CITY OF
RIVERSIDE

Public Utilities Department
Administration

January 23, 2007

To: Federal, State, County, local agencies and interested parties

Subject: Notice of Preparation of a Draft Environmental Impact Report,
Riverside Transmission Reliability Project
Riverside Public Utilities Department, City of Riverside

The City of Riverside Public Utilities Department (RPU) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the Riverside Transmission Reliability Project (RTRP). The RTRP is a proposed joint project between RPU and Southern California Edison (SCE) that would involve the construction of a SCE 230 kV transmission line, RPU 69 kV transmission lines, SCE 230 kV electrical substation, and RPU 69 kV electrical substation. The project would also include upgrades to existing substations and new fiber optic communications lines. It is proposed that both new substations be located adjacent to each other on the same RPU-owned land near the northeast corner of Wilderness Avenue and Ed Perkic Street in Riverside. The new 230 kV transmission line would interconnect to SCE's existing 230 kV transmission line that crosses the northern part of Riverside County. SCE's proposed 230 kV substation would connect to RPU's proposed 69 kV substation to transform the electrical voltage down from 230 kV to 69 kV for delivery into RPU's system. The new 69 kV transmission lines and upgrades to existing substations would strengthen the "backbone" of RPU's electrical system and ensure adequate capacity to deliver the power.

You were recently sent a letter from RPU that introduced the RTRP to your agency or organization. The purpose of this Notice of Preparation (NOP) is to provide notification that RPU will prepare an EIR to assess potential environmental impacts resulting from implementation of the proposed project and to solicit information on the scope of the environmental analysis for the proposed project. The detailed project description, location, and potential environmental effects are contained in the attached Initial Study.

RPU invites the views of your agency or organization regarding the scope and content of the environmental information to be included in the EIR, including any information that would be necessary to meet any statutory responsibilities related to the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other discretionary approval for the project.

Pursuant to Section 21083.9 of the Public Resources Code a Public Scoping Meeting will be held on January 25, 2007 between 4:00 and 8:00 PM at the Riverside Municipal Airport Lobby located at 6951 Flight Road in Riverside, CA. The meeting will be held in an open house format to receive agency and public comments on the preparation of the EIR.

RPU has retained the firm of POWER Engineers, Inc. to serve as the project manager. Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Mr. Mike Strand using any of the following:

- By mail – Mike Strand, POWER Engineers, Inc., 731 E. Ball Rd., Suite 100, Anaheim, CA 92805
- By email – mstrand@powereng.com
- By telephone (714) 507-2710

Due to time limits imposed by state law, your response to this notice must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Please include the name and telephone number of the contact person for your agency or organization. RPU appreciates your interest and participation in the environmental review process.

Thank you for your time and we look forward to working with you as this project progresses.

Sincerely,

Stephen H. Badgett
Utilities Deputy Director/Energy Delivery

January 19, 2007

RIVERSIDE PUBLIC UTILITIES

Riverside Transmission Reliability Project

Initial Study

PROJECT NUMBER:
111728

PROJECT CONTACT:
John McGrew, Project Manager
Mike Strand, Environmental Coordinator

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CEQA Environmental Checklist Summary

1. **Project title:** Riverside Transmission Reliability Project (RTRP)

2. **Lead agency name and address:**

   The City of Riverside Public Utilities
   3901 Orange Street
   Riverside, CA 92501

3. **Contact person and phone number:**
   Jorge Somoano, Project Manager, (951) 710-5012

4. **Project location:** See Section 1.2 of this Initial Study.

5. **Project sponsor's name and address:**

   The City of Riverside Public Utilities
   3901 Orange Street
   Riverside, CA 92501

   Southern California Edison
   2244 Walnut Grove Ave.
   Rosemead, CA 91770

6. **General plan designation:**

The proposed RTRP occurs within the general planning areas of the following jurisdictions:

- City of Rialto – Industrial Park, Light Industrial, Open Space, Rural Residential (0-2)
- City of Colton – Specific Plan, Open Space, Light Industrial, Residential Estates
- City of Riverside – The City of Riverside contains numerous plans (Community and Specific Plans) for many sub areas within the General Plan area. These plans (adopted over various time periods) provide more detailed policies and standards for development, both public and private, within specifically mapped parts of the City and its Sphere of Influence. These planning areas contain numerous land use designations.
- San Bernardino County – Single Family Residential, Heavy Industrial, Medium Industrial, Open Space
- Riverside County – Mixed Use Planning Area, Business Park, Low Density Residential (one-half acre minimum lot size), Public Facilities, Light Industrial, Agriculture, Open Space-Recreation, Commercial Office, Commercial Retail, Open Space-Water, Conservation-Habitat, Heavy Industrial

7. **Zoning:**

The proposed RTRP occurs within the zoning districts of the following jurisdictions:

- City of Rialto – Open Space Agricultural, Heavy Industrial
- City of Colton – Specific Plan, Open Space, Light Industrial, Residential Estates
- City of Riverside – Manufacturing Park, General Manufacturing, Official, General Manufacturing, Residential Agriculture, Light Manufacturing, Railway, Single Family Residential, Light Manufacturing, Community Shopping Center, Restricted Commercial, General Commercial, Multiple Family Residence, Restricted Office
- San Bernardino County – Single Family Residential, Heavy Industrial, Medium Industrial, Open Space
- Riverside County – Manufacturing-Service Commercial, Manufacturing-Heavy, Watercourse, Watershed & Conservation Areas, Light Agriculture, General Commercial, Rural Residential, Light Agriculture, Heavy Agriculture, Light Agriculture with Poultry, Residential Agricultural, Controlled Development Areas, Scenic Highway Commercial, Industrial Park, Manufacturing-Heavy, One Family Dwellings, Light Agriculture

8. **Description of project:** See Section 1.0 of this Initial Study.

9. **Surrounding land uses and setting:** See Section 1.5 of this Initial Study.

10. **Other public agencies whose approval is required:** See Section 1.6 of this Initial Study.

1.0 PROJECT DESCRIPTION

1.1 Project Background

The City of Riverside Public Utilities (RPU) is a municipal utility that serves approximately 105,000 electric customers within the City of Riverside (Riverside). Riverside is one of the fastest growing areas in Southern California. In order to meet increased electrical demand associated with existing customers and the projected growth within the RPU service area, expansion in electrical energy delivery capacity and increased transmission capacity are required. In order to provide the additional capacity and to maintain system reliability, transmission line and substation improvements are necessary.

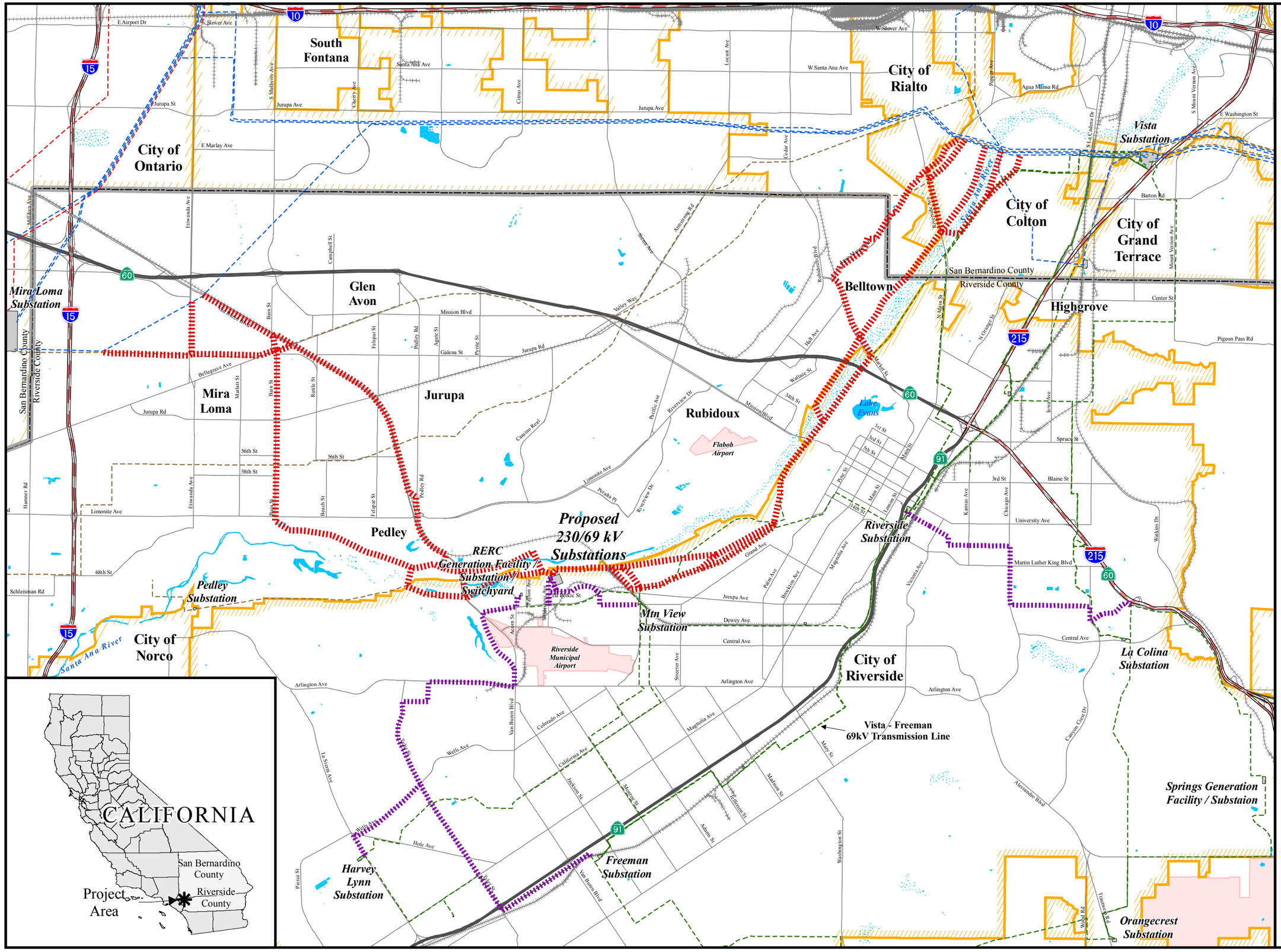
In November 2004, the Riverside Board of Public Utilities authorized RPU to enter an agreement with Southern California Edison (SCE) for completion of a System Impact Study and a Facilities Study. The results of these studies indicate the need for construction of a new double circuit 230 kilovolt (kV) transmission line into Riverside. In order to provide additional electrical power into the City, two new substations would also be needed. The System Impact Study identified a 20 acre RPU owned parcel of land for the proposed substations (Figure 1). The proposed 230 kV substation would be the interconnection point for the proposed double circuit 230 kV transmission line and would be constructed, owned and operated by SCE. The proposed 69 kV substation would step down 230 kV to 69 kV. The proposed 69 kV substation would be constructed, owned and operated by RPU. These two new proposed substations would be located adjacent to each other on the 20 acre parcel described above. Throughout the rest of this document, the two proposed substations will be collectively referred to as the 230/69 kV substations. The System Impact Study identified the existing SCE Mira Loma-Vista 230 kV transmission line as the tap point for interconnecting the proposed 230/69 kV substations to the existing SCE electrical grid. In addition to the 230 kV interconnection facilities, the proposed project will require construction of several new 69 kV transmission lines and upgrades to existing 69 kV transmission lines and substations to transfer the bulk power within the RPU electrical system. These proposed project components, 230 and 69 kV, are collectively called the Riverside Transmission Reliability Project (RTRP), which is a joint project between RPU and SCE.

In August 2006, a Siting Study was completed that presents the results of an inventory of baseline environmental conditions, environmental sensitivity analyses, and alternative route locations for the 230 kV transmission line as shown on Figure 1. A separate study prepared in June 2006, referred to as the Alternatives Analysis, and identified the proposed route locations for the new 69 kV transmission lines within Riverside. The report involved studying a variety of environmental and engineering factors to select the proposed 69 kV routes shown on Figure 1.

The proposed RTRP will require environmental review under the California Environmental Quality Act (CEQA). Under CEQA, an Initial Study is used to determine whether the project may have a significant effect on the environment (i.e., whether an Environmental Impact Report (EIR) or negative declaration should be prepared). The City of Riverside is the lead agency that prepared this Initial Study to make a significance determination and define the scope of the EIR.

Riverside Transmission Reliability Project

Figure 1 Project Description and Location Map



Legend

Route Features

- SCE 230 kV Alternative Routes
- RPU Proposed 69 kV Routes

Utility Features

- SCE 500 kV Transmission Line
- SCE 230 kV Transmission Line
- RPU Lower Voltage Transmission Line
- Other Lower Voltage Transmission Line
- Substation

Transportation Features

- Interstate Highway
- State Highway
- Arterial Road
- Railroad
- Airport

Administrative Boundaries

- County Boundary
- City Boundary

Water Features

- Lake or Pond

RIVERSIDE PUBLIC UTILITIES (RPU)

CITY OF RIVERSIDE

SOUTHERN CALIFORNIA EDISON (SCE)

0 0.25 0.5 1 1.5 Miles

1:70,000

Print Date : Jan 05, 2007

POWER ENGINEERS

11148601_LocMap_Rev3_010507_TDH

1.2 Project Location

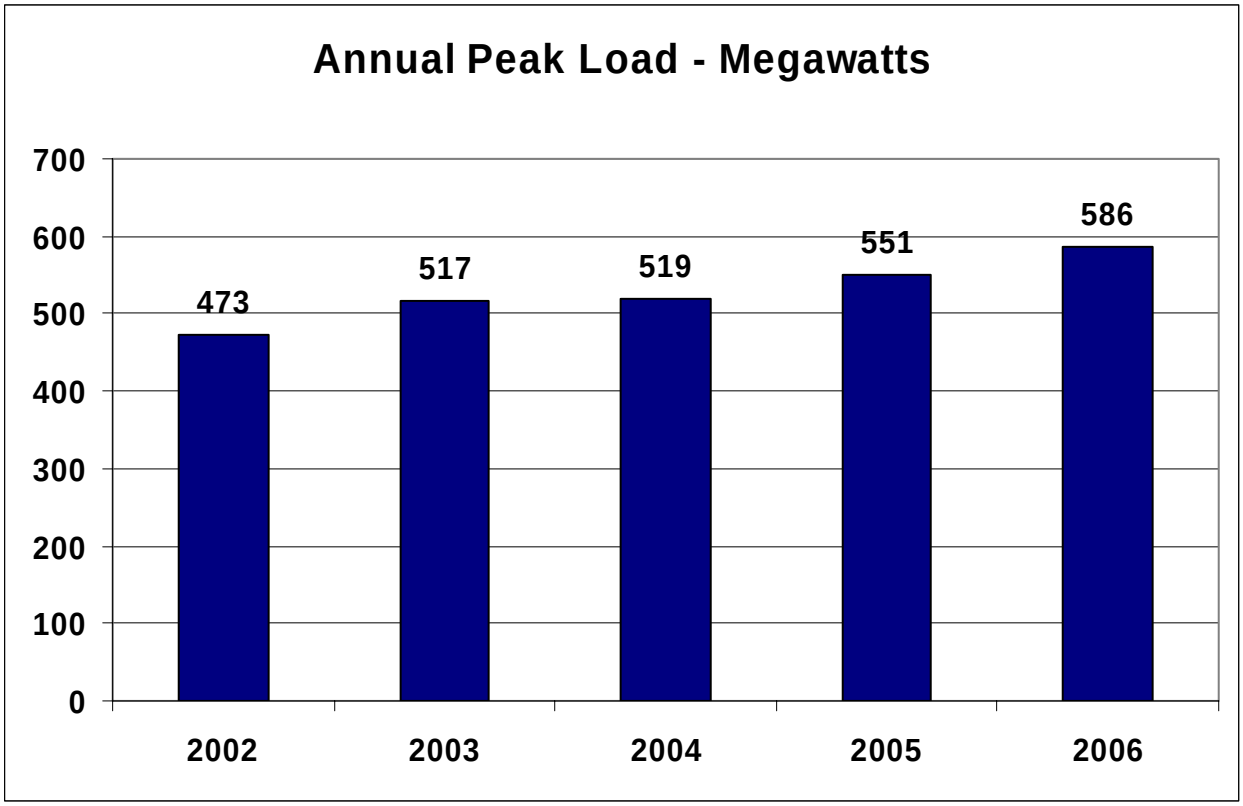
The RTRP is located in the northwestern portion of Riverside County and the southwestern portion of San Bernardino County, and includes portions of the City of Riverside, City of Rialto, City of Colton, and unincorporated areas of Riverside and San Bernardino Counties (Figure 1). Interstate 10 and Interstate 15 border the project area to the north and west, respectively. The Santa Ana River flows through the center of the project area.

1.3 Purpose and Need

The purpose of the RTRP is to provide a long-term solution that would provide adequate electrical capacity and a reliable electrical system to serve RPU's electric customers. Currently, the sole source of bulk electrical energy supply for RPU electric customers is through the Vista Substation located within the City of Grand Terrace (Figure 1). Due to continued growth in the region resulting in additional customers and the increased demand of existing customers, the Vista Substation is periodically limited in supplying energy during peak load periods.

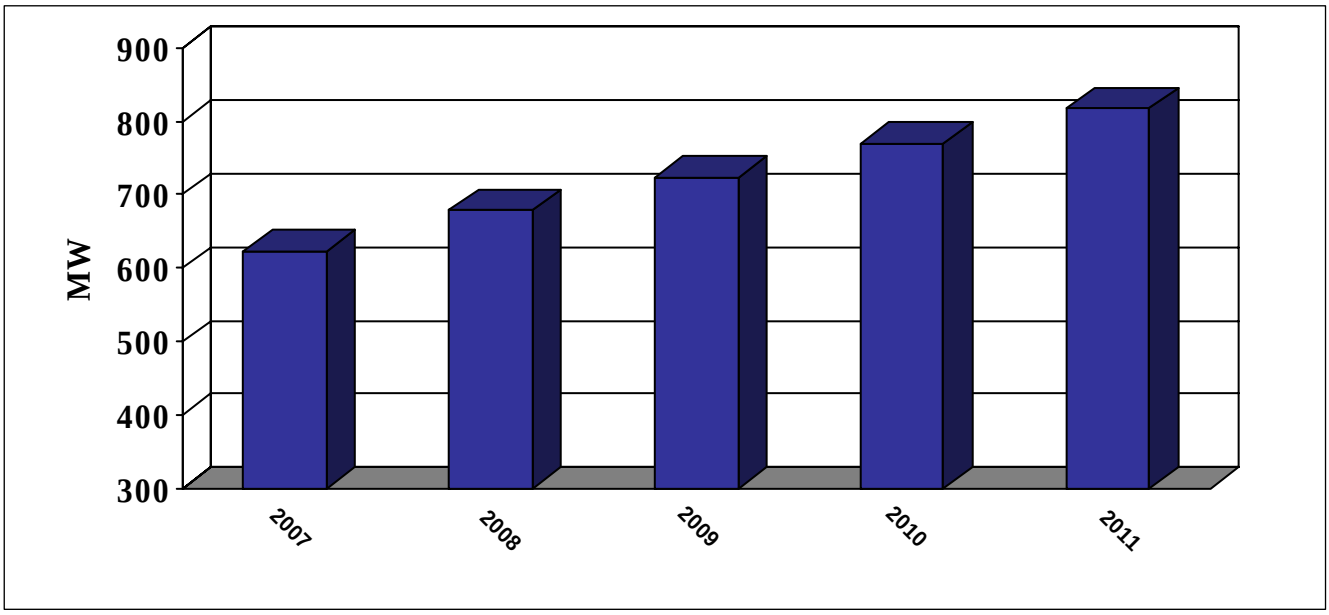
The existing electrical supply available to RPU from the Vista Substation is limited to 557 megawatts (MW). As projected by RPU, this limit was exceeded during summer of 2006. Over the past five years, the annual peak load has increased by 113 MW as shown on Figure 2 below.

Figure 2. Annual RPU Peak Loads



The RERC 98 MW and Springs 40 MW peaking generation facilities went online in March 2006 and July 2002, respectively (Figure 1). In combination with the Vista Substation, these facilities generate a total of 689 MW that is expected to be exceeded by the year 2008 as shown on Figure 3.

Figure 3. Projected RPU Peak Loads in MW



The RTRP will also ensure the reliability and capacity of RPU's electrical system, thereby benefiting RPU's customers. The second interconnection point with SCE's transmission system would improve grid reliability and reduce the impact on RPU customers should any loss of supply at the Vista Substation (i.e., outage) occur.

The existing RPU electrical system would also require several improvements in order to accept the new point of delivery of bulk electrical power at the proposed 230 kV substation. RPU has established electrical system planning criteria to ensure reliable operation of the 69 kV transmission system for expected loading conditions. The last major addition to the system was the completion of the Vista-Freeman 69 kV transmission line ten years ago.

New reinforcements to RPU's 69 kV system are required to serve the increasing electrical loads and to provide reliable electric service to RPU customers. In accordance with prudent utility practice, RPU needs to separate the 69 kV electrical grid into two systems.

Three 69 kV lines now serve four substations on the east side of the system: La Colina, Orangecrest, Springs, and University. These lines are inadequate to handle the present and projected loads. Likewise, the Harvey Lynn Substation is a heavily loaded distribution substation on the west side of the system which is served by only two lines. By building the new 69 kV transmission lines described in Section 1.4 below, the transmission system will be reinforced, allowing operating criteria to be met and providing for reliable system operation.

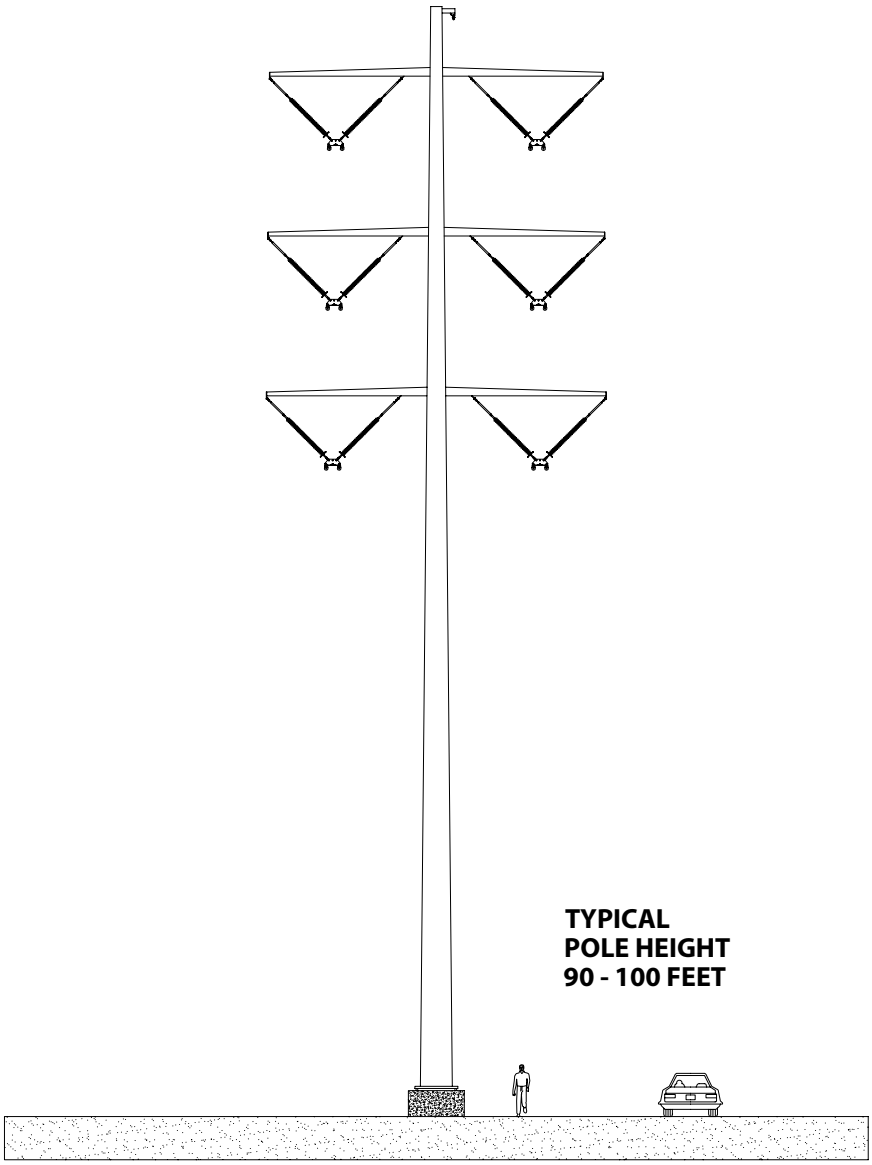
1.4 Project Components

The components of the proposed RTRP include:

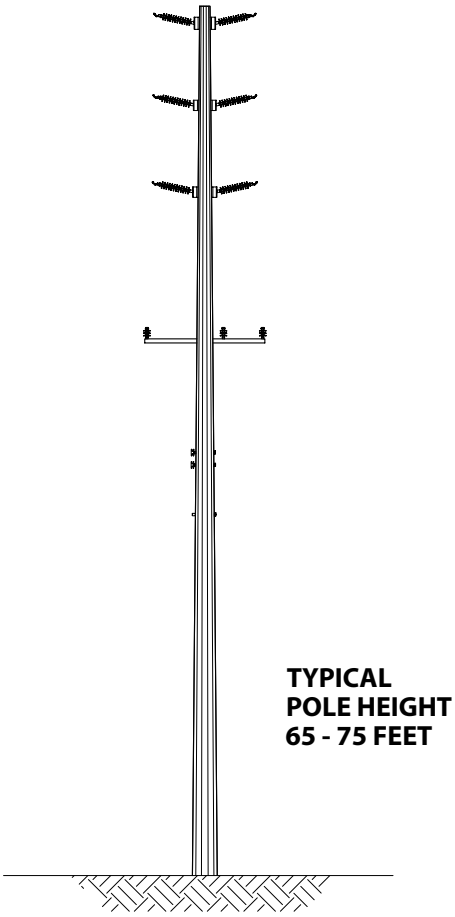
- A new double circuit SCE 230 kV transmission line that will interconnect to SCE's existing 230 kV transmission line that crosses the northern part of Riverside County and to the new SCE 230 kV substation described below. Alternative routes for the 230 kV transmission line that generally travel either west or east from the proposed SCE 230 kV substation are shown on Figure 1.
- A new SCE 230 kV substation on RPU-owned land near the northeast corner of Wilderness Avenue and Ed Perkic Street within the City of Riverside.
- A new RPU 69 kV substation that will transform the electrical voltage down from 230 kV to 69 kV for delivery into RPU's system. RPU's substation would be located adjacent to SCE's 230 kV substation on the same RPU-owned land.
- Four new double circuit RPU 69 kV transmission line segments that will integrate the proposed RPU 69 kV substation and strengthen RPU's backbone electrical system within the City of Riverside. The new 69 kV transmission line segments include:
    1. One double circuit overhead 69 kV transmission line between the new 69 kV Substation and Mountain View Substation.
    2. Two double circuit overhead 69 kV transmission lines from the new 69 kV Substation to the RERC Substation.
    3. One double circuit overhead 69 kV transmission line between RERC and Harvey Lynn and Freeman Substations.
    4. One double circuit overhead 69 kV transmission line between Riverside Substation and a structure location near La Colina Substation.
- Upgrades to eight existing 69 kV substations within the City of Riverside: RERC, Mountain View, Harvey Lynn, Freeman, Riverside, La Colina, Springs, and Orangecrest. All upgrades would be contained within the existing footprint of the sites.
- New fiber optic communication lines will be attached to existing SCE transmission structures between the Pedley Substation and the new 230 kV Substation and on the new 230 kV transmission line. SCE would lease an existing fiber optic line from RPU between the new 230 kV Substation to the Vista Substation.

These project components are shown on Figure 1. Examples of the 230 kV and 69 kV transmission line pole structures are provided in Figure 4.

Figure 4
Examples of 230 kV and 69 kV Transmission Line Structures



230 kV Transmission Line



69 kV Transmission Line

1.5 Environmental Setting and Surrounding Land Uses

The natural topography of the project area is valley lowland intersected with rolling hills surrounded by mountain ranges. Elevations range from 680 to 1,900 feet mean sea level (MSL). Most of the project area has been developed, and the only remaining large areas of native habitats occur along the Santa Ana River and in the Jurupa Mountains.

The majority of the project area is characterized by rural, urban and suburban development intermixed with agriculture and undeveloped lands. Rapid population growth in the project area has resulted in increased development with accompanying changes in land use.

1.6 Agencies, Permits, and Approvals

All the required federal, state, and local agency permits and approvals would be obtained prior to the start of construction of the RTRP components. This list may be modified as a result of field investigations and further consultation with agencies.

Local Agencies

The City of Riverside Public Utilities (CEQA Lead Agency)

- CEQA compliance
- Approval to construct the proposed project

Riverside and San Bernardino Counties

- Crossing and encroachment permits for County roads
- Compliance with Western Riverside County Multi-Species Habitat Conservation Plan

State Agencies

California Department of Fish and Game

- Lake and Streambed Alteration Notification
- California Endangered Species Act consultation on potential effects on state-listed species

California Environmental Protection Agency, State Water Resources Control Board Santa Ana Region

- Construction General Permit for storm water discharges
- Storm Water Pollution Prevention Plan (SWPPP)
- Section 401 Water Quality Certification

California Office of Historic Preservation

- Project review and approval

California Department of Transportation (Caltrans)

- State Highway Crossing and Encroachment Permits

Federal Agencies

Federal Aviation Administration (FAA)

- FAA Notice of Proposed Construction or Alteration (Form 7460-1)

U.S. Army Corps of Engineers

- Section 404 permit
- Section 10 permit for work over navigable waters of the U.S.

U.S. Fish and Wildlife Service

- Section 7 Endangered Species Act Consultation

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	Aesthetics
	Agriculture Resources
	Air Quality
X	Biological Resources
	Cultural Resources
	Geology/Soils
	Hazards & Hazardous Material
	Hydrology/Water Quality
	Land Use Planning
	Mineral Resources
	Noise
	Population/Housing
	Public Services
	Recreation
	Transportation/Traffic
	Utilities/Service Systems
X	Mandatory Findings of Significance

3.0 DETERMINATION *(To be completed by Lead Agency)*

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 1/22/07 Date

Signature 1/22/07 Date

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The evaluation of environmental impacts is based upon the completion of the checklist portion of Appendix G Environmental Checklist Form (Title 14 California Code of Regulations, Article 5, Section 15063) and consists of the analysis of each impact issue area required under CEQA.

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	X	☐	☐	☐
	a) The project could cause potentially significant impacts for many recreational and residential viewers with scenic vistas of the Santa Ana River riparian corridor and surrounding hills. These vistas are most important from the areas in and around the Hidden Valley Wildlife Area, Santa Ana River Regional Park, and Martha McLean-Anza Narrows Park where the 230 kV routes would encroach into scenic views of the vegetated river and hills in the background. These views tend to be the most scenic and diverse in the project area. To reduce impacts on scenic vistas, mitigation measures would be incorporated such as the use of non-specular conductors, the painting of transmission structures to blend with background landscapes, reducing the number and height of structures, and use of wood or steel poles vs. lattice towers. Less than significant impacts are likely to occur for all of the 69 kV transmission lines. The lines are located in the City of Riverside where existing transmission lines, diverse development, and architecture not only typically blocks potential scenic vistas, but provides a more compatible context in which the lines would be viewed. The proposed 69 kV transmission lines cross or parallel City of Riverside existing and proposed scenic roads and boulevards, existing gateways, and proposed parkways as identified in the current General Plan and proposed (2025) General Plan soon to be adopted. None of these plans specifically prohibit the siting of transmission lines, nor do scenic vistas occur along these designated roads, and therefore, no substantial adverse effects on a scenic vista would occur.			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
	b) There are no California State Scenic Highways in the project area.			

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X	☐	☐	☐
	c) The existing visual character of the site (i.e. right-of-way) varies along the project centerline. Most of the project is located in a highly developed urban area where transmission, distribution, and other utility lines and pole structures are significant visual elements that help to define the landscape character. However, where urban development does not dominate landscape character and where visual quality is higher due to the presence of background hills, contrasting and diverse vegetation, and the presence of water features, potentially significant impacts may occur to scenic quality. These areas also occur primarily along the Santa Ana River corridor, where scenic quality is relatively high. To reduce degradation of existing visual character and quality of the project site and its surroundings, mitigation measures would be incorporated such as the use of non-specular conductors, the painting of transmission structures to blend with background landscapes, reducing the number and height of structures, and use of wood or steel poles vs. lattice towers.			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	X	☐	☐
	d) Potential glare resulting from the presence of the conductors could cause significant impacts. However, the use of non-specular conductor wire would reduce these impacts to a less than significant level.			

4.2 Agricultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	X	☐
	a) Placement of project transmission line structures would occur in some areas classified as prime farmland, unique farmland and farmland of statewide importance. However, due to the limited footprint and ground disturbance of the structures, their placement would result in a less than significant impact to prime, unique or farmland of statewide importance.			

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	X	☐
	b) One parcel within the project area is currently under a Williamson Act contract. The placement of transmission line structures on land currently under Williamson Act contract would not remove the land from Williamson Act contract status. Pursuant to Government Code Section 51238, placement of electric facilities on Williamson Act land is a compatible use. The project would not conflict with existing zoning for agricultural use or with any Williamson Act contract, and thus, impacts would be less than significant.			
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	X	☐
	c) Refer to 4.2a above.			

4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	X
	a) The project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD adopted the 2003 Air Quality Management Plan (AQMP) that updates the attainment demonstration for ozone and respirable particulate matter (PM10); replaces the 1997 attainment demonstration for the federal carbon monoxide (CO) standard and provides a basis for a future maintenance plan for CO; and updates the maintenance plan for the federal nitrogen dioxide (NO_2) standard that the SCAB has met since 1992. The 2007 AQMP is currently under development. The RTRP would not conflict with or obstruct implementation of these air quality plans.			

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	X	☐	☐
	b) Since the project is located in the SCAB which is in non-attainment for ozone, PM10, and fine particulate matter (PM2.5), project construction activities have the potential to contribute to an existing air quality violation. However, mitigation measures implemented during construction (see 4.3c below) would reduce impacts to less than significant levels.			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	X	☐	☐
	c) Based on 2004 State Area Designations and 2006 National Area Designations, the ambient air quality in the SCAB is in non-attainment for ozone, PM10, and PM2.5. Construction of the project would result in emissions of ozone, PM10, and PM2.5 from the operation of heavy equipment and support vehicles. The project has the potential to contribute to an increase in these criteria pollutants for which the region is in non-attainment. The SCAQMD has established regional thresholds of significance for project construction activities and operations subject to CEQA. The project may exceed regional emission thresholds for construction; however, incorporation of mitigation measures would reduce emissions to less than significant levels. Mitigation measures would include phased construction, restriction of engine idling, use of lower emitting gasoline- and diesel-fueled equipment, and use of vehicles that meet California on-road standards.			
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	X	☐	☐
	d) The project is located in a mostly urbanized area of Riverside where sensitive receptors (e.g., children, the elderly, and the infirm) may be exposed to substantial pollution concentrations. Construction activities would generate ozone and particulate matter emissions and dust that could adversely impact sensitive receptors. However, mitigation measures to reduce fugitive dust (i.e., Rule 403 Best Available Control Measures) and pollutant emissions (see 4.3c above) would be implemented during construction reducing impacts to less than significant levels.			

e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐
	e) There are no odors generated from the operation of electric transmission lines and substations. Temporary construction may cause minor objectionable odors from diesel construction equipment; however, these odors would be dispersed within a short distance of construction sites, and all impacts would be less than significant.			

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	X	☐	☐
	a) The Project has the potential to affect the following sensitive species: Delhi sands flower-loving fly, Los Angeles pocket mouse, San Diego pocket mouse, burrowing owl, and other nesting riparian bird species and raptors. Table 1 provided in Appendix A has been prepared as an initial assessment of sensitive species and habitat that may be adversely affected by the 230 kV alternative routes. The proposed 69 kV routes are located in urban areas that have a low potential for sensitive species and habitats. The 69 kV routes will be evaluated further in the EIR. The Project will comply with the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) guidelines to reduce impacts and avoid take. Additional impact avoidance and minimization will be achieved through staging the construction schedule to avoid primary breeding seasons, establishing work restrictions to minimize temporary disturbance, and as required developing an Operations and Maintenance Plan that identifies sensitive resources along the facility alignment.			

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	X	☐	☐	☐
	b) The 230 kV alternative routes cross the Santa Ana River and associated riparian habitat in six potential locations. With the exception of the river crossings, the majority of the 230 kV alternative routes and proposed 69 kV routes are located in areas that do not have riparian habitat or other sensitive natural communities. Any loss of riparian habitat from clearing the transmission line right-of-way will be a potential significant impact that will be analyzed in the EIR. Impacts would be reduced with the implementation of mitigation measures such as limiting construction of access roads, use of helicopters for the erection of structures, and use of construction mats to prevent soil compaction and alteration of hydrology.			
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	X	☐	☐
	c) Project construction could result in temporary and permanent impacts to potential wetlands within the Santa Ana River corridor and other ephemeral channels. Impacts to wetlands would be avoided to the greatest extent practicable by spanning and locating transmission line routes around wetlands. Prior to any wetland disturbance, all required permits will be obtained in accordance with Section 404 of the Clean Water Act. In addition to avoidance, other mitigation measures such as the use of construction mats, restoring disturbed areas to preconstruction contours and elevation, and revegetation of temporary work areas would further reduce impacts to less than significant levels.			

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	X	☐	☐
	d) Project construction and operation will not obstruct stream flows and therefore will not impede the movement of native resident or migratory fish. Project construction will not substantially interfere with any native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Clearing of the right-of-way within the Santa Ana River corridor may alter habitat; however, it will not interfere with wildlife movement along the corridor. Operation of the transmission lines may adversely impact raptors as a result of collisions and electrocution; however, "raptor-safe" design including a minimum vertical separation of 60 inches between conductors would be implemented to mitigate potential impacts.			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
	e) The project will comply with the requirements of the Western Riverside County MSHCP.			
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X
	f) The project will consult with the County of Riverside and comply with the requirements of the Western Riverside County MSHCP.			

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	X	☐	☐
	a) While there have been numerous (>100) cultural resource surveys performed in the vicinity of the project, the locations of these surveys have not yet been compiled. It is assumed, however, that most of the proposed and alternative transmission line routes have not been previously surveyed for cultural resources and that there are probably many unrecorded cultural resources in the area. An archival and literature review was completed for a study area surrounding the 230 kV alternative routes. No field survey has been performed for the project. According to the California Historical Resources Information System (CHRIS), 119 cultural sites have been recorded in the 230 kV project vicinity. Of these, three have been determined eligible for listing in the National Register of Historic Places, 39 have been determined ineligible, and most have not been evaluated. The ineligible resources would not qualify as historical resources under Section 15064.5. Three National Register-listed historic properties are located in the general vicinity of the 230 kV alternative routes – the Chinatown neighborhood in Riverside, Jensen Ranch, and a pictograph site. The first two would not be affected by the transmission lines, and the location of the pictograph site is not currently available. There are four California Historical Landmarks (CHLs) in the area of the 230 kV alternative routes. These include Aqua Mansa Cemetery, the Louis Rubidoux house site, the Rubidoux grist mill, and Jensen Ranch. Aqua Mansa Cemetery is crossed by one of the alternative routes. The other CHLs are not affected by the 230 kV alternative routes. Several CHRIS historical resources, including the Aqua Mansa Cemetery, an adobe chapel, an irrigation system, and historic artifact scatters, could potentially be impacted by a segment of the 230 kV transmission line. Impacts to these and other historical resources would be avoided where feasible. Other mitigation strategies would be considered where avoidance is not feasible. For previously unrecorded historical resources discovered during construction, impacts would be reduced or eliminated through data recovery or other mitigation options. A review of CHRIS records has not yet been performed for the proposed 69 kV transmission lines, so there is limited cultural resource information for this portion of the project area. No field survey has been performed for the project. Fifteen National			

	Register-listed buildings and structures and one CHL, the Mission Inn, are located within 0.5 mile of one of the 69 kV segments (Riverside – La Colina). None of these properties would be directly changed by the 69 kV transmission line. These resources are in downtown Riverside and include houses, churches, a school, a post office, commercial buildings, and other buildings. Planned archival and literature review may indicate the presence of other historical resources in this area. Historical resources could potentially be changed by one of the 69 kV transmission line segments. Impacts to these and other historical resources would be avoided where feasible. Other mitigation strategies would be considered where avoidance is not feasible. For previously unrecorded historical resources discovered during construction, impacts would be reduced or eliminated through data recovery or other mitigation options.			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	X	☐	☐
	b) Archaeological sites that do not qualify as historical resources may still be considered under CEQA if they qualify as "unique archaeological resources." An archival and literature review was completed for a study area surrounding the 230 kV alternative routes. No field survey was performed for the project. It is assumed, however, that most of the alternative routes have not been previously surveyed for cultural resources and that there are probably unrecorded archaeological resources in the area. According to the California Historical Resources Information System, at least 58 of the recorded archaeological sites in the 230 kV transmission line vicinity have not been evaluated for significance. Some of these may qualify as unique archaeological resources. Several recorded archaeological resources could potentially be impacted by the 230 kV transmission line, and it is likely that unrecorded archaeological resources exist in the area as well. It is not yet known which of these might qualify as unique archaeological resources. Impacts to these would be avoided where feasible. Other mitigation strategies would be considered where avoidance is not feasible. For previously unrecorded archaeological resources discovered during construction, impacts would be reduced or eliminated through data recovery or other mitigation options. An archival and literature review has not yet been performed for the proposed 69 kV transmission lines, and no field survey was performed for the project. It is not known how many potential unique archaeological resources exist in the area. Several recorded archaeological resources could potentially be impacted by the 230 kV transmission line, and it is likely that unrecorded archaeological resources exist in the area as well. It is			

	not yet known which of these might qualify as unique archaeological resources. Impacts to these would be avoided where feasible. Other mitigation strategies would be considered where avoidance is not feasible. For previously unrecorded archaeological resources discovered during construction, impacts would be reduced or eliminated through data recovery or other mitigation options.			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	X	☐	☐
	c) There are no previously recorded or known paleontological resources, sites or unique geologic features in the project area. However, older alluvium may contain paleontological resources. If areas of paleontological resources, sites or unique geologic features are discovered during project construction, mitigation measures to avoid and preserve these resources will be implemented to reduce impacts to a less than significant level.			
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	X	☐	☐
	d) Records show that one CHL, Aqua Mansa cemetery, might be impacted by the 230 kV transmission line. Archival research has not yet indicated the presence of any other human remains in the project area. A review was requested from the Native American Heritage Commission (NAHC) for the 230 kV transmission line study area. The NAHC has reported that it has no records of sacred lands in the RTRP project area. The NAHC recommended that that several Native American organizations be contact for additional information. RPU is in the process of initiating contact with these organizations.			

4.6 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	X
	i) There are no Alquist-Priolo special study zones within the project area. No known active faults are mapped nearby (Jennings, 1994). The closest special study zones to the RTRP area are situated northeast within San Bernardino County and to the southwest in the City of Corona (Hart and Bryant, 1997).			
ii) Strong seismic ground shaking?	☐	X	☐	☐
	ii) Because the project is located in Seismic Zone 4 (UBC, 1997), it is anticipated that the Project could be affected by strong seismic ground shaking. A peak ground acceleration of 0.43 to 0.79g has a 10 percent chance of being exceeded in a 50-year period (USGS, 2002). Design-level geotechnical investigations and appropriate engineering and construction measures will reduce potential impacts of seismic ground shaking to a less than significant level.			
iii) Seismic-related ground failure, including liquefaction?	☐	X	☐	☐
	iii) Due to potential strong ground shaking, as discussed above, local liquefaction could occur. However, design-level geotechnical investigations and appropriate engineering and construction measures will be implemented to reduce potential impacts of seismic-related ground failure to a less than significant level.			
iv) Landslides?	☐	X	☐	☐
	iv) While most of the transmission lines and the substations are located on gently inclined ground, there are sloped areas underlain by older alluvial unconsolidated soils that may be susceptible to landslides and would become even more susceptible during strong seismic ground shaking. Steep terrain areas are underlain by granitic bedrock that are not prone to landslides. Design-level geotechnical investigations and appropriate engineering and construction measures will reduce potential impacts of landslides to a less than significant level.			

b) Result in substantial soil erosion or the loss of topsoil?	☐	X	☐	☐
	b) Soils disturbed during the construction process are subject to loss of vegetative cover, resulting in potential on-site erosion and sedimentation that could affect the project or adjacent areas. The primary disturbance will occur in areas where new roads are constructed, where existing access roads will need clearing, where grading occurs for pulling and tensioning sites and substations. Development of a site-specific erosion and sedimentation control plan, implementation of BMPs, and revegetation of disturbed areas will reduce the potential impacts to less than significant. Design-level geotechnical investigations and appropriate engineering and construction measures will further reduce potential impacts of soil erosion to a less than significant level.			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	X	☐	☐
	c) Most of the project area is located on relatively level ground and is not susceptible to landslides. Areas along the Santa Ana River floodplain are underlain with recent alluvial deposits that are susceptible to liquifaction due to earthquakes. Most areas with steep slopes are underlain by granitic bedrock. Short segments of sloped areas adjacent to the Santa Ana River are present where landslides could occur. The potential for landslides increases where new roads are constructed on slopes steeper than about 30 percent, or where grading is required along the existing access roads that cross sloped areas. Design-level geotechnical investigations, avoidance of potentially sensitive slopes and/or appropriate engineering and construction measures will reduce potential impacts of geologic hazards to a less than significant level.			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	X	☐	☐
	d) The soils mapped along the existing transmission corridor are not considered to have moderate to high shrink-swell potential. Design-level geotechnical investigations and appropriate engineering and construction measures will evaluate soil properties and reduce potential impacts of geologic hazards to a less than significant level.			

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X
	e) No septic tanks or alternative waste water disposal systems will be constructed as part of the proposed project.			

4.7 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	X	☐	☐
	a) Project operation will not involve the routine transport, use or disposal of significant amounts of hazardous materials. Maintenance of the substation and transmission line will require the periodic transport of hazardous materials such as petroleum products. Electrical transformers and other substation equipment contain non-conducting mineral oil (highly refined hydrocarbon-based oil), which is used for insulation or cooling. Older insulating oils frequently contained polychlorinated biphenyls (PCBs), which are defined as hazardous materials. The insulating oil used at the substation will not contain PCBs, is not a cancer-causing chemical, and is non-toxic. The only hazard this oil poses is associated with a possible release to a waterway. Sulfur hexafluoride gas (SF6) is used as an insulator and arc suppresser in circuit breakers. Under normal conditions, it is completely contained in the equipment. Although SF6 is relatively inert and non-toxic, it is considered a greenhouse gas. SF6 could be released if there is a leak in one of the joints in the circuit breaker tank, or if there is a crack in the breaker. In either case, the loss of gas pressure/density will cause an alarm to be sent directly to the switching center. This alarm will enable operators to minimize loss of SF6, and thus potential impacts will be less than significant. Measures to avoid and/or minimize impacts from hazards and hazardous materials would be included as part of the project design or would be incorporated per regulation and SCE/RPU standard construction, operation, and maintenance procedures, including Best Management Practices. Hazardous materials will be shipped and disposed in accordance with Department of Transportation and state and federal EPA regulations. These measures are in addition to the plans that SCE and RPU will			

	implement as part of the project, including: • Hazardous Materials and Business Emergency Plan • Stormwater Pollution Prevention Plan • Spill Prevention, Control, and Countermeasure Plan SCE/RPU's proposed mitigation measures are consistent with those employed for other transmission lines and substations, and would be adequate to ensure a minimal risk of fire, accidental explosion or release of hazardous substances. Assuming implementation of the mitigation measures proposed as part of the project, impacts would be considered less than significant.			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	X	☐	☐
	b) Refer to 4.7a above. No extraordinary risk of accidental explosion or the release of hazardous substance is anticipated to result during the construction or operational phase of the project. Impacts would be considered less than significant with mitigation incorporation.			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	X	☐	☐
	c) Twenty-three existing schools and 2 planned schools lie within 0.25 mile of the project. However, construction is not expected to result in impacts at these sites. RPU would adhere to federal, state, and local laws in regards to hazardous materials containment, control, and transport, therefore impacts to schools in the vicinity of the project would be less than significant with mitigation incorporation. See response 4.7a and 4.7b.			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	X	☐
	d) RPU will conduct an Environmental Site Assessment (ESA) within areas subject to new right-of-way acquisition. The ESA (also known as a Phase I review) includes a review of published information, aerial photographs, and environmental databases; interviews with persons knowledgeable about the area; and site inspections to identify sites located within or near the designated area of construction that have a potential to release hazardous materials to the subsurface in actionable concentrations. Further investigation in the form of a Preliminary Site Investigation would be performed within areas of concern, if and where warranted by the findings of the ESA. If evidence of contaminated materials is encountered during line construction, construction would cease			

	immediately and applicable requirements of the Comprehensive Environmental Release Compensation and Liability Act (CERCLA) and the California Code of Regulations (CCR) Title 22 regarding the disposal of waste would be implemented.			
e) 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 project result in a safety hazard for people residing or working in the project area?	☐	X	☐	☐
	e) Two airports, Riverside Municipal Airport and Flabob Airport, are located within the Riverside County Airport Land Use Compatibility Plan. The project is also located within 2 miles of these airports and therefore could result in a safety hazard resulting in a potentially significant impact. Riverside Municipal Airport is a public airport with public use while Flabob Airport is a private airport with public use. Final locations, structures, and structure heights associated with the project would be submitted to the Federal Aviation Administration (FAA) for a hazard determination. Prior to project construction, a Notice of Proposed Construction or Alteration form with the FAA (FAA Form 7460-1) would be filed. The form would be sent to the manager of the FAA Regional Air Traffic Division Office having jurisdiction over the area where the planned construction would be located. In addition, the project is located within the airport influence areas of both of these airports as identified in the Riverside County Airport Land Use Compatibility Plan. As such, the project would be submitted to the Riverside County Airport Land Use Commission for an airport land use compatibility review. Any helicopter use by the project during construction would be brought to the attention of the FAA for a hazard determination. As previously stated, the Project will be brought to the attention of the Federal Aviation Administration for a hazard determination, and the Riverside County Airport Land Use Commission for an airport land use compatibility review. Measures recommended or required by the FAA and Riverside County Land Use Commission will be implemented, rendering the potential significant impacts to a less than significant level with mitigation incorporation.			
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
	f) The project will not pass within two miles of a known private airstrip; therefore there will be no impact.			

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	X	☐	☐
	g) A lane closure could potentially impact emergency response in the project area. Traffic diversion plans would be laid out according to the Caltrans Traffic Manual, City and County Guidelines, and encroachment permits. Access to residences and properties near the project would be maintained at all times. Lane closures would be coordinated with local jurisdictions and emergency service providers. As such, potential emergency access impacts would be reduced to less than significant with mitigation incorporation.			
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	X	☐	☐
	h) The project could expose structures, including transmission line structures and substation facilities, to a risk of loss or damage involving wildland fires. Transmission lines could pose a fire hazard when a conducting object, such as a tree limb, comes into close proximity with a line, or when a live-phase conductor falls to the ground. SCE/RPU performs vegetation clearance and tree trimming to reduce fuel materials under and around transmission lines, which helps reduce fire risks. Where areas of the ROW cannot be cleared of vegetation due to habitat conservation, mitigation measures such as increased insulation of conductors and increased phase spacing may be used for a higher factor of safety. The cleared and graded area within the substation would be maintained and kept free of shrubs or trees that might colonize the site; this would prevent any hazard of arcing leading to a fire that would spread to the landscaping trees on the perimeter of the site. Impacts associated with fire hazards would be mitigated to a less than significant level.			

4.8 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	X	☐	☐
	a) The Project crosses the Santa Ana River in several alternative locations and streams, canals, and other man-made water bodies (i.e., sewage ponds). Several 230 kV alternative routes are located within the Santa Ana River corridor including adjacent to the northeast portion of the Hidden Valley Wildlife Area and Wetlands Enhancement Project. Potential wetlands also exist within the Santa Ana River corridor. This reach of the Santa Ana River (Reach 3) lies within the Middle Santa Ana River Watershed Management Area (WMA) managed by the Santa Ana Regional Water Control Board (Region 8). The Middle Santa Ana River WMA is impaired from pollutants including nutrients, pathogens, sediment, dissolved minerals/salinity/chloride from agriculture, urban, and hydromodification sources. The Santa Ana River Reach 3 is not 303(d) listed and is not considered a sediment-impaired water body. Construction of the transmission lines, substations, and temporary access roads have the potential to cause increases in erosion and sedimentation from storm water runoff from disturbed areas during construction. However, since the Santa Ana River within the project area is not a sediment–impaired water body, additional discharges of sediment would not contribute to the exceedance of a water quality standard for sediment. The project would require a Construction General Permit for storm water discharges, which would include implementation of a Storm Water Pollution Prevention Plan (SWPPP). The erosion and sediment control best management practices (BMPs) will reduce impacts to less-than-significant levels.			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
	b) Groundwater supplies and recharge will not be impacted by construction or operation of the project.			

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	X	☐
	c) The course of streams and rivers will not be altered as a result of the project. Existing drainage patterns would not be substantially altered. Therefore, no substantial erosion or siltation is expected on- or off-site.			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	X	☐	☐
	d) Alteration of streams, rivers or a substantial effect on drainage patterns will not occur during construction. Some vegetation removal and soil disturbance will occur during construction resulting in the potential for increased storm water runoff. However, implementation of BMPs associated with the SWPPP will minimize the potential for surface water runoff and reduce the potential for on- or off-site flooding to a less than significant level.			
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	X	☐	☐
	e) The project has the potential to contribute to increased storm water runoff as a result of construction. However, based upon the limited amount of disturbance and the implementation of a SWPPP, the potential to exceed the capacity of existing or planned storm water drainage systems or to provide substantial additional sources of polluted runoff will be reduced to a less than significant level.			
f) Otherwise substantially degrade water quality?	☐	X	☐	☐
	f) The project has the potential for increased sediment runoff from construction areas to receiving waters. However, implementation of BMPs during construction will minimize degradation of water quality to a less than significant impact.			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
	g) No housing will be constructed as a result of this project.			

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	X	☐
	h) Several sections of the 230 kV alternative routes are located within the 100-year floodplain of the Santa Ana River. However, pole structures will not impede or redirect flood flows.			
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
	i) Construction of the project will not involve the construction or modification of a dam or levee, or expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, there would be no impact.			
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X
	j) The project area is not located near a body of water that will cause a seiche or tsunami. Although there are hills in the project area, mudflows are unlikely to occur at a level to cause destruction or inundation of the transmission lines and substations due to the distance of the hills from the project.			

4.9 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	X
	a) The Project does not involve the construction of walls, structures or other barriers that would physically divide an established community.			
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	X	☐	☐
	b) According to California Public Utilities Commission (CPUC) General Order 131-D, the CPUC has exclusive jurisdiction over utility regulation, including the installation of electric substations, transmission lines, and associated facilities. Local jurisdictions cannot disapprove, impose conditions or environmental mitigation measures, or otherwise assert formal, discretionary jurisdiction over utility projects. However, to ensure safety and compliance with local building standards, SCE/RPU will first communicate with, and obtain the input of, local authorities regarding land use matters, and obtain any non-discretionary local permits required for the construction and operation of the project after the CPUC makes its final determination and issues the Permit to Construct. Land use provisions included in every California city and county general plan (California State Planning Law, Government Code §65302 et seq.) reflect the goals and policies that guide the physical development of land in each jurisdiction. Although the Project is exempt from local land use and zoning regulations, this environmental review will evaluate the Project's conformity with land use designations and policies described in the General Plan in order to assess potential impacts to land use and planning, recreation, and agricultural resources.			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
	c) See Section 4.4f.			

4.10 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	X	☐
	a) The Santa Ana River floodplain is a known source of sand and gravel; however, the surrounding urban environment restricts the conditions for extraction and/or transportation of mineral resources. The project is not anticipated to result in the loss of availability of this known mineral resource.			
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	X	☐
	b) There are designated mineral resource recovery sites delineated in the City of Riverside General Plan; however, the surrounding urban environment restricts the conditions for extraction and/or transportation of mineral resources within the project area. The project is not anticipated to result in the loss of any of these locally-important mineral resource recovery sites.			

4.11 Noise

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	X	☐
	a) Project operation would not expose persons to noise levels in excess of standards established in plans or noise ordinances for a majority of time the facilities are in operation. Temporary construction-related noise would occur, but would be within acceptable levels of plans and ordinances (Riverside County Ordinance No. 847, "An Ordinance of County of Riverside Regulatory Noise", and City of Riverside Ordinance 6273, "Exterior Sound Level Limits"). In the event of foul weather conditions, corona effects from the 230 kV/69 kV lines may result in temporary instantaneous noise levels in excess of local standards. For the 230 kV alternative routes, there is minimal potential for noise impacts in residential areas from line construction. The first alternative of the Central Corridor is partially residential along Bain Street. The 69 kV routes along Tyler St., Wells Ave., and from Riverside Substation to the SCE 230 kV line cross sections of residential development that will have an increased potential for temporary noise impacts during construction.			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	X	☐
	b) Project operation will not produce excessive groundborne vibration or groundbourne noise. However, temporary and minor construction-related ground vibrations and noise may occur, but will be less than significant, due to the duration and intensity of activities for constructing transmission lines and substations, and the proximity of sensitive receptors, such as residences, in relation to the right of way.			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
	c) Project operation will not generate a substantial permanent increase in ambient noise levels above existing conditions.			

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐
	d) The noise generated from the transmission lines and substations will not be higher than existing airport and highway noise. Construction of the project will produce a temporary increase in noise levels during construction due to operation of heavy machinery. Potential noise impacts associated with construction and operation of the Proposed Project include noise from construction equipment, corona discharge associated with 230 kV/69 kV high-voltage transmission lines, and operation of the new substations.			
e) 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 project expose people residing or working in the project area to excessive noise levels?	☐	☐	X	☐
	e) The long-term operational noise from the transmission lines and substations will not be higher than existing ambient noise from the Riverside Municipal Airport and Flabob Airport. Short-term construction work activities in the vicinity of the airports may generate noise above ambient levels; however, increases would occur mostly during daylight hours.			
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
	f) The Project is not located within the vicinity of a private airstrip.			

4.12 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	X	☐
	a) The Project will not induce substantial population growth. The Project is designed to increase the reliability of the electric system for the existing population by addressing an existing voltage problem and to meet near future demands to the electric system in the City of Riverside, thus accommodating projected population growth and development by the City of Riverside. The project will be growth accommodating not growth inducing, and thus will be a less than significant impact. Very slight increases in population may occur due to the increase in local demand for workers during construction and operation of the Project, and from "multiplier" effects on employment and income from Project wages and local purchases. Some Project workers may be drawn from an outside commuting distance from Riverside who may choose temporary or permanent housing for themselves and their families in Riverside or nearby areas. Project construction and operation work force estimates have not yet been completed, but experience in similar transmission projects indicates that no more than about 20-30 jobs will be created directly by Project construction, with 20-30 more created by multiplier effects. These impacts would be quite transitory due to the short time frame of construction. For operation, a preliminary estimate of no more than 5 jobs is appropriate. These employment increases can be compared to the total employment of about 1.7 million within the "commuting shed" of the project (the "Labor Market Area," or Riverside, San Bernardino, and Imperial Counties), and the unemployed labor force of about 53,000. Comparisons indicate that employment and population increases would be unnoticeable in light of regional activity.			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
	b) The Project will not displace any existing housing or necessitate the construction of replacement housing, therefore having no impact.			

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
	c) The Project will not displace any persons nor require the construction of replacement housing elsewhere, therefore having no impact.			

4.13 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	X	☐
	a) The Project is not expected to create significant increases in employment, and hence, population. Therefore, impacts arising from employment and population increases on any public services, including fire protection, police protection, schools, parks, or other public facilities will be negligible. Impacts from on-site activities on emergency services such as hazardous spill response, emergency medical, and fire and police services will be minimal. Project construction and operation will follow all applicable Federal, State, and local regulations such as those governing toxic waste handling, occupational safety, and fire prevention.			
Fire protection?	☐	☐	X	☐
Police protection?	☐	☐	X	☐
Schools?	☐	☐	X	☐
Parks?	☐	☐	X	☐
Other public facilities?	☐	☐	X	☐

4.14 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
	a) The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. It is not likely that the project would lead to an increase in the use of the Santa Ana River Trail.			
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X
	b) The project would not include recreation facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.			

4.15 Transportation / Traffic

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	X	☐	☐
	a) Construction traffic for the project would not create a substantial impact on traffic volumes. However, construction may temporarily affect traffic patterns and result in temporary traffic congestion and associated traffic hazards A Traffic Control Plan would be developed to reduce impacts to less than significant levels.			

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	X	☐	☐
	b) Increased traffic during construction would result in less than significant impacts with mitigation incorporation. A Traffic Control Plan would be filed with the California Department of Transportation, County of Riverside Transportation Department, and County of San Bernardino Department of Public Works-Transportation.			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	X	☐	☐
	c) Please refer to 4.7e. In addition, local air traffic could potentially increase temporarily during construction in areas where structure erection activities involve the use of a helicopter. All construction activities involving the use of a helicopter would be coordinated with Air Traffic Controllers.			
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	X	☐
	d) The project would not increase hazards due to any transportation features. The project would require crossing railroad tracks, but construction would be scheduled so that train traffic would not be impacted. Incompatible uses associated with the project, such as use by construction equipment and transport of transmission towers and substation equipment would be minor and impacts associated with incompatible uses would be less than significant.			
e) Result in inadequate emergency access?	☐	X	☐	☐
	e) Refer to 4.7g.			
f) Result in inadequate parking capacity?	☐	☐	X	☐
	f) The project could temporarily affect street parking in residential areas during construction activities; temporary parking space closures would be coordinated with local jurisdictions.			
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	X	☐	☐
	g) The project would not conflict with adopted alternative transportation policies. Temporary impacts to alternative transportation, such as temporary detours for existing bike paths or lane closures on streets with bus service would be less than significant with mitigation incorporation for traffic control (Traffic Control Plan).			

4.16 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
	a) The project would not increase wastewater generation and would have no impact associated with exceedence of wastewater treatment requirements.			
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
	b) The project would not include construction of new water or wastewater treatment facilities or expansion of existing facilities, and would therefore have no impact associated with environmental effects of expanding such facilities.			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
	c) The project would not require or result in the construction of additional storm water drainage facilities or expansion of existing facilities, and would have no impact associated with environmental effects of expanding such facilities.			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
	d) The project would require minimal water supplies but would not impact existing supplies and entitlements. Construction crews would bring in potable water for drinking purposes and non-potable water for dust control.			
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	X
	e) The project would require no increase in wastewater treatment and would have no impact associated with wastewater treatment capacity.			

f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☐	X
	f) Project construction would generate minor amounts of waste, and project operation would generate only negligible amounts of waste. Waste would be disposed of in a facility with sufficient permitted capacity to accommodate the projects disposal needs, and would therefore have no impact associated with solid waste disposal.			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X
	g) Refer to 4.16f. Solid waste would be disposed of in an approved site in compliance with federal, state and county regulations.			

4.17 Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	X	☐	☐
	a) The project would not have the potential to degrade the quality of the environment, substantially reduce habitat, cause drop in fish or wildlife population sustaining levels, eliminate a plant or animal community, reduce number or eliminate rare or endangered species or eliminate important examples of the major periods of California history or prehistory. However, individual resources discussed in the sections above have the potential to impact aesthetics, biological resources, cultural resources, and transportation/traffic. Implementation of mitigation measures would reduce these impacts to less than significant levels. The potential impacts to these resource areas will be further evaluated in the EIR.			

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X	☐	☐	☐
	b) The project has the potential to have cumulative impacts. As required under CEQA, cumulative impacts will be addressed in the EIR.			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	X	☐	☐
	c) The project was determined to have potentially significant impacts on aesthetics which may cause adverse effects on human beings. However, these impacts would be mitigated to reduce the impact to less than significant. These effects will be further evaluated in the EIR.			

Appendix A

Sensitive Species and Habitats

Table 1. List of Sensitive Species and Habitats Potentially Affected by 230 kV Alternative Routes

Transmission Line Route Segment	Biological Concern	Habitat Crossed by Route
230/69 kV Subs west to Van Buren on the south side of river	Disturbed sage scrub Burrowing owl	Disturbed sage scrub Disturbed vegetation Disturbed alluvial scrub Developed areas
Crossing river from south to north side west of 230/69 kV Subs	Riparian bird species Riparian vegetation	Cottonwood-Willow riparian forest Disturbed alluvial scrub
230/69 kV Subs west to Van Buren on the north side of the river	Sage scrub Drainages Burrowing owl Riparian bird species	Higher quality sage scrub Disturbed vegetation Several drainages with riparian scrub Cottonwood-Willow riparian forest
Van Buren west on the south side of the river	Burrowing owl Riparian bird species	Disturbed sage scrub Disturbed vegetation Non-native grassland Disturbed alluvial scrub Cottonwood-Willow riparian forest
Crossing river from south to north side west of 230/69 kV Subs	Riparian bird species Riparian vegetation	Cottonwood-Willow riparian forest Disturbed alluvial scrub
Crossing river from south to north side on the east side of Van Buren	Riparian bird species Riparian vegetation	Cottonwood-Willow riparian forest Disturbed alluvial scrub
Crossing river from south to north side 0.6 miles west of Van Buren	Riparian bird species Riparian vegetation	Cottonwood-Willow riparian forest Disturbed alluvial scrub
Van Buren west to Bain Street on the north side of river	Burrowing owl	Disturbed sage scrub Disturbed vegetation Disturbed alluvial scrub Developed areas
Bain Street north to Bellegrave	Burrowing owl	Disturbed vegetation Bare ground Developed areas

Transmission Line Route Segment	Biological Concern	Habitat Crossed by Route
North end of Bain Street to Cantu-Galleano	Burrowing owl	Non-native grassland Disturbed vegetation Developed areas
Cantu-Galleano to Wineville		Developed areas Agriculture Ornamental vegetation
Etiwanda north from Cantu-Galleano		Developed areas Ornamental vegetation
North end of Bain Street to Van Buren west to Etiwanda	Burrowing owl	Disturbed vegetation Bare ground Developed areas
Van Buren north to Bain Street	Burrowing owl	Disturbed vegetation Bare ground Developed areas
Van Buren from Bain Street to Etiwanda	Burrowing owl	Non-native grassland Disturbed vegetation Developed areas
Bellegrave from Van Buren to Bain Street	Burrowing owl	Disturbed vegetation
230/69 kV Subs east to railroad trestle	Disturbed sage scrub Burrowing owl	Disturbed sage scrub Disturbed vegetation Non-native grassland Disturbed alluvial scrub
Martha McClean Anza-Narrows Park (park area)		Ornamental vegetation
Martha McClean Anza-Narrows Park west to landfill at Tequesquite Avenue	Riparian bird species	
Tequesquite Avenue	Burrowing owl	Disturbed vegetation Native and non-native trees and shrubs
Tequesquite Avenue north to Mission Boulevard	Burrowing owl	Disturbed sage scrub Disturbed vegetation Non-native grassland Disturbed alluvial scrub
Mission Boulevard on the south side of the river to Market Street		Bare ground Disturbed vegetation
Crossing river from south to north side east of Mission Boulevard	Riparian bird species Riparian vegetation	Disturbed alluvial scrub Cottonwood-willow riparian forest

Transmission Line Route Segment	Biological Concern	Habitat Crossed by Route
North side of river from Mission Boulevard east to Market Street	Burrowing owl	Disturbed vegetation Disturbed sage scrub
Crossing river from south to north side east of Market Street	Riparian bird species Riparian vegetation	Disturbed alluvial scrub Cottonwood-willow riparian forest
North side of river from Market Street to Riverside Avenue	Burrowing owl Riparian bird species	Disturbed vegetation Disturbed sage scrub Disturbed alluvial scrub Cottonwood-willow riparian forest
Market street from river to Agua Mansa	Burrowing owl	Disturbed vegetation Bare ground Developed areas
Agua Mansa Street to Riverside Avenue	Burrowing owl Delhi sands flower-loving fly	Disturbed sage scrub Disturbed vegetation Bare ground Developed areas
Agua Mansa Street east to existing 230kV line	Delhi sands flower-loving fly Burrowing owl	Disturbed sage scrub Disturbed vegetation Bare ground Developed areas
North side of river from Riverside Avenue to existing 230kV line	Los Angeles pocket mouse Burrowing owl	Disturbed sage scrub Disturbed vegetation Bare ground Developed areas
Crossing river from north to south side east of Riverside Avenue	Los Angeles pocket mouse Burrowing owl Riparian bird species	Disturbed alluvial scrub Cottonwood-willow riparian forest
South side of river from Riverside Avenue to existing 230kV line	Los Angeles pocket mouse San Diego pocket mouse Burrowing owl	Sage scrub Disturbed sage scrub Disturbed vegetation Bare ground
Riverside Avenue north to Agua Mansa Road and east south of Agua Mansa Road	Burrowing owl	Disturbed vegetation Developed areas