Substation would not interfere with emergency response time.	Class III (Less than Significant)	TRANS-APM 1
Impact HAZ-8: Significant Hazards Associated with Wildfires. The Final EIR determined that construction of Fogarty Substation could present a fire risk, as existing adjacent grasslands are prone to wildfires and could be ignited if proper fire prevention measures are not implemented.	Class III (Less than Significant)	APM HAZ-SCE-2 APM HAZ-SCE-3

Source: CPUC, 2010

3.7.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects associated with hazards and public safety from the Proposed Modifications.

3.7.2.1 Methodology

Potential impacts associated with hazards and public safety for each Proposed Modification were determined based on an assessment of whether the Proposed Modifications would:

- create a significant hazard to the public or environment from hazardous materials;
- generate hazardous emissions or require handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- be located on a hazardous materials site;
- result in a safety hazard;
- impair implementation of or physically interfere with an adopted emerge response plan or emergency evacuation plan; or
- expose people or structures to a significant risk involving wildland fires.

Table 3.7-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Hazards and Public Safety summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to applicable impacts from the Final EIR.

Table 3.7-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Hazards and Public Safety

Proposed Modifications	Impact HAZ								Discussion
	-1	-2	-3	-4	-5	-6	-7	-8	
Modified Distribution Getaways	✓	✓	NA	NA	NA	NA	✓	✓	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts HAZ-1, -2, -7, and -8 as compared to the Final EIR, as analyzed in *Section 3.7.2.2 Effect of Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	✓	✓	NA	NA	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications has the potential to affect Impacts HAZ-1 and -2 as compared to the Final EIR, as analyzed in *Section 3.7.2.2 Effect of Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Sewer Line Installation	✓	✓	NA	NA	NA	NA	✓	✓	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts HAZ-1, -2, -7, and -8 as compared to the Final EIR, as analyzed in *Section 3.7.2.2 Effect of Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.

Note: NA = Not Applicable

3.7.2.2 Effect of Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to hazards and public safety as identified in the Final EIR and evaluate whether the Proposed Modifications would affect the respective impact determination reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.7.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact HAZ-1: Environmental Hazards Due to the Use, Transport, or Storage of Hazardous Materials

Consistent with the Final EIR, operation and maintenance of Fogarty Substation does not pose an environmental hazard due to the use, transport, or storage of hazardous materials. Fogarty Substation is remotely managed and monitored. Routine maintenance occurs two to three times a week and requires gasoline, diesel fuel, oil, and lubricants. As outlined in APM HAZ-SCE-1, SCE employs BMPs to reduce the potential of accidental spills. Furthermore, APM HAZ-SCE-3 requires vegetation be cleared to minimize fire risk. The environmental hazards from the operation and maintenance of the substation are less than significant (Class III).

Construction of the Proposed Modifications would require similar types and quantities of hazardous materials that were described in the Final EIR. Fuel and lubricants inside vehicles and equipment would be the most common types of hazardous materials. A general list of the products anticipated to be used during construction is provided in *Table 3.7-3: Hazardous Materials Typically Used for Construction*. The routine transport, use, and disposal of hazardous materials—such as fuels, lubricating oil, and hydraulic fluid—during construction may result in inadvertent releases of these materials. Any release of hazardous materials would most likely result from accidental spills or other unauthorized releases during vegetation clearing, grading, and other construction activities. An inadvertent release could also occur from the use of hazardous materials during construction within temporary storage areas, while transporting hazardous materials to and from work areas, or during refueling and servicing of equipment. However, as specified in APM HAZ-SCE-1, BMPs would be implemented to address the storage and handling of hazardous materials during construction activities. In addition, all transport, use, and disposal of hazardous materials would be in compliance with applicable laws, rules, and regulations.

Construction of the Proposed Modifications would also result in the generation of various waste materials that would require recycling and/or disposal. Waste items and materials would be collected by construction crews and stored in roll-off boxes or other similar containers at the staging area. All waste materials that are not recycled would be characterized by SCE in order to assure appropriate final disposal. Non-hazardous waste would be transported to licensed local waste management facilities. Hazardous materials would be disposed of at facilities that accept hazardous waste materials, in accordance with all applicable laws and regulations. The nearest

landfill to the Proposed Modifications is El Sobrante Landfill, which accepts construction and demolition waste and is classified as a Class III landfill.[9] In the event that unanticipated contaminated soil is encountered in areas of the Proposed Modifications during excavation activities, the soil would be segregated and soil samples would be collected and analyzed to determine appropriate disposal or treatment options. Based on the results of the analysis, SCE would decide whether to remove the contaminated soil or adjust the design of the Proposed Modifications to avoid contaminated soil.

Therefore, with the implementation of APM HAZ-SCE-1, Impact HAZ-1 would be less than significant and consistent with the Final EIR's assessment of Class III. As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-1 as compared to the Final EIR.

Table 3.7-3: Hazardous Materials Typically Used for Construction

Hazardous Materials	
2-Cycle Oil	Lubricating Grease
ABC Dry Chemical Fire Extinguisher	Mastic Coating
Acetylene Gas	Methyl Alcohol
Air Tool Oil	Oxygen
Antifreeze	Paint
Automatic Transmission Fluid	Paint Thinner
Battery Acid	Petroleum Products
Canned Spray Paint	Puncture Seal Tire Inflator
Connector Grease	Safety Fuses
Contact Cleaner 2000	Safety Solvent
Diesel Fuel and Gasoline	Starter Fluid
Gas Treatment	Wagner Brake Fluid
Jet A Fuel	WD-40
Insulating Oil	

Impact HAZ-2: Environmental Hazards due to Release of Hazardous Materials into the Environment

Consistent with the Final EIR, potential hazards due to the release of hazardous materials could have occurred due to accidental contact with existing underground gas lines, or the use and transport of hazardous materials during operation and maintenance. SCE implemented APM

[9] Class III landfills accept municipal non-hazardous solid waste, such as common household trash or garbage.

HAZ-SCE-1, described previously, and MM HAZ-2a. MM HAZ-2a required SCE to do the following:

- contact the Underground Service Alert of Southern California to identify the exact locations of gas pipelines within the construction area;
- contact affected private landowners to determine if septic systems and associated leach fields, as well as other underground facilities, may be impacted by construction;
- design final engineering plans to avoid or minimize interference or damage to public and private underground facilities; and
- notify by telephone the owner of underground facilities that may have been damaged or dislocated during construction.

With the adoption of MM HAZ-2a, construction of Fogarty Substation did not create a significant risk of releasing hazardous materials into the environment (Class II).

As previously discussed, construction of the Proposed Modifications would require the limited use of hazardous materials, such as fuels, lubricants, and cleaning solvents. Due to the low volume and low toxicity of the hazardous materials to be used during the construction of the Proposed Modifications, the potential for environmental impacts from hazardous material incidents would be less than significant. All hazardous materials would be stored, handled, and used in accordance with applicable regulations, and Material Safety Data Sheets would be made available at the construction site for all crew members. If minor spills or drips occur during construction activities, any fluid or impacted soil would be cleaned up immediately.

During construction activities, subsurface utilities or structures may be encountered, which may result in a release of hazardous substances if the structures are damaged. However, with the implementation of MM HAZ-2a, subsurface utilities and structures would be avoided by screening prior to trenching or excavation activities.

Therefore, with the implementation of APM HAZ-SCE-1 and MM HAZ-2a, impacts would be less than significant and consistent with the Final EIR's assessment of Class II. As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-2 as compared to the Final EIR.

Impact HAZ-3: Hazardous Emissions within a Quarter Mile of a School

Consistent with the Final EIR, the Approved Project would be located within 0.25 mile of a school; however, Fogarty Substation is not located within 0.25 mile of a school. Therefore, construction and operation of the substation constituted a less-than-significant impact (Class III).

There are no schools located within 0.25 mile of the Proposed Modifications; therefore, impacts would be less than significant and consistent with the Final EIR's assessment of Class III. As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-3 as compared to the Final EIR.

Impact HAZ-4: Located on a Hazardous Materials Site Pursuant to Government Code Section 65962.5

Consistent with the Final EIR, Fogarty Substation is not located on a hazardous materials site. Therefore, no impact occurred (Class III).

Based on a review of the Department of Toxic Substances Control EnviroStor database and Internet searches of federal, state, and local hazardous materials databases, the Proposed Modifications would not be located on a hazardous material site. The search included a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. In addition, the Proposed Modifications are not located on a known hazardous waste site. As a result, the public or environment would not be exposed to any new hazards. No impact would occur, which is consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-4 as compared to the Final EIR.

Impact HAZ-5: Public or Worker Safety Hazard due to Proximity to a Public or Public Use Airport

Consistent with the Final EIR, the Approved Project would be located approximately 1.1 miles from Perris Valley Airport; however, Fogarty Substation is not located within 2 miles of a public or public use airport. Therefore, the impact on public or worker safety due to the proximity to a public use airport to Fogarty Substation is less than significant and did not require mitigation (Class III).

The Proposed Modifications would not be located within 2 miles of a public or public use airport; therefore, no safety hazards for people residing or working in the area would be created, and no impact would occur, which is consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-5 as compared to the Final EIR.

Impact HAZ-6: Public or Worker Safety Hazard due to Proximity to Private Airstrip

Consistent with the Final EIR, Fogarty Substation is not located in the vicinity of a private airstrip. Therefore, the impact of Fogarty Substation on public or worker safety due to the proximity to a private airstrip was less than significant (Class III).

The Proposed Modifications would be located more than 6 miles from a private airstrip; therefore, no air traffic hazards would occur. Thus, no impact would occur, which is consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-6 as compared to the Final EIR.

Impact HAZ-7: Interference with an Emergency Response Plan or Emergency Evacuation Plan

Consistent with the Final EIR, construction of Fogarty Substation was limited to the substation site and, therefore, did not interfere with emergency response times. The delivery of materials

did not create traffic problems that impeded any emergency response efforts. SCE followed the same procedures outlined for road or lane closures in TRANS-APM 1. Construction materials and supplies were delivered to the construction site by vendors who implemented a Traffic Management Plan to avoid blocking emergency or other accesses. Therefore, impacts were less than significant with the implementation of TRANS-APM 1 in *Section 3.11 Transportation and Traffic* (Class III).

Construction of the Proposed Modifications would occur on site and within dirt access roads adjacent to Fogarty Substation. Due to the temporary road or lane closures during underground facility installation, construction activities could potentially lengthen the emergency response times if access were required along Terra Cotta Road or Kings Highway. These potential closures would be short term, lasting up to 3 months. In the event of an evacuation, construction would cease and the roads would be opened to allow passage to the extent possible. As discussed in Impact HAZ-7 in the Final EIR and TRANS-APM 1 in *Section 3.11 Transportation and Traffic*, SCE would prepare a Traffic Management Plan in coordination with Riverside County, Caltrans, and City of Lake Elsinore staff. In addition, SCE would obtain and implement required encroachment permits for work within the public road ROW. Therefore, impacts would be less than significant and consistent with the Final EIR's assessment of Class III. As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-7 as compared to the Final EIR.

Impact HAZ-8: Significant Hazards Associated with Wildfires

Consistent with the Final EIR, construction of Fogarty Substation presented a fire risk. The existing adjacent grasslands are prone to wildfires and could have been ignited if proper fire prevention measures were not implemented. Fire risk during project construction could have resulted from refueling, operating vehicles, and cigarette smoking. SCE employed BMPs and APMs HAZ-SCE-2 and HAZ-SCE-3 to minimize fire risk. According to APM HAZ-SCE-2, SCE implemented standard fire prevention and response measures, including but not limited to identifying construction sites as non-smoking areas, training personnel, and equipping personnel with portable communication devices. APM HAZ-SCE-3 mandated that SCE adhere to all state and federal standards in grading and clearing vegetation and flammable materials from construction sites to minimize fire risk. Impacts were less than significant with the implementation of BMPs and APM HAZ-SCE-2 and APM HAZ-SCE-3 (Class III).

The Proposed Modifications would be located within areas with an extreme wildland fire threat to people. High heat or sparks from vehicles or equipment have the potential to ignite dry vegetation and cause fires. However, construction activities and equipment staging are generally confined to areas that have been cleared of vegetation, including roads and work areas, thus minimizing the potential for a construction vehicle to start a fire. As previously discussed, construction crews would implement standard fire prevention and response measures, such as carrying appropriate firefighting equipment and refraining from smoking during vegetation clearing, grading, and construction activities, as specified in APM HAZ-SCE-2. Portable communication devices (e.g., radios or mobile telephones) would also be available to construction personnel. Furthermore, SCE has standard protocols that are implemented when the National Weather Service issues a Red Flag Warning. These protocols include measures to address storage and parking areas, use of gasoline-powered tools, use of spark arresters on

construction equipment, road or lane closures, use of a fire guard, fire-suppression tools, and training requirements. Lastly, SCE participates with the California Department of Forestry and Fire Prevention (CAL FIRE), the California Emergency Management Agency, the U.S. Forest Service, and various city and county fire agencies in the Red Flag Fire Prevention Program, and complies with California Public Resources Code Sections 4292 and 4293 related to vegetation management in transmission line corridors. SCE would also implement APM HAZ-SCE-3 to minimize the risk of fire by clearing brush around construction areas. As a result, construction of the Proposed Modifications would have a less-than-significant impact to the risk of loss, injury, or death involving wildland fires, which is consistent with the Final EIR's assessment of Class III. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact HAZ-8 as compared to the Final EIR.

3.7.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.7.3 Summary

As indicated in *Table 3.7-4: Significance of Impact Changes – Hazards and Public Safety*, the Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance associated with hazards and public safety identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.7-4: Significance of Impact Changes – Hazards and Public Safety

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact HAZ-1: Environmental Hazards Due to the Use, Transport, or Storage of Hazardous Materials	Class III (Less than Significant)	Class III (Less than Significant)	APM HAZ-SCE-1 APM HAZ-SCE-4	APM HAZ-SCE-1 APM HAZ-SCE-4
Impact HAZ-2: Environmental Hazards Due to Release of Hazardous Materials into the Environment	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM HAZ-SCE-1 APM HAZ-SCE-4 MM HAZ-2a	APM HAZ-SCE-1 APM HAZ-SCE-4 MM HAZ-2a
Impact HAZ-3: Hazardous Emissions within a Quarter Mile of a School	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM HAZ-SCE-1 APM HAZ-SCE-4 MM HAZ-2a	APM HAZ-SCE-1 APM HAZ-SCE-4 MM HAZ-2a
Impact HAZ-4: Located on Hazardous Materials Site pursuant to Government Code Section 65962.5	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact HAZ-5: Public or Worker Safety Hazard Due to Proximity to a Public or Public Use Airport	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact HAZ-6: Public or Worker Safety Hazard Due to Proximity to Private Airstrip	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact HAZ-7: Interference with an Emergency Response Plan or Emergency Evacuation Plan	Class III (Less than Significant)	Class III (Less than Significant)	TRANS-APM 1	TRANS-APM 1

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact HAZ-8: Significant Hazards Associated with Wildfires	Class III (Less than Significant)	Class III (Less than Significant)	APM HAZ-SCE-2 APM HAZ-SCE-3	APM HAZ-SCE-2 APM HAZ-SCE-3

Source: CPUC, 2010

3.7.4 References

California Environmental Protection Agency. Cortese List Data Resources. Online. http://www.calepa.ca.gov/sitecleanup/corteselist/. Site visited December 9, 2013.

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

California Resources Agency. 2010. Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act. CEQA Guidelines.

Code of Federal Regulations. Title 14: Aeronautics and Space, Part 77—Safe, Efficient Use, and Preservation of the Navigable Airspace. Online. http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=f7780e4d527cd2a76a520fe6606ebc9d&rgn=div5&view=text&node=14:2.0.1.2.9&idno=14. Site visited December 9, 2013.

State Water Resources Control Board (SWRCB). GeoTracker. Online. https://geotracker.waterboards.ca.gov/. Site visited December 9, 2013.

U.S. Environmental Protection Agency. National Priorities List. Online. http://www.epa.gov/superfund/sites/query/queryhtm/nplfin.htm. Site visited December 9, 2013.

U.S. Environmental Protection Agency. Pacific Southwest, Region 9: Superfund. Online. http://yosemite.epa.gov/r9/sfund/r9sfdocw.nsf/WSOState!OpenView&Start=1&Count=1000&Expand=2.21#2.21. Site visited December 9, 2013.

3.8 RECREATION

This section summarizes the impacts to recreation identified in the Final EIR, describes the Proposed Modifications relevant to recreation, and analyzes the potential effects of the Proposed Modifications on recreation. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified impact as compared to the Final EIR.

3.8.1 Summary of Final EIR

The Final EIR determined that impacts to recreation would be less than significant. *Table 3.8-1: Summary of Final EIR – Recreation* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for recreation associated with Fogarty Substation.

Table 3.8-1: Summary of Final EIR – Recreation

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact REC-1: Neighborhood and Regional Parks. The Final EIR determined that the Approved Project would not increase the use in recreational facilities such that substantial physical deterioration would occur or be accelerated.	Class III (Less than Significant)	None
Impact REC-2: Construction of Recreational Facilities. The Final EIR determined that the Approved Project would not include recreational facilities or require the construction of recreational facilities.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.8.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on recreation from the Proposed Modifications.

3.8.2.1 Methodology

Potential impacts to recreation resulting from the construction of each Proposed Modification were determined based on an assessment of whether the modification would contribute to the physical deterioration of existing neighborhood and regional parks/recreational facilities due to increased use or require the construction or expansion of recreational facilities. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.8-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Recreation* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to applicable impacts from the Final EIR.

Table 3.8-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Recreation

Proposed Modifications	Impact REC		Discussion
	-1	-2	
Modified Distribution Getaways	NA	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications would not result in changes to recreation impacts as compared to the Final EIR. Work associated with the modified distribution getaways would be conducted in the vicinity of Fogarty Substation. The closest recreational facility to Fogarty Substation, Alberhill Ranch Community Park, is located approximately 0.75 mile from this Proposed Modification.
Restroom Installation	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to recreation impacts as compared to the Final EIR. Work associated with the restroom installation would be conducted within Fogarty Substation. The closest recreational facility to Fogarty Substation, Alberhill Ranch Community Park, is located approximately 0.75 mile from this Proposed Modification.
Sewer Line Installation	NA	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications would not result in changes to recreation impacts as compared to the Final EIR. Work associated with the sewer line installation would be conducted in the vicinity of Fogarty Substation. The closest recreational facility to Fogarty Substation, Alberhill Ranch Community Park, is located approximately 0.75 mile from this Proposed Modification.

Note: NA = Not Applicable

3.8.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to recreation as identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. *Section 3.8.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact REC-1: Neighborhood and Regional Parks

Consistent with the Final EIR, the construction of Fogarty Substation did not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility occurred or was accelerated. Increased demand for local recreational facilities is primarily generated by increases in residential population. Fogarty Substation did not involve the construction of new residential uses, nor did it result in an increase in residential population. Therefore, Fogarty Substation had no impact (Class III) on parks and recreational facilities.

The closest recreational facility, Alberhill Ranch Community Park, is located approximately 0.75 mile northwest of the Proposed Modifications. Construction personnel would be hired from the local workforce or commute to the Proposed Modifications area for the 2- to 3-month duration of construction. No additional personnel would be required for the operation of the Proposed Modifications. Therefore, the Proposed Modifications would not impact or increase the demand for recreational resources. As a result, impacts would be less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact REC-1 as compared to the Final EIR.

Impact REC-2: Construction of Recreational Facilities

Consistent with the Final EIR, because Fogarty Substation did not include the construction of recreational facilities, there was no impact (Class III).

Because the Proposed Modifications do not include the construction of recreational facilities, there would be no impact and Impact REC-2 is still considered a Class III (Less-than-Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact REC-1 as compared to the Final EIR.

3.8.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.8.3 Summary

As indicated in *Table 3.8-3: Significance of Impact Changes – Recreation*, Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance on recreational facilities identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.8-3: Significance of Impact Changes – Recreation

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact REC-1: Neighborhood and Regional Parks	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact REC-2: Construction of Recreational Facilities	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

3.8.4 References

California Resources Agency. 2010. Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act. CEQA Guidelines.

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

Riverside County. Geographic Information Services. Online. http://www.rctlma.org/gisstore/c-9-free-quarterly.aspx. Site visited December 9, 2013.

3.9 AIR QUALITY

This section summarizes the impacts to air quality identified in the Final EIR, describes the Proposed Modifications relevant to air quality, and analyzes the potential effects of the Proposed Modifications on air quality. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified impact as compared to the Final EIR.

3.9.1 Summary of Final EIR

The Final EIR determined that impacts to air quality would be significant and unavoidable. *Table 3.9-1: Summary of Final EIR – Air Quality* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for air quality associated with Fogarty Substation.

Table 3.9-1: Summary of Final EIR – Air Quality

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact AIR-1: Net Emission Increase of Criteria Pollutants from Construction Activities. The Final EIR determined that emissions would be expected to be greater than South Coast Air Quality Management District (SCAQMD) daily emission significance thresholds.	Class I (Significant and Unavoidable)	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d MM AIR-1e
Impact AIR-2: Temporary Ambient Air Impacts Caused by Construction Activities. The Final EIR determined that construction emissions would be estimated to be below localized significance threshold (LST) levels.	Class III (Less than Significant)	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d
Impact AIR-3: Net Increase in Criteria Pollutant Emissions During Maintenance and Inspection Activities. The Final EIR determined that impacts to current levels of criteria pollutants due to operation and maintenance activities would be less than significant.	Class III (Less than Significant)	None
Impact AIR-4: Odor from Project Construction, Maintenance, and Inspections. The Final EIR determined that exhaust from construction vehicles may temporarily create odors; however, the level of emissions would not likely cause a perceptible odor to most people.	Class III (Less than Significant)	None
Impact AIR-5: Net Increase in Greenhouse Gas (GHG) Emissions during Project Construction. The Final EIR determined that emissions from construction activities, with the use of offset credits, would not be fully mitigated and would remain a significant impact.	Class I (Significant and Unavoidable)	MM AIR-5a
Impact AIR-6: GHG Emissions from Project Operations. The Final EIR determined that emissions from operation and maintenance, with the use of offset credits, would not be fully mitigated and would remain a significant impact.	Class I (Significant and Unavoidable)	MM AIR-6a

Source: CPUC, 2010

3.9.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on air quality from the Proposed Modifications.

3.9.2.1 Methodology

Potential impacts to air quality from the construction of each Proposed Modification were determined based on an assessment of whether the modification would cause a conflict with or obstruct the implementation of an applicable air quality plan, result in a violation of an air quality standard or contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase of any criteria air pollutant, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.9-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Air Quality* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to the applicable impact from the Final EIR.

Table 3.9-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Air Quality

Proposed Modifications	Impact AIR						Discussion
	-1	-2	-3	-4	-5	-6	
Modified Distribution Getaways	✓	✓	NA	✓	✓	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impact AIR-1, -2, -4, and -5 as compared to the Final EIR, as analyzed in *Section 3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations.* As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.
Restroom Installation	✓	✓	NA	✓	✓	NA	Restroom installation associated with the Proposed Modifications has the potential to affect Impact AIR-1, -2, -4, and -5 as compared to the Final EIR, as analyzed in *Section 3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations.* As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.
Sewer Line Installation	✓	✓	NA	✓	✓	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impact AIR-1, -2, -4, and -5 as compared to the Final EIR, as analyzed in *Section 3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations.* As shown, the changes would not result in any new significant impacts or increase the severity of a previously identified significant impact as compared to the Final EIR.

Note: NA = Not Applicable

3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.9.2.3 Additional Evaluation* contains a separate analysis was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications. The modified conductor configuration does not affect air quality and is not described further, as described in *Table 3.9-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Air Quality*.

Impact AIR-1: Net Emission Increase of Criteria Pollutants from Construction Activities

Consistent with the Final EIR, construction of Fogarty Substation resulted in pollutant emissions from equipment/vehicle use and fugitive dust. Prior to construction, the estimated construction emissions were calculated and then compared to the SCAQMD significance thresholds. Emissions of nitrogen oxides (NO_x) were determined to exceed the SCAQMD thresholds, resulting in a significant and unavoidable (Class I) impact.

Construction activities for the Proposed Modifications would be substantially similar to the construction activities analyzed in the Final EIR, although the duration of the construction for the Proposed Modifications and the area of impact would be substantially less than for Fogarty Substation. While the construction activities associated with the Proposed Modifications would require similar types of equipment used during the distribution getaways installed as part of Fogarty Substation, the amount of construction equipment utilized during the Proposed Modifications would be less than what was required to construct Fogarty Substation. Due to this reduction in overall construction equipment use, maximum daily emissions would be less than those identified in the Final EIR for Fogarty Substation. MM AIR-1a through MM AIR-1e would be implemented, consistent with the Final EIR, which would minimize construction emissions. Given the limited duration of the construction and implementation of applicable mitigation measures, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AIR-1 as compared to the Final EIR.

Impact AIR-2: Temporary Ambient Air Impacts Caused by Construction Activities

Consistent with the Final EIR, construction activities caused a temporary increase in ambient air pollutant concentrations. The SCAQMD's LST methodology was used to analyze localized impacts associated with construction. All pollutants were found to be below the applicable LST. As a result, impacts were determined to be Class III (Less than Significant). Even though localized impacts were classified as insignificant, application of MM AIR-1a through MM AIR-1d minimized impacts.

Construction equipment use associated with the Proposed Modifications would be similar to what was previously required during the installation of the underground distribution getaways at

Fogarty Substation. Emissions and corresponding LST analysis for the Proposed Modifications would be consistent with those identified in the Final EIR. Construction of Fogarty Substation has already been completed; therefore, the construction activities associated with the Proposed Modifications would not occur at the same time as Fogarty Substation, reducing the ambient air quality impact. Because the construction of Fogarty Substation was determined to be in compliance with these LSTs, the Proposed Modifications would also result in a less-than-significant impact which would be consistent with the Final EIR's Class III (Less-than-Significant) assessment. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AIR-2 as compared to the Final EIR.

Impact AIR-3: Net Increase in Criteria Pollutant Emissions during Maintenance and Inspection Activities

Consistent with the Final EIR, operation of Fogarty Substation results in minimal emissions of criteria air pollutants. These emissions are the result of periodic maintenance and inspection activities with Fogarty Substation requiring inspection approximately 3 weeks per year. Criteria pollutant emissions are generated from the vehicles used during periodic inspection, maintenance, and repair. Any impacts to current levels of criteria pollutants due to maintenance and inspection activities are anticipated to be less than significant (Class III).

The Proposed Modifications would not lead to increased maintenance activities when compared to Fogarty Substation as they would not alter the overall maintenance inspection frequency. As a result, impacts during the operation and maintenance of the Proposed Modifications would continue to be less than significant and consistent with the Final EIR's Class III (Less-than-Significant) assessment. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AIR-3 as compared to the Final EIR.

Impact AIR-4: Odor from Project Construction, Maintenance, and Inspections

Consistent with the Final EIR, exhaust from construction vehicles temporarily created odors due to the combustion of fuel. However, the level of emissions did not cause a perceptible odor. Vehicle emissions during Fogarty Substation operation are minimal, and consequently, no objectionable odors are expected. Impacts associated with objectionable odors with the potential to affect a substantial number of people were less than significant (Class III).

Construction associated with the modifications to Fogarty Substation would be limited to the immediate vicinity of the existing substation. As a result, perceptible levels of odor associated with the construction of the Proposed Modifications would be similar to those described for Fogarty Substation without the modifications. They would also continue to be temporary, resulting in a less-than-significant impact that is consistent with the Final EIR's Class III (Less-than-Significant) assessment. As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AIR-4 as compared to the Final EIR.

Impact AIR-5: Net Increase in GHG Emissions during Project Construction

Consistent with the Final EIR, GHGs were emitted from employee vehicles, light-duty vehicles (e.g., crew trucks, line trucks, and water trucks), and off-road equipment (e.g., bulldozers, graders, and backhoes) during construction of Fogarty Substation. With the implementation of MM AIR-5a, which required the purchase of carbon credits to offset construction emissions, impacts were reduced, but still Significant and Unavoidable (Class I).

At the time the Final EIR was prepared, no applicable threshold for GHG emissions during construction or operation and maintenance was available. As a result, the emissions in the Final EIR were compared against a very conservative "net zero" threshold, where any emission of GHG is considered significant. Since the preparation of the Final EIR, the SCAQMD has released an interim annual threshold of 10,000 metric tons (MT) of carbon dioxide equivalent (CO_2e) for industrial projects, which represents a reasonable threshold for considering the potential significance of a project's GHG emissions. Due to the limited amount of construction equipment that will be required to construct the Proposed Modifications and the short duration of construction (lasting approximately 2 to 3 months) the total GHG emissions from construction activities would be well under the SCAQMD's threshold of 10,000 $MTCO_2e$. On this basis, it would be reasonable to assume the Proposed Modifications would be less than significant. As a result, GHG emissions from construction, operation, and maintenance of Fogarty Substation with the Proposed Modifications would be less than significant after mitigation (Class II). Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AIR-5 as compared to the Final EIR.

Impact AIR-6: GHG Emissions from Project Operations

Consistent with the Final EIR, ongoing operation of Fogarty Substation results in GHG emissions associated with periodic maintenance/inspection. The Final EIR used the "net zero" threshold for the evaluation of these GHG emissions. With the implementation of MM AIR-6a, which requires SCE to obtain offsets for all operational emissions, as concluded in the Final EIR, impacts are not mitigated to a less-than-significant level and impacts are considered Class I (Significant and Unavoidable).

As described previously, the Proposed Modifications would not lead to increased maintenance activities when compared to the original design as they would not alter the overall maintenance inspection frequency. These emissions associated with this effort would continue to be minor when compared to the emissions from the construction phase. Since the time of the Final EIR, the SCAQMD has prepared a Draft Guidance Document entitled *Interim CEQA Greenhouse Gas Significance Thresholds* (October 2008) for evaluating operational and construction impacts of proposed industrial projects, and has adopted an interim threshold of 10,000 MT of CO_2e per year, which includes emissions from stationary and transportation-related sources.

The annual emissions with the Proposed Modifications incorporated would be well below the SCAQMD's interim threshold, which represents a reasonable threshold for considering the potential significance of a project's GHG emissions. Because the annual GHG emissions are below the SCAQMD interim threshold, it would be reasonable to replace the "net zero" threshold for GHG emissions, and consider the Proposed Modifications' emissions of GHG as less than significant. As such, SCE is proposing to remove the requirement of MM AIR-06,

which required SCE to offset operational GHG emissions. On this basis, the Proposed Modifications would be less than significant (Class III), even without implementation of MM AIR-06. Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AIR-6 as compared to the Final EIR.

3.9.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and two new checklist questions have been added for this resource area. According to the CEQA Checklist, a project causes a potentially significant impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The analysis of Impacts AIR-5 and AIR-6 for the Proposed Modifications satisfy these CEQA Checklist questions. Furthermore, there are currently no applicable plans, policies, or regulations that have been formally adopted.

3.9.3 Summary

As indicated in *Table 3.9-3: Significance of Impact Changes – Air Quality*, the Proposed Modifications would change one of the determinations of significance on air quality identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would change as a result of the Proposed Modifications.

Table 3.9-3: Significance of Impact Changes – Air Quality

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact AIR-1: Net Emission Increase of Criteria Pollutants from Construction Activities	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d MM AIR-1e	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d MM AIR-1e
Impact AIR-2: Temporary Ambient Air Impacts Caused by Construction Activities	Class III (Less than Significant)	Class III (Less than Significant)	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d
Impact AIR-3: Net Increase in Criteria Pollutant Emissions During Maintenance and Inspection Activities	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact AIR-4: Odor from Project Construction, Maintenance, and Inspections	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact AIR-5: Net Increase in GHG Emissions During Project Construction	Class I (Significant and Unavoidable)	Class II (Less than Significant after Mitigation)	MM AIR-5a	MM AIR-5a

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact AIR-6: GHG Emissions from Project Operations	Class I (Significant and Unavoidable)	Class III (Less than Significant)	MM AIR-6a	MM AIR-6a

Source: CPUC, 2010

3.9.4 References

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

SCAQMD. Localized Significance Thresholds. Online. http://www.aqmd.gov/ceqa/handbook/LST/LST.html. Site visited December 9, 2013.

3.10 NOISE

This section summarizes the impacts from noise identified in the Final EIR, describes the Proposed Modifications relevant to noise, and analyzes the potential effects of the Proposed Modifications from noise. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified impact as compared to the Final EIR.

3.10.1 Summary of Final EIR

The Final EIR determined that the impacts from noise would be less than significant. *Table 3.10-1: Summary of Final EIR – Noise* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for noise associated with Fogarty Substation.

Table 3.10-1: Summary of Final EIR – Noise

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact NOISE-1: Noise Levels that Exceed Standards. The Final EIR determined that residences located directly adjacent to construction of the Approved Project would not experience significant noise impacts from Fogarty Substation construction; since, hours would be limited to those allowed by local jurisdictional agencies, noise impacts would be less than significant. No significant noise impacts would occur during work associated with Fogarty Substation.	Class III (Less than Significant)	NOISE-SCE-1 NOISE-SCE-2 NOISE-SCE-3 NOISE-SCE-4 NOISE-SCE-5 NOISE-SCE-6 MM NOISE-1a
Impact NOISE-2: Excessive Ground-borne Vibrations or Ground-borne Noise Levels. The Final EIR determined that construction activities related to Fogarty Substation would cause very minor vibration and would not be noticeable beyond the substation boundaries.	Class III (Less than Significant)	NOISE-SCE-1 NOISE-SCE-3 NOISE-SCE-5
Impact NOISE-3: Permanently Increase Ambient Noise Levels in the Project Vicinity. The Final EIR determined that operation of the Approved Project would cause permanent corona noise. However, the levels of noise emitted would not exceed noise standards or policies, and no significant impact would occur.	Class III (Less than Significant)	None
Impact NOISE-4: Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity. The Final EIR determined that because construction would be limited to the hours allowed by local jurisdictional agencies, no significant impacts would occur.	Class III (Less than Significant)	NOISE-SCE-1 NOISE-SCE-2 NOISE-SCE-3 NOISE-SCE-4 NOISE-SCE-5 NOISE-SCE-6 MM NOISE-1a
Impact NOISE-5: Impacts to Construction Workers from Airport and Airstrip Noise. The Final EIR determined that the Approved Project would not be located within an airport land use plan or where such a plan has been adopted.	Class III (Less than Significant)	None
Impact NOISE-6: Impacts to Residents in the Vicinity of a Private Airstrip. The Final EIR determined that the Approved Project would not be located in the vicinity of a private airstrip.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.10.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential noise effects from the Proposed Modifications.

3.10.2.1 Methodology

Potential impacts from noise associated with the construction of each Proposed Modification were determined based on an assessment of whether the modification would expose people or generate noise or ground-borne vibration in excess of established standards; create a substantial, permanent increase in ambient noise levels; create a substantial, temporary or periodic increase in noise levels; or expose people residing or working in the area to excessive noise levels generated from a public or private airport. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.10-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Noise* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to the applicable impacts from the Final EIR.

Table 3.10-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Noise

Proposed Modifications	Impact NOISE						Discussion
	-1	-2	-3	-4	-5	-6	
Modified Distribution Getaways	NA	NA	NA	NA	NA	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications would not result in changes to noise impacts as compared to the Final EIR. The construction equipment used for the modified distribution getaways, and thus the resulting noise emissions, would be the similar or the same as the construction equipment described in the Final EIR. As a result, there would be no change in the impact discussed in the Final EIR.
Restroom Installation	NA	NA	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to noise impacts as compared to the Final EIR. The construction equipment used for the restroom installation, and thus the resulting noise emissions, would be the similar or the same as the construction equipment described in the Final EIR. As a result, there would be no change in the impact discussed in the Final EIR.
Sewer Line Installation	NA	NA	NA	NA	NA	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications would not result in changes to noise impacts as compared to the Final EIR. The construction equipment used for the modified sewer line, and thus the resulting noise emissions, would be the similar or the same as the construction equipment described in the Final EIR. As a result, there would be no change in the impact discussed in the Final EIR.

Note: NA = Not Applicable

3.10.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts from noise as identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.10.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact NOISE-1: Noise Levels that Exceed Standards

Consistent with the Final EIR, adherence to the construction time limits and the performance standards in the Lake Elsinore Municipal Code ensured noise emissions from construction of Fogarty Substation were within acceptable levels. Operation of Fogarty Substation increased ambient noise levels as a result of transformer "hum" and semi-continuous fan noise; however with the perimeter wall and distance to sensitive receptors, the noise impacts are within the noise limits for residential zones used within the industry. Consistent with the Final EIR, noise levels did not exceed applicable standards; therefore, impacts were less than significant (Class III).

The types of equipment required for construction of the Proposed Modifications would be similar to those described in the Final EIR, although the duration of the construction activities and the amount of equipment required would be substantially less than for the construction of Fogarty Substation. This equipment would not be operated closer to sensitive receptors then their use during the construction of Fogarty Substation. As a result, impacts would remain less than significant and consistent with the Final EIR's Class II (Less-than-Significant after Mitigation) assessment. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact NOISE-1 as compared to the Final EIR.

Impact NOISE-2: Excessive Ground-borne Vibrations or Ground-borne Noise Levels

Consistent with the Final EIR, construction activities related to Fogarty Substation caused very minor vibration and were not be noticeable beyond the substation boundaries. There were no significant vibration impacts (Class III).

The Proposed Modifications at Fogarty Substation would include the installation of new underground duct banks, a sewer line, and a permanent restroom. The types of construction equipment requirements for this work would be similar to those described in the Final EIR, although the duration of the construction activities and the amount of equipment required would be substantially less than for the construction of Fogarty Substation. As a result, impacts would remain less than significant and consistent with the Final EIR's Class III (Less-than-Significant) assessment. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact NOISE-2 as compared to the Final EIR.

Impact NOISE-3: Permanently Increase Ambient Noise Levels in the Project Vicinity

Consistent with the Final EIR, operation of Fogarty Substation results in an increase of ambient noise due to transformer "hum" and semi-continuous fan use. However, the levels of noise emitted do not exceed noise standards or policies and therefore are not be significant (Class III).

The Proposed Modifications would not change the anticipated noise from the operation of Fogarty Substation. As a result, impacts would be less than significant and considered consistent with the Final EIR's Class III (Less-than-Significant) assessment. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact NOISE-3 as compared to the Final EIR.

Impact NOISE-4: Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity

As described previously in response to Impact NOISE-1, consistent with the Final EIR, temporary ambient noise increases associated with construction were less than significant. As a result, Impact NOISE-4 was considered Class III (Less than Significant).

The Proposed Modifications would not substantially change in noise levels described in the Final EIR. SCE would continue to implement APMs NOISE-SCE-1 through NOISE-SCE-6 and MM NOISE-1a to further reduce noise exposure to sensitive receptors. As a result, impacts would be less than significant and considered consistent with the Final EIR's Class III (Less than Significant) assessment. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact NOISE-4 as compared to the Final EIR.

Impact NOISE-5: Impacts to Construction Workers from Airport and Airstrip Noise

The Final EIR concluded that Fogarty Substation is not located within an airport land use plan or where such a plan has not been adopted, and did not expose people residing or working in the area to excessive noise levels. As a result, no significant impacts occurred and impacts were classified as Class III (Less than Significant).

Because the Proposed Modifications would be located directly adjacent to Fogarty Substation, they would not be located within an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact NOISE-5 as compared to the Final EIR.

Impact NOISE-6: Impacts to Residents in the Vicinity of a Private Airstrip

The Final EIR indicated that Fogarty Substation is not in the vicinity of a private airstrip; therefore, there was no impact to residents (Class III).

Because the Proposed Modifications are located directly adjacent to Fogarty Substation, they would not be in the vicinity of a private airstrip and people residing or working during construction or operation would not be exposed to excessive noise levels attributable to air traffic. Consequently, there would be no impact and the Proposed Modifications would remain

consistent with the Final EIR's Class III (Less than Significant) assessment. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact NOISE-6 as compared to the Final EIR.

3.10.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.10.3 Summary

As indicated in *Table 3.10-3: Significance of Impact Changes – Noise*, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

Table 3.10-3: Significance of Impact Changes – Noise

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact NOISE-1: Noise Levels that Exceed Standard	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM NOISE-SCE-1 APM NOISE-SCE-2 APM NOISE-SCE-3 APM NOISE-SCE-4 APM NOISE-SCE-5 APM NOISE-SCE-6 MM NOISE-1a	APM NOISE-SCE-1 APM NOISE-SCE-2 APM NOISE-SCE-3 APM NOISE-SCE-4 APM NOISE-SCE-5 APM NOISE-SCE-6 MM NOISE-1a
Impact NOISE-2: Excessive Ground-borne Vibrations or Ground-borne Noise Levels	Class III (Less than Significant)	Class III (Less than Significant)	APM NOISE-SCE-1 APM NOISE-SCE-3 APM NOISE-SCE-5	APM NOISE-SCE-1 APM NOISE-SCE-3 APM NOISE-SCE-5
Impact NOISE-3: Permanently Increase Ambient Noise Levels in the Project Vicinity	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact NOISE-4: Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM NOISE-SCE-1 APM NOISE-SCE-2 APM NOISE-SCE-3 APM NOISE-SCE-4 APM NOISE-SCE-5 APM NOISE-SCE-6 MM NOISE-1a	APM NOISE-SCE-1 APM NOISE-SCE-2 APM NOISE-SCE-3 APM NOISE-SCE-4 APM NOISE-SCE-5 APM NOISE-SCE-6 MM NOISE-1a
Impact NOISE-5: Impacts to Construction Workers from Airport and Airstrip Noise	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact NOISE-6: Impacts to Residents in the Vicinity of a Private Airstrip	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

3.10.4 References

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

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Riverside County Code of Ordinances. Ordinance No. 847. Online. http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf. Site visited December 9, 2013.

U.S. Department of Transportation. *FHWA Roadway Construction Noise Model User's Guide*. 2006a.

3.11 TRANSPORTATION AND TRAFFIC

This section summarizes the impacts to transportation and traffic identified in the Final EIR, describes the Proposed Modifications relevant to transportation and traffic, and analyzes the potential effects of the Proposed Modifications on transportation and traffic. As discussed in the subsections that follow, the Proposed Modifications would not result in any new significant environmental impacts, or substantially increase the severity of previously identified significant impacts, for transportation and traffic as identified in the Final EIR.

3.11.1 Summary of Final EIR

The Final EIR determined that impacts to transportation and traffic would be less than significant after mitigation. *Table 3.11-1: Summary of Final EIR – Transportation and Traffic* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for transportation and traffic associated with Fogarty Substation.

Table 3.11-1: Summary of Final EIR – Transportation and Traffic

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact TRANS-1: Traffic and Level of Service. The Final EIR determined that construction of the Approved Project would result in a temporary, minor increase in traffic volumes on the regional and local roadways that provide access to the construction zones.	Class III (Less than Significant)	TRANS-APM 1 TRANS-APM 3 TRANS-APM 4
Impact TRANS-2: Roadway Closure. The Final EIR determined that construction of the Approved Project could result in roadway closures at locations where the construction activities would be located within the ROWs of public streets and highways.	Class III (Less than Significant)	TRANS-APM 2
Impact TRANS-3: Air Traffic. The Final EIR determined that the Approved Project would not result in a change in air traffic patterns or air traffic levels.	Class III (Less than Significant)	None
Impact TRANS-4: Design Hazards. The Final EIR determined that the Approved Project would not require the construction of publicly accessible roads that would present a substantially hazardous design feature.	Class III (Less than Significant)	None
Impact TRANS-5: Emergency Response. The Final EIR determined that the temporary road and lane closures associated with construction activities could lengthen the response time required for emergency vehicles passing through the construction zone.	Class III (Less than Significant)	None
Impact TRANS-6: Parking. The Final EIR determined that the Approved Project would not cause significant impacts to parking because of the relatively rural location of the substation.	Class III (Less than Significant)	TRANS-APM 5
Impaction TRANS-7: Pedestrians and Bicycles. The Final EIR determined that pedestrian and bicycle circulation could be affected by construction activities where pedestrians and bicyclists would be unable to pass through the construction zone.	Class III (Less than Significant)	None
Impact TRANS-8: Damage to Roadways. The Final EIR determined that heavy trucks and other equipment used during construction activities for the Approved Project could potentially cause physical damage and/or deterioration of roadway surfaces.	Class II (Less than Significant after Mitigation)	MM TRANS-8a

Source: CPUC, 2010

3.11.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on transportation and traffic from the Proposed Modifications.

3.11.2.1 Methodology

Potential impacts to transportation and traffic from the construction of each Proposed Modification were determined based on an assessment of whether the modification would cause traffic delays, or road or lane closures that would affect the public or emergency vehicle access, create a hazard to drivers, or impact alternative transportation methods. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.11-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Transportation and Traffic* summarizes the significance level of impacts associated with the Proposed Modification and provides a comparison to applicable impacts from the Final EIR.

Table 3.11-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Transportation and Traffic

Proposed Modifications	Impact TRANS								Discussion
	-1	-2	-3	-4	-5	-6	-7	-8	
Modified Distribution Getaways	✓	✓	NA	NA	✓	✓	✓	✓	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impact TRANS-1, -2, -5, -6, -7, and -8 as compared to the Final EIR, as analyzed in *Section 3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	✓	NA	NA	NA	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications has the potential to affect Impact TRANS-1 as compared to the Final EIR, as analyzed in *Section 3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Sewer Line Installation	✓	✓	NA	NA	✓	✓	✓	✓	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impact TRANS-1, -2, -5, -6, -7, and -8 as compared to the Final EIR, as analyzed in *Section 3.9.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.

Note: NA = Not Applicable

3.11.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to transportation and traffic as identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.10.2.3 Additional Evaluation* contains a separate analysis was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact TRANS-1: Traffic and Level of Service

Consistent with the Final EIR, construction of Fogarty Substation resulted in a temporary, minor increase in traffic volumes on roadways due to worker commute trips and equipment deliveries. These impacts were identified in the Final EIR as less than significant (Class III). In addition, implementation of TRANS-APM 1 reduced these short-term traffic impacts. Therefore, Impact TRANS-1 was identified in the Final EIR as a Class III (Less-than-Significant) impact for Fogarty Substation.

A maximum of approximately eight worker daily commute trips would be required during construction of the Proposed Modifications. In addition, up to six truck trips per day would be required to deliver materials and equipment. Terra Cotta Road is a secondary roads crossed by the Proposed Modifications, which is rated a Level of Service (LOS) B.[10] Kings Highway is also crossed by the Proposed Modifications, but traffic counts are not maintained by the County of Riverside Transportation Department for this roadway. A rating of LOS A has a V/C ratio between 0 and 0.60. As a result, Terra Cotta Road typically operates at a capacity of 70 percent or less. The County of Riverside Transportation Department maintains traffic counts for roadways in the county. The average daily traffic volume for Terra Cotta Road is estimated to be 17,000 trips daily. The vehicle trips associated with the Proposed Modifications represent a small percentage of the traffic volume in the area and would not significantly affect the relative level of traffic on the affected roadways given the temporary nature of the additional traffic. Therefore, roadways in the area have adequate capacity to accommodate the temporary traffic increases associated with the Proposed Modifications. TRANS-APM 1 would require SCE to develop and implement a Traffic Management Plan in consultation with the City of Lake Elsinore to further minimize the effects of construction on traffic. Impacts would be less than significant (Class III), consistent with the Final EIR. Therefore, there would be no new significant impact for the Proposed Modifications or substantially increase the severity of the impact related to Impact TRANS-1 as compared to the Final EIR.

[10] LOS is based on traffic congestion, which is measured by dividing traffic volume by roadway capacity. The resulting number, known as the volume-to-capacity (V/C) ratio, usually ranges from 0 to 1.0. The V/C rating is divided into six categories, A through F, representing conditions ranging from unrestricted traffic flow (A) to extreme traffic congestion (F).

Impact TRANS-2: Roadway Closure

Consistent with the Final EIR, roadway closures during construction of Fogarty Substation resulted in increased traffic congestion; however, compliance with encroachment permit conditions and TRANS-APM 2—which called for compliance with BMPs established by the Work Area Protection and Traffic Control Manual for lane closures—ensured that impacts remained at less-than-significant (Class III) levels.

The modified distribution getaways and sewer line installation would require trenching within Terra Cotta Road and may require trenching within Kings Highway, which would require temporary road or lane closures lasting up to 3 months. An encroachment permit typically includes measures that would minimize disruptions associated with road or lane closures, such as flaggers, warning signs, lights, or barricades. Revised TRANS-APM 2 would also be implemented, which requires the use of BMPs established by the California Joint Utility Traffic Control Manual during road or lane closures. Since the release of the Final EIR, the Work Area Protection and Traffic Control Manual has been updated and replaced with the California Joint Utility Traffic Control Manual. As a result, TRANS-APM 2 has been revised to reference this latest manual as a source for applicable BMPs. The use of the updated manual would not change the impacts to transportation or traffic, as the updated manual would require similar traffic and safety BMPs to be implemented during construction. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-2 as compared to the Final EIR.

Impact TRANS-3: Air Traffic

Consistent with the Final EIR, Fogarty Substation did not result in a change to air traffic patterns; therefore, no MMs were required (Class III).

The Proposed Modifications would not require the use of helicopters and would be located more than 6 miles from the nearest airport. In addition, the modified distribution getaways and sewer line would be installed underground, and the restroom would be installed within the existing Fogarty Substation. Therefore, the Proposed Modifications would not obstruct navigable airspace. As a result, Impact TRANS-3 would be less than significant and still be considered a Class III (Less-than-Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-3 as compared to the Final EIR.

Impact TRANS-4: Design Hazards

Consistent with the Final EIR, Fogarty Substation did not require the construction of publicly accessible roads that would present a substantially hazardous design feature, such as sharp curves or dangerous intersections. All Fogarty Substation access roads were restricted from public access, and designed to avoid hazardous features for the safety of operation and maintenance crews. Therefore, as identified in the Final EIR, Impact TRANS-4 was a Class III (Less-than-Significant) impact for Fogarty Substation.

The Proposed Modifications would not require the construction of access roads. As a result, Impact TRANS-4 would still be considered a Class III (Less-than-Significant) impact. Therefore,

the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-4 as compared to the Final EIR.

Impact TRANS-5: Emergency Response

Consistent with the Final EIR, construction activities associated with Fogarty Substation did not interfere with emergency response due to the temporary and short-term nature of road and lane closures. Therefore, as identified in the Final EIR, Impact TRANS-5 was a Class III (Less-than-Significant) impact.

During construction, a maximum of approximately eight worker commute trips and up to six truck trips for the deliveries of equipment and materials could be required each day. These additional trips could result in increased traffic congestion and decreased LOS, which could impede emergency access. In addition, SCE may use flaggers to control traffic during construction of the modified distribution getaways and the sewer line installation. These delays would last up to 3 months. In accordance with TRANS-APM 1, SCE would implement a Traffic Management Plan and would coordinate with local agencies through the encroachment permit process. As a result, emergency response times would not be significantly impacted due to construction vehicle traffic. In addition, SCE would implement TRANS-APM 2, which requires the implementation of BMPs established by the California Joint Utility Traffic Control Manual during road or lane closures. Impact TRANS-5 would still be considered a Class III (Less-than-Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-5 as compared to the Final EIR.

Impact TRANS-6: Parking

Consistent with the Final EIR, Fogarty Substation did not cause significant impacts (Class III) to parking due to the rural location of the substation and the implementation of TRANS-APM 5.

Construction of Proposed Modifications would not require the closure or removal of any public parking facilities. SCE would provide parking for workers adjacent to Fogarty Substation. In addition, as described in TRANS-APM 5, SCE would encourage carpooling. Impact TRANS-6 would and still be considered a Class III (Less-than-Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-6 as compared to the Final EIR.

Impact TRANS-7: Pedestrians and Bicycles

Consistent with the Final EIR, pedestrian and bicycle circulation could have been affected by construction activities. However, impacts were short term and pedestrians and bicyclists were able to take detours around construction areas. Therefore, impacts were less than significant (Class III).

Neither Terra Cotta Road nor Kings Highway have designated pedestrian or bicycle lanes; however, pedestrians and bicyclists may use these roadways. Road or lane closures would be temporary and short term, limited to the 2- to 3-month duration of construction. As described previously, SCE would also obtain the required encroachment permits. As discussed in the Final EIR, pedestrians and bicyclists would likely be able to take detours around blocked roads and

construction areas during any road or lane closures. In addition, compliance with revised TRANS-APM 2, which specifies implementation of BMPs established by the California Joint Utility Traffic Control Manual during road or lane closures, would ensure that impacts remain at a less-than-significant (Class III) level. As a result, impacts would still be considered a Class III (Less-than-Significant) impact and the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-7 as compared to the Final EIR.

Impact TRANS-8: Damage to Roadways

Consistent with the Final EIR, heavy trucks and other equipment used during construction could have potentially caused physical damage and/or deterioration of roadway surfaces. However, impacts were reduced to less-than-significant levels with the implementation of MM TRANS-8a, which required that any damage is repaired to pre-construction condition within 30 days from the end of the construction period (Class II).

Impacts to roadway surfaces from the Proposed Modifications would be similar to those described in the Final EIR. In addition, roadways and other surfaces adjacent to the modified distribution getaways and sewer line installation could also become damaged during construction activities due to the use of heavy construction equipment. However, if roadways are damaged by construction activities, SCE would coordinate and implement repairs, as specified in MM TRANS-8a. As a result, Impact TRANS-8 would be less than significant after mitigation (Class II) and the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact TRANS-8 as compared to the Final EIR.

3.11.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and one additional topic required evaluation, which is discussed in the subsection that follows.

Impact TRANS-9: Bus Routes

The Proposed Modifications would not require construction along any bus routes. As a result, no impacts would be less than significant (Class III). Therefore, the Proposed Modifications would not result in a new significant impact related to Impact TRANS-9.

3.11.3 Summary

As indicated in *Table 3.11-3: Significance of Impact Changes – Transportation and Traffic*, the Proposed Modifications would not result in any new significant environmental impacts, or substantially increase the severity of previously identified significant impacts, for transportation and traffic as identified in the Final EIR.

Table 3.11-3: Significance of Impact Changes – Transportation and Traffic

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[11]
Impact TRANS-1: Traffic and Level of Service	Class III (Less than Significant)	Class III (Less than Significant)	TRANS-APM 1	TRANS-APM 1 TRANS-APM 3 TRANS-APM 4
Impact TRANS-2: Roadway Closure	Class III (Less than Significant)	Class III (Less than Significant)	TRANS-APM 2	TRANS-APM 2 (revised)
Impact TRANS-3: Air Traffic	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact TRANS-4: Design Hazards	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact TRANS-5: Emergency Response	Class III (Less than Significant)	Class III (Less than Significant)	None	TRANS-APM 2 (revised)
Impact TRANS-6: Parking	Class III (Less than Significant)	Class III (Less than Significant)	TRANS-APM 5	TRANS-APM 5
Impaction TRANS-7: Pedestrians and Bicycles	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact TRANS-8: Damage to Roadways	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	MM TRANS-8a	MM TRANS-8a
Impact TRANS-9: Bus Routes	Not Addressed	Class III (Less than Significant)	Not Addressed	None

Source: CPUC, 2010

[11] Refer to *Chapter 2 – Proposed Modifications To Fogarty Substation* for details on the revised measures.

3.11.4 References

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9. 2013.

California Resources Agency. 2010. Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act. CEQA Guidelines.

City of Lake Elsinore. 2011. *General Plan Update Draft Program EIR – Section 3.4 Transportation and Circulation.*

Code of Federal Regulations. Title 14: Aeronautics and Space, Part 77—Safe, Efficient Use, and Preservation of the Navigable Airspace. Online. http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=f7780e4d527cd2a76a520fe6606ebc9d&rgn=div5&view=text&node=14:2.0.1.2.9&idno=14. Site visited December 9. 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9. 2013.

Riverside Transit Agency. Maps & Schedules. Online. http://www.riversidetransit.com/home/index.php?option=com_content&view=article&id=116&Itemid=106. Site visited December 9. 2013.

3.12 PUBLIC SERVICES AND UTILITIES

This section summarizes the impacts to public services and utilities identified in the Final EIR, describes the Proposed Modifications relevant to public services and utilities, and analyzes the potential effects of the Proposed Modifications on public services and utilities. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts of substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.12.1 Summary of Final EIR

The Final EIR determined that impacts to public services and utilities would be less than significant after mitigation. *Table 3.12-1: Summary of Final EIR – Public Services and Utilities* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for public services and utilities associated with Fogarty Substation.

Table 3.12-1: Summary of Final EIR – Public Services and Utilities

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact PUB-1: Impact on and Demand for Public Services. The Final EIR determined that construction and operation of Fogarty Substation would not significantly affect service ratios, response times, or other objectives for public services in the area.	Class III (Less than Significant)	None
Impact PUB-2: Wastewater Treatment Requirements. The Final EIR determined that construction and operation of Fogarty Substation would generate minor amounts of wastewater and would not exceed local water treatment requirements.	Class II (Less than Significant after Mitigation)	APM HYDRO-SCE-1 MM HYD-1a
Impact PUB-3: Water and Wastewater Treatment Facilities. The Final EIR determined that no new or expanded water, water entitlements, or wastewater treatment facilities would be required for the Approved Project.	Class III (Less than Significant)	None
Impact PUB-4: Storm Water Drainage Facilities. The Final EIR determined that construction and operation of the Approved Project would not require the construction of new storm water drainage facilities, nor would it require the expansion of existing facilities.	Class III (Less than Significant)	None
Impact PUB-5: Water Supply. The Final EIR determined that construction and operation of the Approved Project would not require large amounts of water.	Class III (Less than Significant)	None
Impact PUB-6: Wastewater Treatment Capacity. The Final EIR determined that the Approved Project would not result in a negative determination by the wastewater treatment provider as each wastewater treatment provider, regardless of their jurisdiction, has sufficient capacity to meet the demands of the Approved Project.	Class III (Less than Significant)	None
Impact PUB-7: Landfill and Waste Disposal Needs. The Final EIR determined that the Approved Project would generate minor amounts of solid waste during construction, which would be disposed of appropriately in the Badlands, El Sobrante, and Lamb Canyon landfills.	Class III (Less than Significant)	None
Impact PUB-8: Solid Waste Statutes and Regulations. The Final EIR determined that construction and operation of the Approved Project would comply with federal, state, and local statutes and regulations related to solid waste.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.12.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on public services and utilities from the Proposed Modifications.

3.12.2.1 Methodology

Potential impacts to public services and utilities for each Proposed Modification were determined based on an assessment of whether the modifications would cause existing facilities to exceed capacity or require the construction of new public service or utility facilities. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.12-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Public Services and Utilities* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to applicable impacts from the Final EIR.

Table 3.12-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Public Services and Utilities

Proposed Modifications	Impact PUB								Discussion
	-1	-2	-3	-4	-5	-6	-7	-8	
Modified Distribution Getaways	✓	NA	NA	✓	✓	NA	✓	✓	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications have the potential to affect Impacts PUB-1, -4, -5, -7, and -8 as compared to the Final EIR, as analyzed in Section *3.12.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Restroom Installation	NA	✓	NA	NA	✓	✓	NA	NA	Restroom installation associated with the Proposed Modifications has the potential to affect Impacts PUB-2, -5, and -6 as compared to the Final EIR, as analyzed in Section *3.12.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.
Sewer Line Installation	✓	✓	✓	✓	✓	✓	✓	✓	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications has the potential to affect Impacts PUB-1, -2, -3, -4, -5, -6, -7, and -8 as compared to the Final EIR, as analyzed in Section *3.12.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations*. As shown, the changes would not result in any new significant impacts as compared to the Final EIR.

Note: NA = Not Applicable

3.12.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to public services and utilities as identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. Proposed Modifications are only discussed if they have the potential to change an impact associated with Fogarty Substation. *Section 3.12.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact PUB-1: Impact on and Demand for Public Services

Consistent with the Final EIR, because Fogarty Substation resulted in only a minor change in population during the construction phase, impacts to public services were less than significant. As stated in the Final EIR, the construction, operation, and maintenance of Fogarty Substation did not significantly affect service ratios, response times, or objectives for public services. As a result, no MMs were included and there were no significant impact to or increase demand for public services (Class III).

Fire Protection

The Proposed Modifications would be located along roadways in rural areas that have a low potential for fire. The newly identified staging area may be located in a vegetated area with a higher potential for fire. As described in *Section 3.7 Hazards and Public Safety*, to minimize the risk of a fire starting during construction, work areas would be cleared of dry vegetation so that vehicle catalytic converters would not come into contact with dry vegetation and potentially ignite a fire. Though fires are not anticipated due to the setting and cleared vegetation, crews would carry portable firefighting equipment at all times to control the spread of a fire should one start. The modified distribution getaways and sewer line would be installed within or along existing roadways or within areas previously disturbed by the construction of Fogarty Substation. With the implementation of the measures discussed previously, the risk of fire during the installation of underground facilities would be less than significant (Class III).

The Proposed Modifications would not be located along or within any roadways on which fire stations are located. As a result, direct impacts to stations or their access would not be caused by the Proposed Modifications. The closure of lanes on Terra Cotta Road and/or Kings Highway—which would be limited in duration—would be expected to cause some traffic delays, which have the potential to temporarily impact the response times of emergency vehicles. In order to reduce these potential impacts from slowing response times, SCE would also coordinate road closures with the local jurisdiction through the encroachment permit process prior to construction.

As a result, the need for firefighting services from a local fire protection agency would not change due to the Proposed Modifications when compared to the Final EIR. Thus, impacts would be less than significant and consistent with the Final EIR's assessment of Class III (Less than

Significant). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to fire protection as compared to the Final EIR.

Police Protection

The Proposed Modifications would not require the direct assistance of local law enforcement agencies. The introduction of an additional staging area during construction could increase the risk of theft or vandalism. However, to minimize this risk, crews would cleanup work areas, store all heavy equipment overnight at the staging area, and store all other construction equipment and materials within the Fogarty Substation perimeter wall.

The Proposed Modifications would neither cross nor be constructed along or within any roadways on which police stations are located. As a result, direct impacts to stations or their access would not result from the Proposed Modifications. As described previously for fire protection, traffic delays may result from lane and road closures associated with underground installation of the modified distribution getaways and sewer line. In order to reduce these potential impacts to response times, SCE would coordinate road closures with the local jurisdictions through the encroachment permit process prior to construction. The Proposed Modifications would not result in a substantial increase in the temporary demand for or alter the required level of local police services. As a result, impacts to police protection services would be less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to police protection as compared to the Final EIR.

Hospitals

No hospitals are located along a road that would be affected by the Proposed Modifications. As a result, there would be no adverse physical impact to a hospital from the changes to the design. The required construction crew would consist of approximately eight crew members, and the duration of construction would be approximately 2 to 3 months. As a result, the local population would not increase significantly and the modifications would not cause a significant increase in demand for hospital services when compared to the Approved Project. Thus, impacts to hospital services would be less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to hospitals as compared to the Final EIR.

Schools

Construction personnel associated with the Proposed Modifications would typically be hired locally or commute to the site daily. Therefore, school enrollment would not be affected, and no new schools would be constructed as a result of the Proposed Modifications. The Proposed Modifications would not be located within 0.25 mile of a school. As a result, impacts to schools would be less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). Therefore, the Proposed Modifications would not result in a new significant

impact or substantially increase the severity of the impact related to schools as compared to the Final EIR.

Parks

The Proposed Modifications would not be located directly adjacent to any recreational facilities. Access to recreational facilities would not be disrupted due to the approximately 2- to 3-month road or lane closures during installation of the modified distribution getaways or sewer line. Construction of the Proposed Modifications would not increase local population growth and would not result in the need for new parks or park expansion. The construction of new parks or the expansion of existing parks would not be required in order to maintain acceptable service ratios. As a result, no impacts to parks would occur (Class III) and the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to parks as compared to the Final EIR.

Other Public Facilities

Because the Proposed Modifications would not facilitate population growth, there would be no increased demand for libraries and other public facilities. Further, the Proposed Modifications would not be constructed in the vicinity of or along or within any roadways on which these facilities are located. As a result, there would be no impact to other public facilities (Class III) and the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to other public facilities or to Impact PUB-1 as compared to the Final EIR.

Impact PUB-2: Wastewater Treatment Requirements

Consistent with the Final EIR, construction of Fogarty Substation generated minor amounts of wastewater, and these levels did not exceed local water treatment requirements. With the implementation of APM HYDRO-SCE-1 and MM HYD-1a, which required the implementation of a SWPPP and review of the SWPPP by the Santa Ana RWQCB for compliance with the Santa Ana Water Quality Control Plan prior to initiation of construction, the potential impacts to wastewater treatment requirements were Class II (Less than Significant after Mitigation).

A permanent restroom facility would be installed within Fogarty Substation, which would contribute to the generation of wastewater during operation and maintenance of the substation. When a sewer line becomes available in the vicinity of the substation, wastewater generated on site would be conveyed to the EVMWD through a sewer line connection. Until that time, a self-contained waste vault would be installed for the restroom, which would be pumped out periodically and the material would be disposed of off site by a licensed sanitary disposal contractor. As stated in the Final EIR, Fogarty Substation is unmanned, and the electrical equipment within the substation is remotely monitored and controlled by a power management system from Valley Substation. Personnel generally visit the substation two to three times per week. Thus, use of the restroom would be limited, and the Proposed Modification would not generate large volumes of wastewater. Further, all wastewater that would be disposed of in accordance with all applicable requirements set forth by the Santa Ana RWQCB. Existing wastewater treatment facilities would be sufficient to treat the minor amount of wastewater generated by the restroom. Because APM HYDRO-SCE-1 and MM HYD-1a would continue to

be implemented, impacts would be less than significant and would not change the Final EIR's determination of Class II (Less than Significant after Mitigation). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to other public facilities or to Impact PUB-2 as compared to the Final EIR.

Impact PUB-3: Water and Wastewater Treatment Facilities

Consistent with the Final EIR, no new or expanded water, water entitlements, or wastewater treatment facilities were required for construction and operation of Fogarty Substation (Class III).

The Proposed Modifications would require approximately eight construction crew members on site for approximately 2 to 3 months. As previously described, portable toilets would be provided for crew members during construction of the Proposed Modifications until the restroom is installed and operational. The waste from the portable toilets would be disposed of off site in compliance with RWQCB standards and would not require new facilities or the expansion of existing facilities. Existing wastewater treatment facilities would be sufficient to treat the minor amount of wastewater generated by the restroom. Water would be drawn from municipal sources for dust control, cleanup, crew member consumption, and hand washing. Construction of the Proposed Modifications would not discharge large volumes of wastewater, nor would it require a significant quantity of water for construction; therefore, there would be no need for the expansion of new water or wastewater treatment facilities. As a result, there would be no impact, which is consistent with the Final EIR's assessment of Class III (Less than Significant). Thus, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact PUB-3 as compared to the Final EIR.

Impact PUB-4: Storm Water Drainage Facilities

The Final EIR included water used for dust suppression and drainage structures installed along access roads as sources for storm water. Consistent with the Final EIR, Fogarty Substation did not require the construction of new storm water drainage facilities, nor did it require the expansion of existing facilities (Class III).

The Proposed Modifications would not result in an increase in impermeable surfaces that would increase storm water discharge. *Section 3.6 Hydrology and Water Quality* provides a discussion of drainage patterns and flooding. The Proposed Modifications would cause a minimal increase in storm water and no modifications to the existing drainage facilities or new facilities would be required. As a result, Impact PUB-4 is still considered a Class III (Less than Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact PUB-4 as compared to the Final EIR.

Impact PUB-5: Water Supply

Consistent with the Final EIR, construction and operation of Fogarty Substation did not require large amounts of water; therefore, the effect on the local water supply was minor and less than significant (Class III).

The Proposed Modifications would draw incidental quantities of water from local sources for dust control, cleanup, crew member consumption, and hand washing. Restroom facilities for construction activities would be portable and would not draw from local supplies. It is expected that no more than 400 gallons of water would be required annually for the restroom at Fogarty Substation. Therefore, the Proposed Modifications would not draw a significant volume of water, and available water supplies would be more than sufficient to serve the Proposed Modification's limited demand. Therefore, impacts would be less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact PUB-5 as compared to the Final EIR. Additional discussion of water resources in the Proposed Modifications area is included in *Section 3.6 Hydrology and Water Quality*.

Impact PUB-6: Wastewater Treatment Capacity

Consistent with the Final EIR, Fogarty Substation did not result in a negative determination by the wastewater treatment provider as each wastewater treatment provider, regardless of their jurisdiction, has sufficient capacity to meet the demands of Fogarty Substation (Class III).

As discussed previously, waste during construction would be contained in portable toilets and disposed of off site. The restroom installation at Fogarty Substation is not expected to generate more than 400 gallons of wastewater per year. Because very little wastewater would be generated by the Proposed Modifications, there would be capacity to serve the projected increase in demand, and as it would be a minor increase, it would not likely challenge any existing commitments. Therefore, the impact would be less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact PUB-6 as compared to the Final EIR.

Impact PUB-7: Landfill and Waste Disposal Needs

Consistent with the Final EIR, with the implementation of BMPs, the proper permanent disposal of solid waste was guaranteed and Fogarty Substation had a less-than-significant impact on local landfills (Class III).

The Proposed Modifications would generate limited quantities of construction waste, much of which can be recycled or salvaged. Waste materials collected by crews would be separated and taken to the staging area and categorized for final disposal. All non-hazardous waste that cannot be recycled or salvaged would be taken to local landfills. Any additional excavated material from installing the modified distribution getaways and sewer line would require disposal of up to 335 cubic yards and 6 cubic yards, respectively. The existing solid waste disposal facilities in the area have adequate capacity to accommodate this material. SCE would dispose of the solid waste generated by the Proposed Modifications at the El Sobrante Landfill in Corona. The El Sobrante Landfill has a daily permitted capacity of 16,054 tons and reached approximately 37 percent of its permitted daily capacity in 2011. Because the local landfill has sufficient capacity and the Proposed Modifications would not generate a high volume of waste, impacts would remain less than significant and consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact

or substantially increase the severity of the impact related to Impact PUB-7 as compared to the Final EIR.

Impact PUB-8: Solid Waste Statutes and Regulations

Consistent with the Final EIR, construction and operation of Fogarty Substation complied with federal, state, and local statutes and regulations related to solid waste, and the amount of solid waste generated during the operation and maintenance of Fogarty Substation was minimal and did not impact landfill capacities (Class III).

SCE currently adheres to and would continue to adhere to all federal, state, and local standards for the disposal of solid waste. During construction of the Proposed Modifications, SCE would dispose of all waste in accordance with published federal, state, or local standards relating to solid and hazardous waste disposal through recycling or transport to an authorized landfill. Thus, the Proposed Modifications would not violate any solid waste statutes or regulations, and there would be no impact, which is consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact PUB-8 as compared to the Final EIR.

3.12.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.12.3 Summary

As indicated in *Table 3.12-3: Significance of Impact Changes – Public Services and Utilities*, the Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance on recreational facilities identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.12-3: Significance of Impact Changes – Public Services and Utilities

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact PUB-1: Impact on and Demand for Public Services	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact PUB-2: Wastewater Treatment Requirements	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM HYDRO-SCE-1 MM HYD-1a	APM HYDRO-SCE-1 MM HYD-1a
Impact PUB-3: Water and Wastewater Treatment Facilities	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact PUB-4: Storm Water Drainage Facilities	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact PUB-5: Water Supply	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact PUB-6: Wastewater Treatment Capacity	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact PUB-7: Landfill and Waste Disposal Needs	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact PUB-8: Solid Waste Statutes and Regulations	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

3.12.4 References

California Department of Resources Recycling and Recovery. Facility/Site Summary Details: El Sobrante Landfill (33-AA-0217). Online. http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/. Site visited December 9, 2013.

California Resources Agency. 2010. Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act. CEQA Guidelines.

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

Riverside County Clerk of the Board. 2011 El Sobrante Landfill Annual Monitoring Report. Online. http://rivcocob.org/agenda/2012/12_18_12/12.01.pdf. Site visited December 13, 2013.

3.13 AGRICULTURE

This section summarizes the impacts to agriculture identified in the Final EIR, describes the Proposed Modifications relevant to agriculture, and analyzes the potential effects of the Proposed Modifications on agriculture. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.13.1 Summary of Final EIR

The Final EIR determined that impacts to agriculture would be less than significant. *Table 3.13-1: Summary of Final EIR – Agriculture* summarizes the impacts, significance determinations, and applicable APMs/MMs from the Final EIR for agriculture associated with Fogarty Substation.

Table 3.13-1: Summary of Final EIR – Agriculture

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact AG-1: Designated Farmland. The Final EIR determined that Fogarty Substation would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide and Local Importance to nonagricultural use and, therefore, there would be no impact.	Class III (Less than Significant)	None
Impact AG-2: Williamson Act Lands. The Final EIR determined that the Approved Project would not cross any agricultural lands currently under Williamson Act contract; therefore, there would be no impact related to existing zoning and Williamson Act lands.	Class III (Less than Significant)	None
Impact AG-3: Other Farmland Considerations. The Final EIR determined that there would be no impact related to conflicts with existing farmland.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.13.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on agriculture from the Proposed Modifications.

3.13.2.1 Methodology

Potential impacts to agriculture for each Proposed Modification were determined based on an assessment of whether the modification requires additional disturbance that is located within an agricultural or forestry resource area. The methodology used for this analysis is consistent with the methodology used for the Final EIR. *Table 3.13-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Agriculture* summarizes the significance level of impacts associated with the Proposed Modifications and provides a comparison to applicable impacts from the Final EIR.

Table 3.13-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Agriculture

Proposed Modifications	Impact AG				Discussion
	-1	-2	-3	-4	
Modified Distribution Getaways	NA	NA	NA	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications would not result in changes to agriculture impacts as compared to the Final EIR. Work associated with the modified distribution getaways would be conducted in the vicinity of Fogarty Substation. The closest agricultural resource to Fogarty Substation is an area of Farmland of Local Importance located approximately 600 feet to the east of this proposed modification.
Restroom Installation	NA	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to agriculture impacts as compared to the Final EIR. Work associated with the restroom installation would be conducted within Fogarty Substation. The closest agricultural resource to Fogarty Substation is an area of Farmland of Local Importance located approximately 600 feet to the east of this proposed modification.
Sewer Line Installation	NA	NA	NA	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications would not result in changes to agriculture impacts as compared to the Final EIR. Work associated with the sewer line installation would be conducted in the vicinity of Fogarty Substation. The closest agricultural resource to Fogarty Substation is an area of Farmland of Local Importance located approximately 600 feet to the east of this proposed modification.

Note: NA = Not Applicable

3.13.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to agriculture as identified in the Final EIR, and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. *Section 3.13.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact AG-1: Designated Farmland

Consistent the Final EIR, construction of Fogarty Substation did not disturb designated agricultural lands (e.g., Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance). Therefore, consistent with the Final EIR, construction of Fogarty Substation did not have a significant impact on state-designated farmlands (Class III).

The Proposed Modifications would not impact any designated farmland. The closest area of designated agricultural farmland—Farmland of Local Importance—is approximately 600 feet from the modifications at Fogarty Substation. As a result, these modifications would not affect Impact AG-1 (Class III). Therefore, the Proposed Modifications to Fogarty Substation would not result in a new significant impact or substantially increase the severity of the impact related to Impact AG-1 as compared to the Final EIR.

Impact AG-2: Williamson Act Lands

Consistent with the Final EIR, Fogarty Substation is not located on any lands currently under Williamson Act contract. Therefore, there was no impact related to zoning and Williamson Act lands.

None of the Proposed Modifications cross agricultural lands currently under Williamson Act contract. The closest area of land under Williamson Act contract is approximately 0.35 mile from the Proposed Modifications. As a result, Impact AG-2 is still considered a Class III (Less-than-Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AG-2 as compared to the Final EIR.

Impact AG-3: Other Farmland Considerations

Consistent with the Final EIR, construction of Fogarty Substation did not impact grazing land. Therefore, there was no impact related to conflicts with existing farmland for the Approved Project (Class III).

The Proposed Modifications would be adjacent to Fogarty Substation and are not located in grazing land. As a result, Impact AG-3 is still considered a Class III (Less-than-Significant) impact. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact AG-3 as compared to the Final EIR.

3.13.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and questions regarding forest land, timberland, and timberland zoned Timberland Production have been added to the CEQA Guidelines Initial Study Checklist and are discussed in the subsection that follows.

Impact AG-4: Forest Land, Timberland, and Timberland Zoned Timberland Production

Neither Fogarty Substation nor the Proposed Modifications would be located on any forest land, timberland, or timberland zoned Timberland Production. As a result, the Proposed Modifications would have no impact on forest land, timberland, or timberland zoned Timberland Production (Class III). Therefore, the Proposed Modifications would not result in a new significant impact related to Impact AG-4.

3.13.3 Summary

As indicated in *Table 3.13-3: Significance of Impact Changes – Agriculture*, the Proposed Modifications would not significantly increase the severity of effects nor change the impact determinations of significance associated with agriculture and forestry identified in the Final EIR. Therefore, impacts significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.13-3: Significance of Impact Changes – Agriculture

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact AG-1: Designated Farmland	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact AG-2: Williamson Act Lands	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact AG-3: Other Farmland Considerations	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact AG-4: Forest Land, Timberland, and Timberland Zoned Timberland Production	Not Addressed	Class III (Less than Significant)	Not Addressed	None

Source: CPUC, 2010

3.13.4 References

AMEC. 2012. *MSHCP Biological Resources Technical Report for Valley-Ivyglen Subtransmission Line Project, Phase I, Riverside County, California*.

California Resources Agency. 2010. Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act. CEQA Guidelines.

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

3.14 POPULATION AND HOUSING

This section summarizes the impacts to population and housing identified in the Final EIR, describes Proposed Modifications relevant to population and housing, and analyzes the potential effects of the Proposed Modifications on population and housing. As discussed in the following subsections, the Proposed Modifications would not result in any new significant environmental impacts or substantially increase the severity of a previously identified significant impact as compared to the Final EIR.

3.14.1 Summary of Final EIR

The Final EIR determined that impacts to population and housing would be less than significant. *Table 3.14-1: Summary of Final EIR – Population and Housing* summarizes the impacts, significance determinations, and applicable APMs/MMs for population and housing associated with Fogarty Substation.

Table 3.14-1: Summary of Final EIR – Population and Housing

Final EIR Impact	Level of Significance	Applicable APMs/MMs
Impact POP-1: Population Growth. The Final EIR determined that construction of the Approved Project would result in no impact to population growth.	Class III (Less than Significant)	None
Impact POP-2: Existing Housing. The Final EIR determined that construction of the Approved Project would result in no impact to the existing population.	Class III (Less than Significant)	None
Impact POP-3: Existing Residents. The Final EIR determined that Fogarty Substation would not require a workforce large enough to displace substantial numbers of people, thereby necessitating the construction of replacement housing elsewhere.	Class III (Less than Significant)	None

Source: CPUC, 2010

3.14.2 Analysis of Effects of Proposed Modifications

This section analyzes the potential effects on population and housing from the Proposed Modifications.

3.14.2.1 Methodology

Potential impacts to population and housing resulting from the construction of each Proposed Modification were determined based on an assessment of whether the Proposed Modification would induce substantial population growth or displace substantial numbers of existing housing or residents, thereby necessitating the construction of replacement housing elsewhere. The methodology used from this analysis is consistent with the methodology used for the Final EIR. *Table 3.14-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Population and Housing* summarizes the relevance of each Proposed Modification to the applicable impact from the Final EIR.

Table 3.14-2: Summary of Proposed Modifications Relevant to Impacts Identified in the Final EIR – Population and Housing

Proposed Modifications	Impact POP			Discussion
	-1	-2	-3	
Modified Distribution Getaways	NA	NA	NA	Temporary construction impacts from the modified distribution getaways associated with the Proposed Modifications would not result in changes to population and housing impacts as compared to the Final EIR. The modified distribution getaways would require approximately eight additional construction personnel that would be hired locally or commute to the site; therefore, it would not result in population growth. In addition, construction activities would be limited to the immediate vicinity of the existing substation and would not displace any residences.
Restroom Installation	NA	NA	NA	Restroom installation associated with the Proposed Modifications would not result in changes to population and housing impacts as compared to the Final EIR. The restroom installation would require approximately eight additional construction personnel that would be hired locally or commute to the site; therefore, it would not result in population growth. In addition, the restroom installation would occur within Fogarty Substation and would not displace the adjacent housing or residents.
Sewer Line Installation	NA	NA	NA	Temporary construction impacts from the sewer line installation associated with the Proposed Modifications would not result in changes to population and housing impacts as compared to the Final EIR. The sewer line installation would require approximately eight additional construction personnel that would be hired locally or commute to the site; therefore, it would not result in population growth. In addition, construction activities would be limited to the immediate vicinity of the existing substation and would not displace any residences.

Note: NA = Not Applicable

3.14.2.2 Effect of the Proposed Modifications on the Final EIR Impact Determinations

The following subsections summarize Fogarty Substation's impacts to population and housing as identified in the Final EIR and evaluate whether the Proposed Modifications would affect the respective impact determinations reached by the Final EIR. *Section 3.14.2.3 Additional Evaluation* contains a separate analysis that was performed to identify any new impacts associated with the Proposed Modifications. If none of the Proposed Modifications apply, a brief summary is provided that details the Final EIR's conclusion and the reason why the Final EIR's conclusion would remain unchanged by the Proposed Modifications.

Impact POP-1: Population Growth

Consistent with the Final EIR, construction of Fogarty Substation was performed by SCE's construction crews. Construction crew members resided in either Riverside County or the surrounding communities, and did not require project-specific housing. Operation of Fogarty Substation does not induce substantial population growth in the area or generate a demand for housing. Creating electrical infrastructure to meet the demand for electricity was a result of, not a precursor to, development in the region. Therefore, consistent with the Final EIR, construction of Fogarty Substation did not result in an impact to population growth (Class III).

Approximately eight construction personnel are anticipated to be required over the approximately 2- to 3-month construction schedule, and some of these crew members would likely be local residents commuting from the surrounding areas. Regardless, there is sufficient temporary housing available in the area to accommodate temporary construction personnel (Riverside County's hotel occupancy rate in October 2012 was approximately 60 percent and the rental vacancy rate in 2012 for the western portion of the county is approximately 6.3 percent). Because construction would be temporary and the workforce is unlikely to relocate, the Proposed Modifications would not result in a permanent increase in the area's population. Therefore, no permanent or long-term population growth in the area would occur due to the construction of the Proposed Modifications, and there would be no impact, which is consistent with the Final EIR's assessment of Class III (Less than Significant). As a result, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact POP-1 as compared to the Final EIR.

Impact POP-2: Existing Housing

Consistent with the Final EIR, the workforce used during construction of Fogarty Substation did not displace people, nor did it necessitate the construction of replacement housing elsewhere. In addition, the substation itself did not displace people and did not involve the construction replacement housing. Therefore, construction of Fogarty Substation did not result in an impact to the existing population (Class III).

Construction of the Proposed Modifications would be conducted on SCE property or along existing roads and/or SCE's ROWs. The Proposed Modifications would not displace existing housing units or necessitate the construction of replacement housing elsewhere. As a result, no housing would be displaced from construction of the Proposed Modifications, and there would be no impact, which is consistent with the Final EIR's assessment of Class III (Less than

Significant). Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact POP-2 as compared to the Final EIR.

Impact POP-3: Existing Residents

Consistent with the Final EIR, construction of Fogarty Substation did not require a workforce large enough to displace people. It did not necessitate the construction of replacement housing elsewhere, and therefore, construction and operation of Fogarty Substation did not result in an impact to existing population (Class III).

The Proposed Modifications would require a smaller construction crew than the Approved Project. As a result, there would be no impact and the Class III (Less-than-Significant) assessment from the Final EIR would not change. Therefore, the Proposed Modifications would not result in a new significant impact or substantially increase the severity of the impact related to Impact POP-3 as compared to the Final EIR.

3.14.2.3 Additional Evaluation

The CEQA Guidelines Initial Study Checklist was reviewed for changes since the adoption of the Final EIR, and no new checklist questions have been added for this resource area.

3.14.3 Summary

As indicated in *Table 3.14-3: Significance of Impact Changes – Population and Housing*, Proposed Modifications would not significantly increase the severity of effects nor change the determinations of significance on population and housing identified in the Final EIR. Therefore, impact significance levels identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 3.14-3: Significance of Impact Changes – Population and Housing

Impact	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs
Impact POP-1: Population Growth	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact POP-2: Existing Housing	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Impact POP-3: Existing Residents	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

3.14.4 References

California Resources Agency. 2010. Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act. CEQA Guidelines.

CPUC. 2009. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Draft Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/DEIR/DEIR_Index.htm. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

4 – CUMULATIVE IMPACTS

4.0 INTRODUCTION

CEQA requires lead agencies to consider the cumulative impacts of proposals under their review. Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." According to Section 15130(a)(1), a cumulative impact "is the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions." The cumulative impacts analysis "would examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects" (Section 15130(b)(3)).

Section 15130(a)(3) also states that an environmental document may determine that a project's contribution to a significant cumulative impact would be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund its fair share of MMs designed to alleviate the cumulative impact.

In conducting a cumulative impacts analysis, the proper frame of reference is the temporal span and spatial areas in which the Proposed Modifications would cause impacts. In addition, a discussion of cumulative impacts must include either:

- a list of past, present, and reasonably future projects, including, if necessary, those outside the lead agency's control; or

- a summary of projections contained in an adopted general plan or related planning document, or in a previously certified EIR, which has described or evaluated regional or area-wide conditions contributing to the cumulative impact, provided that such documents are referenced and made available for public inspection at a specified location (Section 15130(b)(1)).

The term "probable future project" includes approved projects that have not yet been constructed; projects that are currently under construction; projects requiring an agency approval for an application that has been received at the time that a Notice of Preparation is released; and projects that have been budgeted, planned, or included as a later phase of a previously approved project (Section 15130(b)(1)(B)(2)). A listing of projects meeting this criteria that have the potential to disturb over 1 acre and are located within approximately 1 mile of the Proposed Modifications are listed in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*, along with the project number, a brief description, the jurisdiction in which it is located, and status.

Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications

Project Number	Name/Type	Location	Description	Status[12]
City of Lake Elsinore				
NA	Terracina Specific Plan Project	The southern project boundary is located adjacent to Lakeshore Drive, between Terra Cotta Road and Dryden Street. Hoff Avenue is located along the northern boundary.	Approximately 448 single-family detached units and 51 multi-family attached units	Application Filed
2005-17, Community Rating System (CRS) 995	Design Review	Nichols Road and Lake Street	Approximately 127 single-family homes, including a model home complex	Approved
NA	Alberhill Ranch Specific Plan, Phase One	Nichols Road and Lake Street	Approximately 335,412 square feet of commercial development, 1,011 single-family dwelling units, and 550 multi-family dwelling units	Under Construction
NA	Alberhill Ranch Specific Plan, Phase Two	Nichols Road and Lake Street	Approximately 258 single-family dwelling units	Approved
Tentative Tract Map 28214, CRS 444	Tentative Tract Map	Nichols Road and Lake Street	Approximately 1,042 lots for future residential and commercial development	Under Construction
Tentative Parcel Map 30739, CRS 560	Tentative Parcel Map	Off Nichols Road and east of I-15	A 12-lot subdivision on approximately 201 acres	Approved

[12] The status of each project has been divided into three categories: Application Filed, meaning an application has been submitted to the jurisdictional agency; Approved, indicating that the project has been approved, but is not yet under construction; and Under Construction.

Project Number	Name/Type	Location	Description	Status[12]
Reclamation Plan No. 2011-01	Reclamation Plan	Nichols Road and Lake Street	Reclamation of approximately 57.4 acres of mining areas and approximately 33.1 acres of storm water detention ponds	Application Filed
Vesting Tentative Map No. 35001	Vesting Tentative Map	Nichols Road and Lake Street	Approximately 1,065-lot subdivision on approximately 400 acres	Application Filed
Reclamation Plan No. 2008-01	Reclamation Plan No. 2008-01 and Vested Right to Mine	East side of 1-15, between Nichols Road and Lake Street	Reclamation of approximately 85.76 acres of mining areas	Application Filed
SCE				
NA	Alberhill System Project	Unincorporated Riverside County, City of Lake Elsinore, City of Wildomar, and City of Menifee	New, approximately 34-acre, 1,120 megavolt ampere, 500/115 kV Alberhill Substation; two approximately 1-mile-long, 500 kV transmission lines; and approximately 20 miles of new or modified 115 kV subtransmission lines	Application Filed
NA	Valley-Ivyglen 115 kV Subtransmission Line Project	Unincorporated Riverside County, City of Lake Elsinore, City of Perris, and City of Menifee	New subtransmission line from Valley Substation to Ivyglen Substation	Application Filed

Sources: City of Lake Elsinore, 2013; CPUC, 2013a; CPUC, 2013b; ESA, 2013; Riverside County Planning Department, 2013; Riverside County Transportation Commission (RCTC), 2013; Riverside County Transportation and Land Management Agency (TLMA), 2013a; Riverside County TLMA, 2013b

The following subsections discuss whether—when combined with past, present, planned, and probable future projects in the area—the Proposed Modifications could result in significant short-term or long-term environmental impacts. Short-term impacts are generally associated with construction of the Proposed Modifications, while long-term impacts are those that result from permanent Proposed Modification features or operation and maintenance of the Proposed Modifications.

4.1 LAND USE

4.1.1 Final EIR Determinations

Consistent with the Final EIR, Fogarty Substation created a significant visual impact on scenic highways because it is within view of I-15 and SR-74, Eligible State Scenic Highways. As a result of Riverside County's rapid development, the aesthetic character of the area in the vicinity of Fogarty Substation has been, and will be in the foreseeable future, substantially and adversely changed. Consistent with the Final EIR, Fogarty Substation contributed to the substantial cumulative degradation of visual resources in the area and, therefore, substantially contributed to cumulative land use impacts (Class I).

4.1.2 Impacts of the Proposed Modifications

The Proposed Modifications would not include aboveground utility installation. In addition, the restroom that would be installed within Fogarty Substation would be screened by the existing equipment and substation wall. Therefore, the Proposed Modifications would not contribute to the number of utility structures that conflict with the Riverside County General Plan and City of Lake Elsinore Zoning Ordinance. As a result, impacts to land use would be less than significant (Class III).

4.2 VISUAL RESOURCES

4.2.1 Final EIR Determinations

Consistent with the Final EIR, construction of Fogarty Substation included the removal of vegetation, grading, temporary signage, temporary storage of materials, and temporary fencing. These elements detracted from the visual character, altered the viewshed, and blocked visual access to scenic resources, particularly as observed from the scenic highways. Further, they created contrast in areas of distinct natural resources, particularly in the large expanses of line planned to traverse rural, undeveloped land. In a rapidly developing county, construction of Fogarty Substation overlapped with other construction and development projects. Construction of Fogarty Substation temporarily but significantly contributed to cumulative visual impacts in the area (Class I).

4.2.2 Impacts of the Proposed Modifications

Construction of the Proposed Modifications would result in a minor change to the area's visual character due to the presence of construction equipment and materials. The area in the vicinity of the Proposed Modifications is residential. When considered in conjunction with the cumulative projects in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*, it is

evident that the visual character of the vicinity of the Proposed Modifications south of I-15 is transforming to large-scale residential communities. This already represents a change in the visual character of the area, to which the Proposed Modifications would contribute. The Proposed Modifications would be installed underground or within the perimeter wall of Fogarty Substation; therefore, the Proposed Modifications would not continue to contribute to the significant and unavoidable impact on scenic vistas, scenic resources within an Eligible State Scenic Highway, and visual character. As discussed in *Section 3.2 Visual Resources*, the Proposed Modifications would not substantially increase the severity of the impacts on the cumulative visual resource area, cumulative visual alteration, viewshed clutter, or scenic quality within view of an Eligible State Scenic Highway. With the implementation of the APMs included in the Final EIR and discussed for the Proposed Modifications in *Section 3.2 Visual Resources*, the cumulative impact of the Proposed Modifications would be less than significant (Class III), which is less severe than the Final EIR's assessment of Class I (Significant and Unavoidable).

4.3 BIOLOGICAL RESOURCES

4.3.1 Final EIR Determinations

Consistent with the Final EIR, Fogarty Substation is located within the coverage area of the Western Riverside County MSHCP. By adhering to all policies set forth in the MSHCP, Fogarty Substation did not substantially contribute to cumulative impacts to biological resources, and is consistent with conservation plans (Class II).

Construction and operation of Fogarty Substation could have resulted in temporary disturbance to special-status plant and wildlife communities through grading, drilling, clearing brush, or other construction and maintenance activities. To protect sensitive biological resources, MM BIO-1a required that a botanist precede construction crews and mark sensitive areas so that the areas can be avoided by construction crews and protected from construction activities. MMs BIO-1b, BIO-1d, and BIO-1f required that the same measures be taken to protect special-status plant species, special-status wildlife species, and burrowing owls, respectively. Monitoring of these areas continued for 1 year following the completion of Fogarty Substation. Construction activities could also have impacted avian species by disturbing active nests, trimming trees, or removing vegetation. MM BIO-1e mandated that a certified wildlife biologist conduct a pre-construction focused nesting survey. In addition, construction noise could have impacted both migratory and nesting birds; MM BIO-1h regulated ambient noise levels to minimize impacts to birds nesting within or passing through construction areas. With the implementation of MMs BIO-1a through BIO-1i, construction of Fogarty Substation did not substantially contribute, either directly or through habitat modification, to adverse cumulative effects on candidate, sensitive, or special-status species (Class II).

Construction of Fogarty Substation could have directly and indirectly impacted riparian habitats through grading and clearing vegetation; placement of Fogarty Substation components; exposing topsoil to weathering, impacting drainage, and impeding plant growth. In a rapidly developing area, these impacts could have contributed to the cumulative degradation of these habitats. MM BIO-2a minimized the impact of construction and operation of Fogarty Substation on riparian area by avoiding these areas and requiring the restoration of disturbed areas. Where riparian

areas could not be avoided during construction, implementation of MM BIO-2b minimized the effects of erosion and the hydrologic impacts through such measures as the installation of sediment control structures and the use of water bars, silt fences, stalked straw bales, and mulching in disturbed areas. By avoiding wetlands and riparian habitats where possible, and employing avoidance and minimization measures when necessary, Fogarty Substation did not substantially contribute to the cumulative damage to these habitats (Class II).

Fogarty Substation falls under the jurisdiction of local policies and ordinances, including the Roadside Tree Ordinance. The Final EIR required SCE to implement MM BIO-4a and obtain a permit for tree removal prior to construction. By complying with the permit process, construction of Fogarty Substation did not significantly contribute to the cumulative impact on local tree populations (Class II).

4.3.2 Impacts of the Proposed Modifications

The Proposed Modifications would occur within the Western Riverside County MSHCP area and would be consistent with the MSHCP. Other than a few residential/commercial projects in the vicinity that are exempt from the MSHCP, projects with the potential to "take" special-status plant and wildlife species would obtain coverage through demonstration of MSHCP consistency as needed. Other mechanisms for take of listed species for projects not subject to the MSHCP, or for those projects that do not participate in the MSHCP, are available through various processes with the USFWS and CDFW. In addition, SCE and other projects would be consistent with the Stephens' Kangaroo Rat HCP. Therefore, through MSHCP and Stephens' Kangaroo Rat HCP consistency, or other take mechanisms, the Proposed Modifications, in conjunction with the cumulative projects in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*, would not result in significant cumulative impacts pertinent to conflicts with regional HCPs. This would be consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

Use of new temporary construction areas, as well as construction of the distribution getaways and sewer line, could potentially result in additional areas of temporary disturbance to sensitive plant and wildlife communities, impacts to avian species, and disturbance of active nests when trimming or removing vegetation. However, SCE would implement MMs BIO-1a through BIO-1f, BIO-1h, BIO-1i, BIO-2a, BIO-2b, and BIO-4a of the Final EIR to reduce impacts, as revised in *Table 2-5: Proposed MM and APM Modifications* in *Chapter 2 – Proposed Modifications To Fogarty Substation*. MM BIO-1b, -1e, and -1h have been revised in part, but continue to be effective in reducing impacts to biological resources to less-than-significant levels. Further, SCE has added BIO-APM 15 as part of this PMR to address impacts to Stephens' kangaroo rat. The revised and added measures are discussed in detail in *Chapter 2 – Proposed Modifications To Fogarty Substation* and *Section 3.3 Biological Resources*. None of the proposed revisions or additions would increase the significance levels or severity of impacts presented for the Proposed Modifications.

The Approved Project with the Proposed Modifications and cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* are also subject to the requirements of the MBTA; applicable USFWS, CDFW, USACE, and SWRCB/RWQCB permit requirements for impacts to special-status wildlife and hydrologic features if applicable;

and local tree removal ordinances. As such, compliance with applicable local, state, and federal regulations by both Fogarty Substation, including the Proposed Modifications, and the other cumulative projects in the vicinity would further ensure that cumulative impacts to biological resources would be reduced to a less-than-significant level, consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

Construction activities described in *Chapter 2 – Proposed Modifications To Fogarty Substation* can act as barriers to local wildlife movement. Because construction would last approximately 2 to 3 months, impacts to wildlife movement would be short-term. In addition, the Proposed Modifications would be limited to the direct vicinity of Fogarty Substation and ample amounts of suitable movement habitat are located in areas adjacent to construction. Following construction, all of the newly installed facilities would be located underground or within the existing substation wall and would not pose a barrier to movement. As a result, local wildlife would be able to move around construction areas and the resulting new facilities.

In addition to local wildlife movement, construction of the Proposed Modifications could also potentially impact migration patterns, but are considered temporary. SCE would implement MMs BIO-1a, BIO-1c, and BIO-1d to reduce the potential for impacts to local wildlife movement and migratory patterns. The large residential developments included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* could significantly impact local and migratory wildlife patterns. However, with the implementation of MMs, the Proposed Modifications would not substantially contribute to cumulative impacts to local and migratory wildlife, consistent with the Final EIR's assessment of Class III (Less than Significant).

4.4 CULTURAL RESOURCES

4.4.1 Final EIR Determinations

All of the cumulative projects considered in the Final EIR would result in earth-disturbing activities and, therefore, would have the potential to affect cultural and paleontological resources adversely. One known cultural resource site has been identified in the vicinity of Fogarty Substation. As previously stated, construction activity threatened to disturb this site, but it is not eligible for listing in the NRHP. With the implementation of MMs CUL-1a through CUL-1c, as concluded in the Final EIR, Fogarty Substation did not result in significant impacts to cultural resources. The MMs specified that ESAs would be identified and provided with a no-construction buffer zone; a Cultural Resources Treatment Plan was developed prior to construction outlining guidelines for handling resources encountered during construction; and construction monitoring would be provided by a qualified local archaeologist. With these precautions, Fogarty Substation did not contribute substantially to cumulative impacts on cultural resources by disturbing or damaging sites (Class II).

Construction activities had the potential to damage unique paleontological resources. Although Fogarty Substation is located on sensitive geological units that could contain paleontological resources, MM CUL-3a—which required monitoring for fossils during construction over these geological units by a qualified local archaeologist—minimized the risk of impacts to a less-than-significant level. By minimizing the risk of damaging paleontological artifacts, construction of

Fogarty Substation did not contribute substantially to cumulative impacts regarding unique paleontological resources or unique geologic features (Class II).

4.4.2 Impacts of the Proposed Modifications

One cultural resource addressed in the Final EIR has been identified along the modified subtransmission line route. SCE would minimize impacts to this cultural resource with the implementation of MM CUL-1a, the modified MM CUL-1b, and MM CUL-1c, which require avoiding ESAs; preparing a CPMP that does not deviate from the basic requirements of the Cultural Resources Treatment Plan; and provides additional detail for the identification and management of cultural resources, and monitoring for cultural resources during construction at prehistoric sites located within 400 feet of ground-disturbing activities. The Alberhill System Project would not impact cultural resources or cause a substantial adverse change in the significance of historic resources. The impacts to cultural resources related to the other cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* are not available; however, due to the earth-moving activities associated with these projects, they have the potential to generate significant impacts. It is anticipated that these projects would implement avoidance and minimization measures, similar to MMs CUL-1a through CUL-1c. As a result, the Proposed Modifications would not substantially contribute to cumulative impacts to cultural resources, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

Construction of the Proposed Modifications has the potential to significantly impact paleontological resources within sensitive geological units that could contain paleontological resources. Other cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* that are located within the Silverado Formation have the potential to significantly impact paleontological resources. SCE would implement MM CUL-3a, which includes paleontological monitoring, to minimize the impact on paleontological artifacts to a less-than-significant level. Therefore, the Proposed Modifications would not have a cumulatively considerable impact on paleontological resources or unique geologic features, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

4.5 GEOLOGY, SOILS, AND MINERAL RESOURCES

4.5.1 Final EIR Determinations

Consistent with the Final EIR, construction activities included grading of the Fogarty Substation site and access roads, which had the potential to cause erosion and sedimentation. This could have contributed to the geological impacts of recent, concurrent, and projected construction projects in the area. To minimize the effect of construction on topsoil, SCE employed BMPs and implemented APM GEO-SCE-3, which mandated the adoption of a SWPPP including soil erosion, sediment containment, and water quality protection measures. In conjunction with the SWPPP, MM GEO-2a required an erosion and sediment control plan including site maps, identification of construction activities, and measures for providing erosion and sediment control. With these measures, Fogarty Substation did not substantially contribute to cumulative impacts through soil erosion and sedimentation (Class II).

Structural elements of Fogarty Substation are susceptible to damage from both seismic activity and soil instability, which have the potential to lead to liquefaction or landslides. Unstable structures at Fogarty Substation could pose a danger to both construction workers and the public, as seismic activity and soil instability have the potential to lead to partial or total collapse. SCE proposed APM GEO-SCE-2 to prevent accidents related to earthquakes or soil instability, which required the preparation of a geotechnical study to identify site-specific geologic conditions and incorporation of the recommendations from the geotechnical study into the final design. SCE also implemented MMs GEO-1b and GEO-3a, which required that site-specific seismic analyses be submitted to the CPUC 60 days prior to construction and a geotechnical investigation be conducted to ensure that the engineering design avoids geological hazards. SCE was required to conduct surveys to ensure that pole locations avoided all sites deemed susceptible to fault surface ruptures. With the implementation of the APMs and MMs, construction of Fogarty Substation did not substantially contribute to cumulative impacts by constructing structures on land susceptible to seismic hazards or hazards relating to soil instability (Class II).

4.5.2 Impacts of the Proposed Modifications

The use of temporary construction areas would increase the amount of ground disturbance required, which has the potential to cause erosion and sedimentation. Each of the cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* would result in the disturbance of over 1 acre, which would require the preparation of a SWPPP for construction activities in accordance with the SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The Proposed Modifications would result in less than 1 acre of disturbance; however, it would be covered by the reactivated NPDES permit and an updated SWPPP for Fogarty Substation. The Proposed Modifications would not substantially contribute to cumulative impacts, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

The Proposed Modifications are susceptible to damage from both seismic activity and soil instability, which could lead to liquefaction or landslides. SCE would implement APM GEO-SCE-2, MM GEO-1b, and MM GEO-3a to prevent failure of the structural components due to seismic activity or soil instability. In addition, SCE would ensure that the Proposed Modifications would avoid all sites deemed susceptible to fault surface ruptures. With the implementation of these APMs, MMs, and standard measures, the Proposed Modifications would not substantially contribute to cumulative impacts by constructing structures on land susceptible to seismic hazards or hazards relating to soil instability, which is consistent with the Final EIR's assessment of Class II.

4.6 HYDROLOGY AND WATER QUALITY

4.6.1 Final EIR Determinations

Consistent with the Final EIR, construction of Fogarty Substation required the grading and excavating of access roads, installation of poles and underground conduits, and the removal of vegetation to lay foundations and meet safety codes. These activities had the potential to impact water quality through drainage and erosion, deplete groundwater sources, and increase wastewater through the creation of impervious surfaces, and damage drainage systems though

sediment runoff. SCE proposed APMs HYDRO-SCE-1 through HYDRO-SCE-4 to prevent a cumulatively significant impact to water quality, groundwater, and drainage systems. With implementation of the APMs, SCE took preventative steps and prepared response plans in the case of accidental contamination of hydrological features, including adopting a SWPPP, minimizing erosion and sedimentation during construction, preparing an environmental education and monitoring program, regulating high spill risk activities, and drafting dewatering plans with measures, such as sediment traps and sediment basins. To ensure that the APMs met regulations, as recommended in the Final EIR, SCE implemented MMs HYD-5a and HYD-5b. Given the APMs and MMs described previously, Fogarty Substation did not substantially contribute to cumulative impacts to water quality, groundwater, and drainage systems (Class II).

Fogarty Substation is not located in federally designated 100-year floodplain. Therefore, construction of Fogarty Substation did not substantially contribute to cumulative impacts to flood paths within a 100-year floodplain (Class II).

4.6.2 Impacts of the Proposed Modifications

Construction of the Proposed Modifications would require additional ground disturbance and excavation for the installation of underground conduits and the sewer line. These activities have the potential to impact water quality through drainage and erosion, increase wastewater through the creation of impervious surfaces, and may damage drainage systems though sediment runoff. In order to minimize potential impacts to water quality, groundwater, and drainage systems, SCE would implement APM HYDRO-SCE-2, APM HYDRO-SCE-4, and MM HYD-5a. The cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* have the potential to significantly impact water quality, increase wastewater, and may damage drainage systems. These projects would be required to prepare a SWPPP; however, there is still the potential for significant cumulative impacts. With implementation of the APMs and MMs, the Proposed Modifications would not substantially contribute to cumulative impacts to water quality, groundwater, and drainage systems, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

The Proposed Modifications would not be located in federally designated 100-year floodplains. Therefore, the Proposed Modifications would not substantially contribute to cumulative impacts on 100-year floodplains, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

4.7 HAZARDS AND PUBLIC SAFETY

4.7.1 Final EIR Determinations

Consistent with the Final EIR, construction and operation of Fogarty Substation required the use of hazardous materials that could be released into the environment in the event of an accident. These hazardous materials included gasoline, diesel fuel, oil, and lubricants. SCE proposed APMs HAZ-SCE-1 and HAZ-SCE-4 to reduce the risk of spills and to ensure that proper response measures were in place for cleanup in the event of accidental release. Furthermore, the Final EIR included MM HAZ-2a, which required SCE to precisely locate all natural gas lines as part of the siting and engineering process, to avoid hitting natural gas lines. The likelihood of a

release of hazardous materials as a result of construction and operation of Fogarty Substation was low; therefore, Fogarty Substation's contribution to a potential cumulative hazardous material impact was less than significant after mitigation (Class II).

Fogarty Substation is located in an area with an extreme wildland fire threat to people. Fogarty Substation, particularly during construction, presents the risk of both starting fires and slowing emergency response times. APMs HAZ-SCE-2 and HAZ-SCE-3 lessen the risk of fire by regulating construction activities and ensuring response systems are in place. According to a representative of CAL FIRE, Fogarty Substation does not impede aerial emergency response during firefighting activities. The cumulative impact to fire risk and emergency response times was less than significant. For these reasons, Fogarty Substation did not contribute substantially to these potential hazardous materials or public safety cumulative impacts (Class II).

4.7.2 Impacts of the Proposed Modifications

Construction and operation of the Proposed Modifications would require the use of additional quantities of hazardous materials—including gasoline, diesel fuel, oil, and lubricants—that could potentially be released into the environment in the event of an accident. The installation of the modified distribution getaways and sewer line involves trenching in areas where underground natural gas lines may be present, which increases the potential to strike a line and release natural gas into the environment. SCE would implement APM HAZ-SCE-4 and MM HAZ-2a to reduce the risk of spills, ensure proper response measures are in place for cleanup in the event of an accidental release, and to avoid hitting natural gas lines during trenching activities. The likelihood of release of hazardous materials as a result of construction and operation of the Proposed Modifications is low. The cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* may also require the use of similar hazardous materials during construction and may have the potential to strike underground utilities during excavation. These projects would disturb more than 1 acre and, therefore, the preparation of a SWPPP is necessary to address potential spills of hazardous materials. In addition, prior to excavation activities, developers are required to call the Underground Service Alert to locate utilities in the area. Therefore, with implementation of the APMs, MM HAZ-2a, and standard measures, the Proposed Modifications in conjunction with the cumulative projects would not have a significant cumulative impact on hazards or public safety, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

The Proposed Modifications would be located in an area with an extreme wildland fire threat to people. Construction and maintenance activities present a risk of both starting fires and slowing emergency response times. SCE would implement APMs HAZ-SCE-2 and HAZ-SCE-3 to lessen the risk of fire. In addition, the Proposed Modifications would include the installation of underground utilities similar to the Fogarty Substation components, and therefore, would not impede aerial emergency response during firefighting activities. The projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* have the potential to significantly increase the risk of impacts due to fire and slowing of emergency response times. However, with the implementation of APMs HAZ-SCE-2 and HAZ-SCE-3, the Proposed Modifications would not contribute substantially to potential cumulative impacts associated with hazards or public safety, which is consistent with the Final EIR's assessment of Class II (Less than Significant after Mitigation).

4.8 RECREATION

4.8.1 Final EIR Determinations

Fogarty Substation did not contribute to cumulative impacts on parks and other recreational facilities. Construction of Fogarty Substation did not contribute to population growth in the area. In addition, Fogarty Substation is not located in the vicinity of existing or planned park facilities. Therefore, Fogarty Substation did not contribute to cumulative recreational impacts in the area (Class III).

4.8.2 Impacts of the Proposed Modifications

Construction and operation of the Proposed Modifications would not result in significant impacts to recreation. The Proposed Modifications would not cause population growth that would result in the increased use of existing parks or require the construction of new recreation facilities. Construction of the Proposed Modifications would not disrupted access to recreational facilities. The residential development projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* have the potential to cause population growth that would result in the increased use of existing parks. As a result, these projects would have a potentially significant cumulative impact on recreational resources. However, the Proposed Modifications would not contribute substantially to potential cumulative impacts on recreational resources, which is consistent with the Final EIR's assessment of Class III.

4.9 AIR QUALITY

4.9.1 Final EIR Determinations

Total daily emissions of NO_x from construction activities exceeded SCAQMD thresholds. The result was a cumulatively considerable net increase of NO_x for which the region would be in nonattainment status under an applicable federal or state ambient air quality standard. Fogarty Substation construction and operational emissions also exceeded the "net zero" threshold for GHG emissions; this also resulted in significant cumulative impacts. Although these air quality impacts were reduced, impacts were not mitigated to less-than-significant levels. Therefore, the Approved Project contributed substantially to significant cumulative air quality impacts (Class I).

4.9.2 Impacts of the Proposed Modifications

The Proposed Modifications would not result in a new significant impact on air quality during construction, operation, and maintenance with the implementation of APMs and MMs. Construction of the Proposed Modifications—in conjunction with the projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* that could potentially occur at the same time—has the potential to generate considerable net increases in NO_x emissions. Although the Proposed Modifications and cumulative projects would be required to implement the SCAQMD's Rule 403 and comply with the California Air Resources Board's Off-Road Idling Policy to reduce emissions, cumulative impacts from these emissions during construction are expected to remain significant, which is consistent with the Final EIR's assessment of Class I (Significant and Unavoidable).

Emissions during operation of the Proposed Modifications would be limited to those produced from vehicles during site visits, routine maintenance, or emergency repairs. SCE currently operates existing facilities adjacent to the Proposed Modifications; these activities would not change following construction. The cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* would result in emissions from increased vehicle traffic on I-15 and I-215, and vehicle traffic associated with residential and commercial development. Impacts have the potential to be cumulatively significant. As discussed previously, operation of the Proposed Modifications would not result in a new significant cumulative impact on air quality.

GHG emissions would result from the construction and operation of the Proposed Modifications; however, these emissions would not result in significant impacts. When the Final EIR was prepared, no applicable threshold for GHG emissions during construction or operation and maintenance was available. As a result, the emissions in the Final EIR were compared against a very conservative "net zero" threshold, in which any emission of GHG is considered significant. Since the preparation of the Final EIR, the SCAQMD has released an interim annual threshold of 10,000 MT of CO_2e for industrial projects. As discussed in *Section 3.9 Air Quality*, the total of amortized construction emissions and annual operational GHG emissions associated with the Proposed Modifications would be lower than the SCAQMD interim annual threshold of 10,000 MT of CO_2e. Because the GHG emissions of the Proposed Modifications would be less than the SCAQMD's significance threshold and result in a less-than-significant increase in GHG emissions, the Proposed Modifications' contribution to significant cumulative GHG impacts would be less than significant (Class III).

4.10 NOISE

4.10.1 Final EIR Determinations

SCE proposed a number of measures in the Final EIR to reduce noise impacts due to construction. APMs NOISE-SCE-1 through NOISE-SCE-6 mandated that SCE limit construction hours; be mindful of potentially affected residents and schools in the vicinity; and use sound reduction features, including mufflers, engine shrouds, sound walls, and noise blankets. MM NOISE-1a required that SCE's construction activities comply with county and city regulations. With the implementation of the APMs and MM NOISE-1a, construction of Fogarty Substation was in compliance with local policies and ordinances. Therefore, construction of Fogarty Substation did not substantially contribute to cumulative noise impacts (Class II).

4.10.2 Impacts of the Proposed Modifications

Residential and commercial development would involve large-scale construction projects that would result in varying amounts of construction noise and the introduction of new permanent noise sources. Short-term construction noise impacts from the Proposed Modifications could overlap with cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*; however, this noise would be temporary, short-term, and dispersed due to separation between the Proposed Modifications and these other projects. The Proposed Modifications would take approximately 2 to 3 months to construct, so any overlap with other construction projects in the vicinity would be short in duration. In addition, although the noise

impacts from the cumulative projects are unknown, it is expected that the developers would be required to implement measures similar to those implemented for the Proposed Modifications to reduce noise impacts in conformance with local noise regulations. Therefore, with the implementation of the APMs and MM, the Proposed Modifications in conjunction with the cumulative projects would not result in significant cumulative noise impacts, which is consistent with the Final EIR's assessment of Class II.

4.11 TRANSPORTATION AND TRAFFIC

4.11.1 Final EIR Determinations

Consistent with the Final EIR, Fogarty Substation did not result in significant transportation and traffic impacts to this roadway network that could not be mitigated. Fogarty Substation's potential impacts only occurred during the construction period and, therefore, were temporary. These impacts were considered less than significant. Potential damage to roadways was mitigated to a less-than-significant level. Fogarty Substation did not substantially contribute to cumulative transportation and traffic impacts due to the fact that they were temporary (Class II).

4.11.2 Impacts of the Proposed Modifications

Construction and operation of the Proposed Modifications would not result in significant impacts to transportation. During construction, cumulative traffic impacts could occur from the cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*. Potential damage to roadways would be mitigated to a less-than-significant level with the implementation of MM TRANS-8a, which requires the repair of roadways damaged by construction activities. Furthermore, the future residential and commercial projects would be required to coordinate with the local jurisdiction through the encroachment permit process to address lane closures, and the jurisdictional agencies would evaluate and address the potential for cumulative traffic impacts through the permitting process. The traffic impacts from the cumulative projects are unknown, but have the potential to be cumulatively significant. Given the scope and size of the Proposed Modifications compared to the projects listed in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*, the Proposed Modifications' contribution to potentially significant cumulative transportation and traffic impacts would be less than significant with the implementation of MM TRANS-8a, which is consistent with the Final EIR's assessment of Class II.

4.12 PUBLIC SERVICES AND UTILITIES

4.12.1 Final EIR Determinations

Consistent with the Final EIR, Fogarty Substation did not increase the demand for public services. Construction of Fogarty Substation did not cause an increase in population nor did it induce population growth; as such, there was no increase in demand for public services, including police, fire, and emergency services. Further, by employing BMPs and APMs outlined in *Section 3.7 Hazards and Public Safety*, construction of Fogarty Substation did not interfere with public services. Construction of Fogarty Substation did not affect water utilities, including disrupting or altering water and wastewater treatment facilities, storm water drainage systems,

water supply levels, wastewater capacity levels, or the ability to meet wastewater requirements. Preventative measures were described in *Section 3.6 Hydrology and Water Quality* of the Final EIR to ensure that impacts to water systems and utilities were less than significant. Construction of Fogarty Substation did not violate waste or landfill regulations as it did not generate a large amount of waste. Therefore, Fogarty Substation did not substantially contribute to significant cumulative impacts on public services and utilities by disruption or alteration (Class III).

4.12.2 Impacts of the Proposed Modifications

An emergency could arise as a result of construction of the Proposed Modifications that would require fire or police protection, or emergency services. If multiple emergencies were to occur at several construction sites, there could be a cumulative impact on local public services. However, the probability of a single emergency incident is low, and the probability of simultaneous emergencies at multiple construction sites is even lower. In addition, the proposed subtransmission line route spans several jurisdictions, and there are many emergency service providers in the cumulative impact analysis area. It is not expected that there would be a significant cumulative impact that would tax the existing emergency services beyond their current capabilities. As a result, the Proposed Modifications, in conjunction with the cumulative projects, would not result in significant cumulative impacts to public services, which is consistent with the Final EIR's assessment of Class III.

Cumulative impacts to utilities or service systems have the potential to occur if multiple projects have a combined impact on local utility services or infrastructure. During construction, all projects would be required to manage storm water on site to comply with regional water quality requirements. The Proposed Modifications would not result in new impervious surfaces. Therefore, the Proposed Modifications in conjunction with the cumulative projects would not result in significant cumulative impacts to storm water drainage, which is consistent with the Final EIR's assessment of Class III.

Local area landfills could be impacted due to the increased cumulative need for disposal of additional construction debris. The Proposed Modifications would generate limited quantities of construction waste, much of which can be recycled or salvaged. The amount of daily construction waste from the projects listed in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* is not available; however, in total, the landfills near the Proposed Modifications reached less than 0.1 percent of their permitted daily capacities in 2009. The operation and maintenance of the Proposed Modifications would not significantly differ from existing conditions, and would generate a very small amount of waste. Because local landfills have sufficient capacity, the Proposed Modifications in conjunction with the cumulative projects would not result in significant cumulative impacts to landfill access and capacity, which is consistent with the Final EIR's assessment of Class III.

Increased electrical demand would occur as a result of the projects listed in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications*. However, the Proposed Modifications would have a positive impact on the existing electrical system by providing more reliable power to area residents and businesses. Therefore, the Proposed Modifications would not contribute to a potentially significant cumulative impact on the electrical system.

4.13 AGRICULTURE

4.13.1 Final EIR Determinations

Construction of Fogarty Substation did not impact approximately Important Farmland. Therefore, construction of Fogarty Substation did not have a significant contribution to cumulative agricultural impacts in Riverside County (Class III).

4.13.2 Impacts of the Proposed Modifications

The Proposed Modifications would not be located on designated farmland, land under Williamson Act contract, or land zoned for agricultural use. In addition, the Alberhill System Project would not be located on designated farmland, land under Williamson Act contract, or land zoned for agricultural use. The agriculture impacts from the other cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* are not available; therefore, these projects have the potential to result in significant cumulative impacts to agriculture. The Proposed Modifications would not contribute to potential cumulative impacts to agricultural resources and impacts would be less than significant, which is consistent with the Final EIR's assessment of Class III (Less than Significant).

The Proposed Modifications would not be located on forest land, timberland, or timberland zoned Timberland Production. The amount of forestry resources impacted by the cumulative projects in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* is not available; therefore, these projects have the potential to result in significant cumulative impacts on forestry resources. The Proposed Modifications' contribution to potential cumulative impacts to forestry resources would be less than significant (Class III).

4.14 POPULATION AND HOUSING

4.14.1 Final EIR Determinations

Construction of Fogarty Substation did not contribute to population growth and, therefore, did not result in an increased demand on the current or future housing in the region. Construction of Fogarty Substation did not require an influx of new workers who would need to temporarily or permanently relocate to the area. Therefore, construction of Fogarty Substation did not contribute to cumulative significant impacts on population and housing (Class III).

4.14.2 Impacts of the Proposed Modifications

Construction and operation of the Proposed Modifications would not result in impacts to population and housing. The cumulative projects included in *Table 4-1: Cumulative Projects within 1 Mile of the Proposed Modifications* include large-scale residential development that would result in significant cumulative impacts on population and housing. However, the Proposed Modifications would not contribute to significant cumulative impacts on population and housing, which is consistent with the Final EIR's assessment of Class III.

4.15 SUMMARY

As indicated in *Table 4-2: Significance of Impact Changes – Cumulative Impacts*, the Proposed Modifications would not significantly increase the severity of effects nor change the impact determinations associated with cumulative impacts in the Final EIR. Therefore, the significance levels for impacts identified in the Final EIR would not change as a result of the Proposed Modifications.

Table 4-2: Significance of Impact Changes – Cumulative Impacts

Resource Area	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[13]
Land Use	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	None	None
Visual Resources	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4	APM AES-SCE-1 APM AES-SCE-2 APM AES-SCE-3 APM AES-SCE-4
Biological Resources	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	BIO-APM 1 BIO-APM 2 BIO-APM 3 BIO-APM 4 BIO-APM 5 BIO-APM 6 BIO-APM 7 BIO-APM 8 BIO-APM 9 BIO-APM 10 BIO-APM 12 BIO-APM 13 BIO-APM 14 MM BIO-1a MM BIO-1b MM BIO-1c MM BIO-1d MM BIO-1e MM BIO-1f MM BIO-1g MM BIO-1h MM BIO-1i MM BIO-2a MM BIO-2b MM BIO-4a	BIO-APM 1 BIO-APM 2 BIO-APM 3 BIO-APM 4 BIO-APM 5 BIO-APM 6 BIO-APM 7 BIO-APM 8 BIO-APM 9 BIO-APM 10 BIO-APM 12 BIO-APM 13 BIO-APM 14 BIO-APM 15 (new) MM BIO-1a MM BIO-1b (revised) MM BIO-1c MM BIO-1d MM BIO-1e (revised) MM BIO-1f MM BIO-1g MM BIO-1h (revised) MM BIO-1i MM BIO-2a MM BIO-2b MM BIO-4a
Cultural Resources	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM CULT-SCE-1 APM CULT-SCE-2 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d MM CUL-3a	APM CULT-SCE-1 APM CULT-SCE-2 APM CULT-SCE-3 MM CUL-1a MM CUL-1b MM CUL-1c MM CUL-1d MM CUL-3a

[13] Refer to *Chapter 2 – Proposed Modifications To Fogarty Substation* for details on the revised measures.

Resource Area	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[13]
Geology, Soils, and Mineral Resources	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM GEO-SCE-1 APM GEO-SCE-2 APM GEO-SCE-3 MM GEO-1a MM GEO-1b MM GEO-2a MM GEO-3a	APM GEO-SCE-1 APM GEO-SCE-2 APM GEO-SCE-3 MM GEO-1a MM GEO-1b MM GEO-2a MM GEO-3a
Hydrology and Water Quality	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4 MM HYD-1a MM HYD-5a MM HYD-5b MM HYD-7a MM HYD-7b	APM HYDRO-SCE-1 APM HYDRO-SCE-2 APM HYDRO-SCE-3 APM HYDRO-SCE-4 MM HYD-1a MM HYD-5a MM HYD-5b MM HYD-7a MM HYD-7b
Hazards and Public Safety	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM HAZ-SCE-1 APM HAZ-SCE-2 APM HAZ-SCE-3 APM HAZ-SCE-4 TRANS-APM 1 M HAZ-2a	APM HAZ-SCE-1 APM HAZ-SCE-2 APM HAZ-SCE-3 APM HAZ-SCE-4 TRANS-APM 1 MM HAZ-2a
Recreation	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Air Quality	Class I (Significant and Unavoidable)	Class I (Significant and Unavoidable)	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d MM AIR-1e MM AIR-5a MM AIR-6a	APM AIR-SCE-1 APM AIR-SCE-2 APM AIR-SCE-3 APM AIR-SCE-4 APM AIR-SCE-5 APM AIR-SCE-6 APM AIR-SCE-7 APM AIR-SCE-8 APM AIR-SCE-9 MM AIR-1a MM AIR-1b MM AIR-1c MM AIR-1d MM AIR-1e MM AIR-5a MM AIR-6a

Resource Area	Final EIR Impact Level of Significance	Impact Level of Significance with Proposed Modifications	Final EIR: Applicable APMs/MMs	Proposed Modifications: Applicable APMs/MMs[13]
Noise	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	APM NOISE-SCE-1 APM NOISE-SCE-2 APM NOISE-SCE-3 APM NOISE-SCE-4 APM NOISE-SCE-5 APM NOISE-SCE-6 MM NOISE-1a	APM NOISE-SCE-1 APM NOISE-SCE-2 APM NOISE-SCE-3 APM NOISE-SCE-4 APM NOISE-SCE-5 APM NOISE-SCE-6 MM NOISE-1a
Transportation and Traffic	Class II (Less than Significant after Mitigation)	Class II (Less than Significant after Mitigation)	TRANS-APM 1 TRANS-APM 2 TRANS-APM 3 TRANS-APM 4 TRANS-APM-5 MM TRANS-8a	TRANS-APM 1 TRANS-APM 2 (revised) TRANS-APM 3 TRANS-APM 4 TRANS-APM-5 MM TRANS-8a
Public Services and Utilities	Class III (Less than Significant)	Class III (Less than Significant)	APM HYDRO-SCE-1 MM HYD-1a	APM HYDRO-SCE-1 MM HYD-1a
Agriculture	Class III (Less than Significant)	Class III (Less than Significant)	None	None
Population and Housing	Class III (Less than Significant)	Class III (Less than Significant)	None	None

Source: CPUC, 2010

4.16 REFERENCES

City of Lake Elsinore. CEQA Documents Available for Public Review. Online. http://www.lake-elsinore.org/index.aspx?page=246/. Site visited December 9, 2013.

CPUC. 2010. Southern California Edison Valley-Ivyglen Subtransmission Line and Fogarty Substation Project Final Environmental Impact Report. Online. http://www.cpuc.ca.gov/Environment/info/ene/ivyglen/FEIR/FEIR_Index.htm. Site visited December 9, 2013.

CPUC. SCE Alberhill System Project. Online. http://www.cpuc.ca.gov/Environment/info/ene/alberhill/Alberhill.html. Site visited December 9, 2013.

ESA. Terracina Specific Plan Project Initial Study/Mitigated Negative Declaration. September 2013.

Riverside County Planning Department. Riverside County Planning Department – Notices of Preparation. Online. http://www.rctlma.org/planning/content/geninfo/nops/nops.html. Site visited December 9, 2013.

RCTC. Current Western Riverside County RCTC Projects. Online. http://rctc.org/uploads/media_items/projects-overview.original.pdf. Site visited December 9, 2013.

Riverside County TLMA. Active Tract Map Applications. Online. http://www.rctlma.org/online/content/reports_active_tracts.aspx#ldc. Site visited December 9, 2013.

Riverside County TLMA. Western Riverside County Multiple Species Habitat Conservation Plan. Online. http://www.rctlma.org/mshcp/volume1/sec1.html#1.1. Site visited December 9, 2013.

APPENDIX A

BALANCE SHEET AND STATEMENT OF INCOME AS OF SEPTEMBER 30, 2013

SOUTHERN CALIFORNIA EDISON COMPANY

STATEMENT OF INCOME
NINE MONTHS ENDED SEPTEMBER 30, 2013

(In millions)

OPERATING REVENUE	$ 9,631
OPERATING EXPENSES:	
Fuel	249
Purchased power	3,569
Other operation and maintenance	2,540
Depreciation, decommissioning and amortization	1,223
Property and other taxes	229
Asset impairment and others	575
Total operating expenses	8,385
OPERATING INCOME	1,246
Interest income	8
Other income	81
Interest expense	(384)
Other expenses	(38)
INCOME BEFORE INCOME TAX	913
INCOME TAX EXPENSE	196
NET INCOME	717
Less: Dividends on preferred and preference stock	75
NET INCOME AVAILABLE FOR COMMON STOCK	$ 642

SOUTHERN CALIFORNIA EDISON COMPANY

BALANCE SHEET
SEPTEMBER 30, 2013
ASSETS
(in millions)

UTILITY PLANT:		
Utility plant, at original cost *	$	34,316
Less- accumulated provision for depreciation and decommissioning *		7,817
		26,499
Construction work in progress		3,099
Nuclear fuel, at amortized cost		136
		29,734
OTHER PROPERTY AND INVESTMENTS:		
Nonutility property - less accumulated depreciation of $68		70
Nuclear decommissioning trusts		4,332
Other investments		130
		4,532
CURRENT ASSETS:		
Cash and equivalents		522
Receivables, less allowances of $72 for uncollectible accounts		1,127
Accrued unbilled revenue		798
Inventory		272
Prepaid taxes		22
Derivative assets		47
Regulatory assets		506
Other current assets		167
		3,461
DEFERRED CHARGES:		
Regulatory assets		8,015
Derivative assets		207
Other long-term assets		372
		8,594
	$	46,321

* Detailed by class on following pages.

SOUTHERN CALIFORNIA EDISON COMPANY

BALANCE SHEET
SEPTEMBER 30, 2013
CAPITALIZATION AND LIABILITIES
(in millions)

CAPITALIZATION:		
Common stock	$	2,168
Additional paid-in capital		589
Accumulated other comprehensive loss		(28)
Retained earnings		7,467
Common shareholder's equity		10,196
Preferred and preference stock		1,795
Long-term debt		8,828
Total capitalization		20,819
CURRENT LIABILITIES:		
Short-term debt		1,354
Current portion of long-term debt		400
Accounts payable		1,228
Accrued taxes		148
Accrued interest		101
Customer deposits		199
Derivative liabilities		174
Regulatory liabilities		629
Deferred income taxes		159
Other current liabilities		842
		5,234
DEFERRED CREDITS:		
Deferred income taxes		7,033
Deferred investment tax credits		106
Customer advances		132
Derivative liabilities		1,137
Pensions and benefits		1,726
Asset retirement obligations		3,371
Regulatory liabilities		4,989
Other deferred credits and other long-term liabilities		1,774
		20,268
	$	46,321

APPENDIX B

LIST OF COUNTIES AND MUNICIPALITIES SERVED BY SCE

SOUTHERN CALIFORNIA EDISON

An EDISON INTERNATIONAL Company

Incorporated Cities and Counties Served by SCE

COUNTIES

Fresno	Kern	Madera	Riverside	Tolumne
Imperial	Kings	Mono	San Bernardino	Tulare
Inyo	Los Angeles	Orange	Santa Barbara	Ventura

CITIES

Adelanto
Agoura Hills
Alhambra
Aliso Viejo
Apple Valley
Arcadia
Artesia
Avalon
Baldwin Park
Barstow
Beaumont
Bell
Bell Gardens
Bellflower
Beverly Hills
Big Bear Lake
Bishop
Blythe
Bradbury
Brea
Buena Park
Calabasas
California City
Calimesa
Camarillo
Canyon Lake
Carpinteria
Carson
Cathedral City
Cerritos
Chino
Chino Hills
Claremont
Commerce
Compton
Corona
Costa Mesa
Covina
Cudahy
Culver City
Cypress
Delano
Desert Hot Springs
Diamond Bar
Downey
Duarte
Eastvale
El Monte
El Segundo
Exeter
Farmersville
Fillmore
Fontana
Fountain Valley
Fullerton
Garden Grove
Gardena
Glendora
Goleta
Grand Terrace
Hanford
Hawaiian Gardens
Hawthorne
Hemet
Hermosa Beach
Hesperia
Hidden Hills
Highland
Huntington Beach
Huntington Park
Indian Wells
Industry
Inglewood
Irvine
Irwindale
Jurupa Valley
La Canada Flintridge
La Habra
La Habra Heights
La Mirada
La Palma
La Puente
La Verne
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
Lake Elsinore
Lake Forest
Lakewood
Lancaster
Lawndale
Lindsay
Loma Linda
Lomita
Long Beach
Los Alamitos
Lynwood
Malibu
Mammoth Lakes
Manhattan Beach
Maywood
McFarland
Menifee
Mission Viejo
Monrovia
Montclair
Montebello
Monterey Park
Moorpark
Moreno Valley
Murrieta
Newport Beach
Norco
Norwalk
Ojai
Ontario
Orange
Oxnard
Palm Desert
Palm Springs
Palmdale
Palos Verdes
Paramount
Perris
Pico Rivera
Placentia
Pomona
Port Hueneme
Porterville
Rancho Cucamonga
Rancho Mirage
Rancho Palos Verdes
Rancho Santa Margarita
Redlands
Redondo Beach
Rialto
Ridgecrest
Rolling Hills
Rolling Hills Estates
Rosemead
San Bernardino
San Buenaventura
San Dimas
San Fernando
San Gabriel
San Jacinto
San Marino
Santa Ana
Santa Barbara
Santa Clarita
Santa Fe Springs
Santa Monica
Santa Paula
Seal Beach
Sierra Madre
Signal Hill
Simi Valley
South El Monte
South Gate
South Pasadena
Stanton
Tehachapi
Temecula
Temple City
Thousand Oaks
Torrance
Tulare
Tustin
Twentynine Palms
Upland
Valencia
Victorville
Villa Park
Visalia
Walnut
West Covina
West Hollywood
Westlake Village
Westminster
Whittier
Wildomar
Woodlake (Three Rivers)
Yorba Linda
Yucaipa
Yucca Valley

APPENDIX C

NOTICE OF PETITION FOR MODIFICATION

NOTICE OF PETITION FOR MODIFICATION TO FOGARTY SUBSTATION

FOGARTY SUBSTATION PROJECT

Date: March 26, 2014

Proposed Project:

On August 17, 2010, the California Public Utilities Commission (Commission) issued Decision (D.)10-08-009, granting Southern California Edison Company (SCE) A Permit To Construct The Fogarty Substation and The Valley-Ivyglen 115 kV Subtransmission Line Project (PTC). The Fogarty Substation Project was built in accordance with Decision 10-08-009, however, based on SCE's final engineering review and ongoing efforts to minimize environmental impacts, SCE determined that minor modifications were needed for the Fogarty Substation to achieve full operational capacity.

On March 29, 2013, SCE filed a Petition for Modification (PFM) of D.10-08-009 to address minor modifications to the Fogarty Substation and additional changes to the Valley-Ivyglen 115 kV Subtransmission Line ("Valley-Ivyglen PFM"). Pursuant to Rule 11.1 of the Rules of Practice and Procedure of the Commission, SCE hereby moves to consider the Fogarty Substation modifications in a separate proceeding from the Valley-Ivyglen PFM. Based on continuing communications with Commission staff and counsel, it was determined that SCE could request the Commission to bifurcate the Fogarty Substation modifications from the Valley-Ivyglen PFM because the Fogarty Substation had already been constructed and only required minor changes. SCE requests a bifurcation of the modifications covered by the Fogarty Substation PFM from the Valley-Ivyglen PFM. The Fogarty Substation only requires minor modifications to achieve full operational capacity compared to the relatively more detailed changes required for the Valley-Ivyglen 115 kV Subtransmission Line. Accordingly, SCE provides this Notice of Petition for Modification (Fogarty Substation PFM) to address only those minor modifications associated with the Fogarty Substation (for purposes of this Notice, the minor modifications are hereinafter referred to as the "Proposed Project").

The Proposed Project includes the following elements:

- Modified Distribution Getaways - Two distribution duct banks and two vaults are included as part of the Proposed Modifications because one duct bank would be located within Kings Highway rather than Terra Cotta Road, and both duct banks require modifications to Mitigation Measure (MM) BIO-1b. The total length of the two distribution duct banks would be approximately 900 feet. The trenches would be approximately 2 feet wide and 5 feet deep with a 25-foot-wide work area centered on the trench. One vault would be approximately 7 feet wide, 14 feet long, and 8 feet deep, requiring an excavation pit that is approximately 9 feet wide, 16 feet long, and 10.5 feet deep. The other vault would be approximately 7 feet wide, 18 feet long, and 8 feet deep, requiring an excavation pit that is approximately 9 feet wide, 20 feet long, and 10.5 feet deep.
- Permanent Restroom at Fogarty Substation - Installation of a permanent restroom within Fogarty Substation to ease future maintenance. A backhoe would be used to create an approximately 10-foot by 10-foot by 24-inch-deep pad. The restroom would then be set in the pad using a crane. The restroom would have a self-contained waste vault, but would be connected to a future sewer line either in Terra Cotta Road or the future Kings Highway if sewer becomes available in the local vicinity. The required sewer facilities and water line would be installed in the future Kings Highway.
- Sewer Line Installation - If a sewer line becomes available in either Kings Highway or Terra Cotta Road, SCE would install a 100- to 150-foot sewer line from the restroom location to one of these roads, assuming a direct connection. The sewer line would be constructed using 6-inch polyvinyl chloride pipe. A backhoe would be used to dig an approximately 15-foot-wide and 5-foot-deep trench, assuming that the trench would be constructed at a 1.5-to-1 slope (without shoring). If shoring is in place, the trench would be approximately 3 feet wide. Once the pipe is placed in the trench, the excavated soil would be used for backfill. The work area required for the sewer line installation would be approximately 10 feet on each side of the trench.
- Construction Personnel and Equipment - Construction activities that include construction equipment would take approximately 2 to 3 months with eight crew members. The construction hours would generally be 5 days per week, Monday through Friday, from 7:00 a.m. to 3:30 p.m.

EMF Compliance:
The California Public Utilities Commission (CPUC) requires utilities to employ "no-cost" and "low-cost" measures to reduce public exposure to electric and magnetic fields (EMF). In accordance with the "EMF Design Guidelines" filed with the CPUC in compliance with CPUC Decisions 93-11-013 and 06-01-042, this project is designed per SCE's Distribution Design Standards, which incorporates magnetic field reduction measures for distribution lines.

Environmental Review: SCE has prepared a Project Modification Report (PMR) analyzing the potential environmental impacts associated with the Fogarty Substation PFM. The PMR concludes that, with the implementation of Applicant Proposed Measures (APMs) and Mitigation Measures (MMs), as described in the PMR, the Fogarty Substation PFM would not result in new significant environmental effects or increase in the severity of previously identified significant effects as compared to the Final EIR. Pursuant to the California Environmental Quality Act (CEQA), the CPUC will evaluate potential environmental effects associated with the Fogarty Substation PFM.

Public Participation:

- The public may participate in the environmental review by submitting comments on the Notice of Intent to Approve a Negative Declaration, or on the Notice of Preparation of EIR and Draft EIR, and by participating in any scoping meetings or public meetings that may be conducted. For information on the environmental review, contact the CPUC's Energy division at enviro_team@cpuc.ca.gov or (415) 703-2126.

- Persons wishing to present testimony in evidentiary hearings and/or legal briefing on all other issues, including EMF compliance, and, if one is prepared, whether the EIR complies with CEQA, require party status.

- Persons may obtain party status by filing a protest to the Motion by April 25, 2014 in compliance with Rule 2.6, or by making a motion for party status at any time in compliance with Rule 1.4, of the CPUC's Rules of Practice and Procedure (posted at www.cpuc.ca.gov).

- The public may communicate their views regarding the application by writing to the CPUC at 505 Van Ness Avenue, San Francisco, CA 94102, or by emailing the Public Advisor at public.advisor@cpuc.ca.gov. In addition, the CPUC may, at its discretion, hold a public participation hearing in order to take oral public comment.

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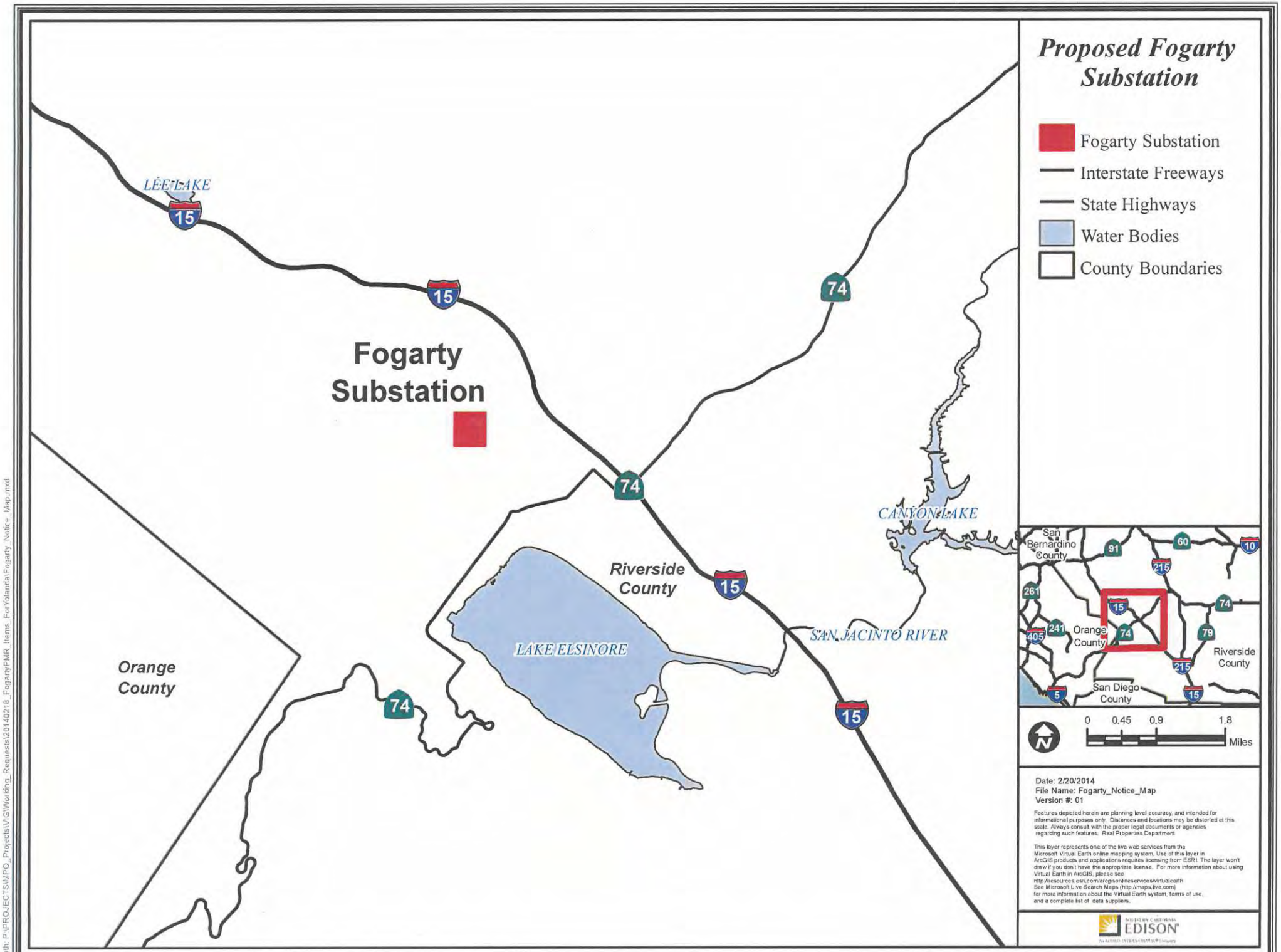
Contacts: For assistance from the CPUC, please contact the Public Advisor in San Francisco at (415) 703-2074 (public.advisor@cpuc.ca.gov) or in Los Angeles at (213) 567-7055 (Public.Advisor.LA@cpuc.ca.gov).

To obtain a copy of SCE's Fogarty Substation PFM, or to request further information about the Project, please contact:

Mr. Jeremy Goldman
SCE Regional Manager for Lake Elsinore
Wildomar Service Center
24487 Prielipp Drive, Wildomar, CA 92595
Phone Number: (951) 249-8466



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APPENDIX D

CERTIFICATE OF SERVICE OF NOTICE OF PETITION FOR MODIFICATION

CERTIFICATE OF SERVICE

I hereby certify that, pursuant to the Commission's Rules of Practice and Procedure, I have this day served a true copy of **Southern California Edison Company Notice of Petition For Modification to Fogarty Substation** on all parties identified on the Agency Service List. Service was effected by means indicated below:

☒ Placing copies in properly addressed sealed envelopes and depositing such copies in the United States mail with CERTIFIED postage prepaid to all parties for those listed on the attached Agency Service List.

Fogarty Substation Project

Agency Service List

Executed this March 26, 2014, at Rosemead, California.

_/s/Michal Odorczuk_____
Michal Odorczuk
Project Analyst
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770

FOGARTY PROJECT AGENCY SERVICE LIST (3-11-2014 Final)

Riverside County Board of Supervisors Mr. Kevin Jeffries, Supervisor County Administrative Center 4080 Lemon Street, 5th Floor Riverside, CA 92501	Riverside County Planning Department Mr. Juan Perez TLMA Director P.O. Box 1409 Riverside, CA 92502-1409	County of Riverside Ms. Mary Stark Planning Commission Secretary P.O. Box 1409 Riverside, CA 92502-1409
City of Lake Elsinore The Honorable Natasha Johnson, Mayor 130 S. Main Street Lake Elsinore, CA 92530	City of Lake Elsinore Mr. Rick Morsch, Chairman Planning Commission 130 S. Main Street Lake Elsinore, CA 92530	City of Lake Elsinore Mr. Richard MacHott Planning Manager 130 S. Main Street Lake Elsinore, CA 92530
City of Lake Elsinore Mr. Grant Yates City Manager 130 S. Main Street Lake Elsinore, CA 92530	California Department of Health Services Mr. Toby Douglas Director 1501 Capitol Avenue, Suite 6001 Sacramento, CA 95814	California Energy Commission Mr. Robert Oglesby Executive Director 1516 Ninth Street Sacramento, CA 95814-5512
National Resources Agency Mr. John Laird Secretary 1416 Ninth Street, Suite 1311 Sacramento, CA 95814	California Department of Transportation Mr. Malcolm Dougherty Director P.O. Box 942873 Sacramento, CA 95814	California Department of Transportation Mr. Gary Cathey Division Chief Division of Aeronautics, MS #40 PO Box 952874 Sacramento, CA 94274-0001
California Department of Transportation Dr. Raymond Wolfe, District Director District 8 464 W. 4th Street San Bernardino, CA 92401	California Department of Fish and Wildlife Mr. Charlton H. Bonham Director Headquarters 1416 Ninth Street Sacramento, CA 95814	South Coast Air Quality Management Mr. Barry R. Wallerstein Executive Officer 21865 Copley Drive Diamond Bar, CA 91765
State Water Resources Control Board Mr. Thomas Howard Executive Director P.O. Box 100 Sacramento, CA 95812-0100	California Air Resources Board Ms. Mary D. Nichols Board Chairman P.O. Box 2815 Sacramento, CA 95812	California Regional Water Mr. Kurt Burchtold Santa Ana Region 8 3737 Main Street, Suite 500 Riverside, CA 92501
California Public Utilities Commission Docket Clerk 505 Van Ness Avenue San Francisco, CA 94102	California Public Utilities Commission Ms. Karen Clopton, Chief ALJ 505 Van Ness Avenue San Francisco, CA 94102	California Public Utilities Commission Ms. Karen Miller, Public Advisor California State Building 505 Van Ness Avenue San Francisco, CA 94102-3298
California Public Utilities Commission Mr. Edward Randolph Energy Division Director California State Building 505 Van Ness Avenue San Francisco, CA 94102-3298		

CERTIFICATE OF SERVICE

I hereby certify that, pursuant to the Commission's Rules of Practice and Procedure, I have this day served a true copy of **Southern California Edison Company Notice of Petition For Modification to Fogarty Substation** on all parties identified on the 300 Foot List. Service was effected by means indicated below:

☒ Placing copies in properly addressed sealed envelopes and depositing such copies in the United States mail with CERTIFIED postage prepaid to all parties for those listed on the attached 300 Foot List.

Fogarty Substation Project

300 Foot List

Executed this March 26, 2014, at Rosemead, California.

/s/Michal Odorczuk
Michal Odorczuk
Project Analyst
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770

FOGARTY 300' FOOT OWNERSHIP LISTING

Owner Name	Owner Mailing Address	Owner Mailing City, State, Zip
CASTLE & COOKE ALBERHILL RANCH	PO BOX 11165	BAKERSFIELD, CA 93389-1165
CASTLE & COOKE ALBERHILL RANCH	PO BOX 11165	BAKERSFIELD, CA 93389-1165
HT PROPERTIES	31902 AVENIDA EVITA	SAN JUAN CAPO, CA 92675-3902
EDWARDS, SARAH	22482 WALNUT DR	WILDOMAR, CA 92595-8912
CASTLE & COOKE ALBERHILL RANCH	PO BOX 11165	BAKERSFIELD, CA 93389-1165
SOUTHERN CALIFORNIA EDISON CO	2131 WALNUT GROVE AVE	ROSEMEAD, CA 91770-3769
SOUTHERN CALIFORNIA EDISON CO	2131 WALNUT GROVE AVE	ROSEMEAD, CA 91770-3769
SOUTHERN CALIFORNIA EDISON CO	2131 WALNUT GROVE AVE	ROSEMEAD, CA 91770-3769
SOUTHERN CALIFORNIA EDISON CO	PO BOX 800	ROSEMEAD, CA 91770-800
SOUTHERN CALIFORNIA EDISON CO	2131 WALNUT GROVE AVE	ROSEMEAD, CA 91770-3769
SOUTHERN CALIFORNIA EDISON CO	2131 WALNUT GROVE AVE	ROSEMEAD, CA 91770-3769
RODRIGUEZ, AMELIA	19273 CONSUL AVE	CORONA, CA 92881-3710
RODRIGUEZ, AMELIA	19273 CONSUL AVE	CORONA, CA 92881-3710
SOUTHERN CALIFORNIA EDISON CO	PO BOX 800	ROSEMEAD, CA 91770-800
BOUCHER, DONALD EDMOND	1745 COTTONWOOD DR	VISTA, CA 92081-4500
MALETTA, PAMELA A	1707 PINYON CIR	CORONA, CA 92882-4154
MALETTA, PAMELA A	1707 PINYON CIR	CORONA, CA 92882-4154
VELARDE, LUPE	1791 MOSS CREEK CIR	CORONA, CA 92882-5695
VELARDE, LUPE	1791 MOSS CREEK CIR	CORONA, CA 92882-5695
GODINA, MANUEL J	28809 TERRA COTTA RD	LAKE ELSINORE, CA 92530-5103
GODINA, MANUEL J	28809 TERRA COTTA RD	LAKE ELSINORE, CA 92530-5103
GODINA, MANUEL	28809 TERRA COTTA RD	LAKE ELSINORE, CA 92530-5103
GODINA, MANUEL	28809 TERRA COTTA RD	LAKE ELSINORE, CA 92530-5103
DYE H, S	2150 E FOOTHILL BLVD	GLENDORA, CA 91741-3934
MAYR, BARBARA	825 RIDGEWAY CIR	MEDFORD, OR 97504-6395
GODINA, MANUEL	28809 TERRA COTTA RD	LAKE ELSINORE, CA 92530-5103
GODINA, MANUEL	28809 TERRA COTTA RD	LAKE ELSINORE, CA 92530-5103
SHULTS, THEODORE M	7029 CINNAMON TEAL WAY	EL DORADO HILLS, CA 95762-6306
SHULTS, THEODORE M	7029 CINNAMON TEAL WAY	EL DORADO HILLS, CA 95762-6306
MCINTIRE, GLENN	308 MARJORI AVE	THOUSAND OAKS, CA 91320-4024

MCINTIRE, GLENN	308 MARJORI AVE	THOUSAND OAKS, CA 91320-4024
CACHE, OTTO P	PO BOX 234	TORRANCE, CA 90507-234
CACHE, OTTO PALANI	PO BOX 711	TUJUNGA, CA 91043-7011
THOLEN, ADELE C	5725 CALPINE DR	MALIBU, CA 90265-3813
KREITZ, IRENE B	32430 SAN MIGUELITO DR	THOUSAND PALMS, CA 92276-2720
SOUTHERN CALIFORNIA EDISON CO	PO BOX 800	ROSEMEAD, CA 91770-800
TERRACINA INVESTORS LLC	5753 G SANTA ANA CYN	ANAHEIM, CA 92807

CERTIFICATE OF SERVICE

I hereby certify that, pursuant to the Commission's Rules of Practice and Procedure, I have this day served a true copy of **Southern California Edison Company Notice of Petition For Modification to Fogarty Substation** on all parties identified on the Interested Party List. Service was effected by means indicated below:

☒ Placing copies in properly addressed sealed envelopes and depositing such copies in the United States mail with first-class postage prepaid to all parties for those listed on the attached Interested Party List.

Fogarty Substation Project

Interested Party List

Executed this March 26, 2014, at Rosemead, California.

/s/Michal Odorczuk
Michal Odorczuk
Project Analyst
SOUTHERN CALIFORNIA EDISON COMPANY

2244 Walnut Grove Avenue
Post Office Box 800
Rosemead, California 91770

FOGARTY Interested Parties List

BARBARA	WILDER	28560 VIA SANTA ROSA	TEMECULA	CA	92590
BOB	GUILLIANS	39770 RORIPANGH ROAD	TEMECULA	CA	92589
BOB	BRADY	130 S MAIN STREET	LAKE ELSINORE	CA	92530
CALLISTA	PURNELL	28480 REDGUM DR.	LAKE ELSINORE	CA	92532
CARL	JOHNSON	30500 CALIENTE PLACE	CANYON LAKE	CA	92587
CARMEN M.	DA COSTA TARR	28164 STONEHOUSE RD.	LAKE ELSINORE	CA	92532
CAROL	NIELSEN	30275 PALM DRIVE	LAKE ELSINORE	CA	92532
CATHRINE	BARRETT-FISHER	24871 APPIAN WAY	MURRIETA	CA	92562
CHRIS	HYLAND	15191 WAVECREST DRIVE	LAKE ELSINORE	CA	92530
CHUCK	SHAMBLIN	14948 VIA CARABIA	LAKE ELSINORE	CA	92530
DAVE	PETERSEN	26835 JEFFERSON AVENUE	MURRIETA	CA	92562
DAVID	LOVINGIER	545 CHANEY STREET	LAKE ELSINORE	CA	92530
E.J.	SINGELYN	PO BOX 489	LAKE ELSINORE	CA	92530
EDITH	STAFFORD	29700 HURSH STREET	LAKE ELSINORE	CA	92530
ELIZABETH	HENSON	28211 LEONA DR.	LAKE ELSINORE	CA	92532
GABRIEL	COUTINO	28102 STONEHOUSE RD.	LAKE ELSINORE	CA	92530
GARRY	GRANT	27068 JARVIS STREET	PERRIS	CA	92570
GENE	FRICK	4271 BAGGETT DR	RIVERSIDE	CA	92505
GENE	FRICK	17205 MONTEREY ROAD	LAKE ELSINORE	CA	92530
HORSETHIEF CANYON	HOMOWNERS ASSOC.	13289 MOUNTAIN ROAD	LAKE ELSINORE	CA	92530
JACK	BURDY	17807 HAYES AVENUE	LAKE ELSINORE	CA	92530
JAMES	KOSKI	18711 TERETICORNIS AVE.	LAKE ELSINORE	CA	92532
JOEL	GREER	4103 DAPPLE GRAY LANE	YORBA LINDA	CA	92886
JOHN	COSTA	28131 LEONA DRIVE	LAKE ELSINORE	CA	92532
JOHN E.	YOUNG	5190 CAMPUS DRIVE	NEWPORT BEACH	CA	92660
JOHN EARL	THOMPSON	28546 HAYGOOD WAY	LAKE ELSINORE	CA	92532
JOSE R.	MARTINEZ	18553 MERMACK AVE.	LAKE ELSINORE	CA	92532
JOSEPH	AMICI	25006 PINE CREEK LOOP	CORONA	CA	92883
KAZEM	ELSHAFIE	8051 MAIN STREET	STANTON	CA	90680
KEN	EOH	500 SHATTO PLACE NO 320	LOS ANGELES	CA	90020
KEN	NIEMI	17032 MCBRIDE	LAKE ELSINORE	CA	92530
KEN	COX	187 MONUMENT PARKWAY	PERRIS	CA	92548

LINDA	RIDENOUR	33628 BRAND AVE	LAKE ELSINORE	CA	92530
LINDA	RIDENOUR	3368 BRAND STREET	LAKE ELSINORE	CA	92530
MARK	MACARRO	PO BOX 1477	TEMECULA	CA	92593
MARY-RITA-	APPLEMAN-THOMPSON	28546 HAYGOOD WAY	LAKE ELSINORE	CA	92532
MICHAEL	MCDONALD	28162 STONEHOUSE RD.	LAKE ELSINORE	CA	92532
MIKE	PALMER	33281 ORTEGA HIGHWAY	LAKE ELSINORE	CA	92530
MIKE	MATTHEWS	29026 ALLAN STREET	LAKE ELSINORE	CA	92532
MODESTO	MARTINEZ	28100 STONE HOUSE ROAD	LAKE ELSINORE	CA	92530
NORMAN D.	GRITTON	27245 HWY. 74	PERRIS	CA	92570
PARDEE	HOMES	12626 HIGH BLUFF DRIVE STE.	SAN DIEGO	CA	92130
PAUL G.	TARR	28164 STONEHOUSE RD.	LAKE ELSINORE	CA	92532
PAUL G.	FREANDSEN	4600 CRESTMORE ROAD	RIVERSIDE	CA	92509
PEDRO	MARTINEZ	28277 ROSTRATA	LAKE ELSINORE	CA	92532
PETE	LISTON	21501 TEMESCAL CANYON RO/	CORONA	CA	92883
ROBERT	PECOY	4887 EAST LA PALMA AVE. STE	ANAHEIM HILLS	CA	92807
ROBERT L	LESSER	27785 EL TORRO ROAD	LAKE ELSINORE	CA	92532
ROLFE	PREISENDANZ	130 S MAIN STREET	LAKE ELSINORE	CA	92530
ROMAIN	DIAZ	28375 ROSTRATA AVE	LAKE ELSINORE	CA	92532
SERGIO	ESPINOSA	28482 EL TORO ROAD	LAKE ELSINORE	CA	92532
STEPHANIE	MC NEAL	28310 VIA DOROTHEA	LAKE ELSINORE	CA	92532
STEVE	BALLARD	28503 EL TORO ROAD	LAKE ELSINORE	CA	92532
SUSEN	LENCON	18600 MERMACK RD.	LAKE ELSINORE	CA	92532
TARRY	MC NEAL	28310 VIA DOROTHEA	LAKE ELSINORE	CA	92532
TERRENCE	SMITH	28281 ROSTRATA	LAKE ELSINORE	CA	92532
TERRENCE	PURNELL	18450 PURNELL RD.	LAKE ELSINORE	CA	92532
TONYA	PACE	1500 IOWA AVE. STE 110	RIVERSIDE	CA	92507
TRENT W.	THOMPSON	152 SOUTH HARVARD STREET	HEMET	CA	92543
VALARIE MCNEAL	SMITH	28281 ROSTRATA	LAKE ELSINORE	CA	92532
VICEN	TEARECHIGA	28100 STONEHOUSE	LAKE ELSINORE	CA	92532
VIRGINIA	SAIRDREZ	28195 LEONAST	LAKE ENSINORE	CA	92532