

Southern California Edison
A.23-04-009 – TLRR EPL

DATA REQUEST SET E D - S C E - E P L - 0 0 5

To: Energy Division
Prepared by: Alexander Podruski
Job Title: Senior Advisor
Received Date: 9/18/2025

Response Date: 10/2/2025

Question DR5-1:

Issue: There would be Vegetation Management along the new and existing access roads and spur roads. However, it is unclear whether the GIS data includes the impacts associated with the vegetation management.

How to Address: Clarify if the clearance for vegetation management is within the 18-foot-wide road width or extending outward from the road. And if it extends outward, what are the limits on either side?

Response to Question DR5-1:

Vegetation management along access and spur roads would be confined to the road prism (generally an 18-foot-wide road width, or where the road is narrower or wider than 18 feet, the existing width of the road).

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To: Energy Division
Prepared by: Danielle Ferralez
Job Title: Environmental Project Manager
Received Date: 9/18/2025

Response Date: 10/10/2025

Question DR5-2:

Issue: The current revised Health Risk Assessment memo, dated December 1, 2023, does not include the analysis of the new staging areas, which include:

1. Two staging yards on parcel 057-203-109
2. One staging yard on parcel 054-449-117
3. Three staging yards on two parcels - one on parcel 054-433-105 and two on parcel 054-433-104

How to Address: Provide an updated Health Risk Assessment to include the analysis of the above-mentioned materials yards.

Response to Question DR5-2:

See attachments:

- ED-SCE-EPL-002-HRA-Data Request 5-2 Response 9-29-25.docx
- Appendix A Staging Yards and Nearest Sensitive Receptors.pdf
- Appendix B - Detailed HRA Calcs.pdf
- Appendix C - AERSCREEN Inputs Outputs.zip

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Response Date: 10/2/2025

Question DR5-4:

Issue: The Baker Airport Material Yard is located at Baker Airport and within the 60 dBA CNEL noise contour for the Baker Airport. The PEA does not include any information regarding what activities would occur at that yard, nor does the PEA reference the Baker Airport in both the Hazards or Noise Section of the PEA when describing the airports within the vicinity of the project area.

How to Address: Provide a description of what activities would occur at the Baker Airport Material Yard. Would there be a construction worker trailer on-site and full-time workers would be present.

Response to Question DR5-4:

The PEA Section 3.5.2 describes various Staging Areas that may be used for the EPL Project, including the Baker Airport Staging Area, which is listed in PEA Table 3.5-3, Potential Staging Area Locations. PEA Section 3.5.2.2.2, “Staging Areas: Uses,” provides information about what activities would occur at any of the proposed Staging Areas, which include the Baker Airport Staging Area. As more fully described in PEA Section 3.5.2.2.2, the Baker Airport Staging Area could be used for such activities as a reporting location for workers, vehicle and equipment parking, helicopter landing zone, and as a material storage area, and may include construction trailers for supervisory and clerical personnel.

A discussion of Baker Airport was inadvertently left out of the Hazards and Noise analysis in the PEA. The following is a Hazards and Noise analysis of the proposed activities at the Baker Airport Material Yard follows below.

Hazards:

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project result in a safety hazard for people residing or working in the Proposed Project area?

Construction

No Impact. Under the EPL Project, a staging yard may be established adjacent to Baker Airport. Activities at the staging yard would not impact nor interfere with use of the Baker Airport and thus would not pose a safety hazard for people residing in the area. Similarly, because the staging yard

activities would not impact nor interfere with use of the Baker Airport, these activities would not pose a safety hazard for people working in the area. SCE would coordinate with BLM, the operator of the airport, regarding the siting and use of the staging yard, potential helicopter operations, and flight plans during project construction. Therefore, the impact would be less than significant.

Activities at the Baker Airport staging area would not expose people to noise levels in excess of standards established in a general plan or ordinance, as there are no residences located within 3,000 feet of the staging area. Therefore, activities at the Baker Airport staging area will not expose people residing near individual construction work areas to excessive noise levels.

The Baker Airport staging yard is located within the 60 dBA CNEL noise contour for the airport. However, project construction workers will not be exposed to excessive noise levels from airport operations. Aircraft movements at Baker Airport are few: the airport has only 135 operations (a takeoff or landing) per week, and a noise level of 60 dBA CNEL is equivalent to the noise of an urban neighborhood.

Because construction of the EPL Project will not expose people residing within the airport plan area to excessive noise levels, and because construction of the EPL Project will not expose workers to excessive noise levels, no impact will be realized under this criterion.

Operations

No Impact. No EPL Project-related operation and maintenance (O&M) activities would occur in the vicinity of the Baker Airport, and therefore no impacts would be realized under this criterion during operations and maintenance.

Noise:

For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project expose people residing or working in the Proposed Project area to excessive noise levels?

Construction

No Impact. The Baker Airport Staging Area is located adjacent to (and therefore within two miles of) the Baker Airport, within San Bernardino County's Airport Comprehensive Land Use Plan for Baker Airport.

Activities at the Baker Airport Staging Area would not expose people to noise levels in excess of standards established in a general plan or ordinance, as there are no residences located within 3,000 feet of the staging area. Therefore, activities at the Baker Airport Staging Area will not expose people residing near individual construction work areas to excessive noise levels.

The Baker Airport Staging Area is located within the 60 dBA CNEL noise contour for the Baker Airport. However, project construction workers will not be exposed to excessive noise levels from airport operations as aircraft movements at Baker Airport are limited. Baker Airport has only 135 operations (a takeoff or landing) per week, and a noise level of 60 dBA CNEL is equivalent to the

noise of an urban neighborhood.

Because construction of the EPL Project would not expose people residing within two miles of a public airport and near individual construction work areas to excessive noise levels, and because construction of the EPL Project would not expose workers to excessive noise levels, no impact would be realized under this criterion.

Operations

No Impact. No EPL Project-related operation and maintenance (O&M) activities would occur in the vicinity of the Baker Airport, and therefore no impacts would be realized under this criterion during operations and maintenance.