

Memorandum

Date: 23 April 2010
To: Linda Collins
From: Veryl Wittig, PG, CHG, Geosyntec San Diego
Subject: Transportation of Reclaimed Water for Construction
Sunrise Powerlink

Geosyntec recently performed a Water Resources Availability Study of Non-Groundwater Sources (Water Study) to identify feasible water sources for construction of San Diego Gas and Electric Company's (SDG&Es) Sunrise Powerlink [Geosyntec, 2010]. The Water Study concluded that sufficient supplies of surface water, reclaimed water, and potable water are available to construct the Sunrise Powerlink. Furthermore, the Water Study supports Sunrise Mitigation Measure S-3B, stipulated by the California Public Utilities Commission (CPUC) and the United States Bureau of Land Management (BLM), *"To the extent feasible, SDG&E shall coordinate with local water districts in advance in order to efficiently obtain reclaimed or potable water for delivery to the construction sites and to meet any restrictions imposed by them."*

Based on the Water Study, the majority of the water for construction of the Sunrise Powerlink can be supplied by reclaimed water purveyors in San Diego County, which would minimize impacts to local potable water supply. SDG&E has initiated the application process for obtaining reclaimed water from the City of San Diego and the Padre Dam Municipal Water District (PDMWD). Geosyntec understands that SDG&E's priority for San Diego County source use is: 1) City of San Diego reclaimed water; 2) PDMWD reclaimed water; and 3) City of San Diego raw reservoir water; and for Imperial County source use is Irrigation District (IID) raw canal water. However, additional transport of reclaimed water would be required to distribute the water to construction sites across San Diego County from the reclaimed water sources located in the western portion of San Diego County. Therefore, this memo has been provided to supplement the Water Study to further demonstrate the feasibility of using reclaimed water as the primary water source for construction of the Sunrise Powerlink. Supplemental evaluation included the assessment of potential impacts to air quality, traffic, and noise related to

the trucking of reclaimed water. A summary of each supplemental assessment is presented herein.

AIR QUALITY IMPACT ASSESSMENT

To address Sunrise Mitigation Measures AQ-1a, AQ-1h, and AQ-4a, Bluescape Environmental prepared a draft memorandum entitled *Air Quality Impacts from the Water Use Plan for the Final Environmentally Superior Southern Route* [Bluescape, 2010]. The memorandum conservatively assumed the “worst case scenario” transport of reclaimed water in heavy-duty diesel combustion trucks from the most distant reclaimed water source from the construction areas, the City of San Diego’s North City Treatment Plant. The memorandum concludes that project air emissions from on-road truck fuel combustion associated with the trucking of reclaimed water is not expected to result in new impacts, nor the need to revise previous air quality impact analyses. Because the total heavy-duty truck trips were conservatively overestimated for the CPUC-approved June 2009 Construction Emissions Monitoring Plan for the project, the transportation of reclaimed water does not cause the need to update the project air quality impact analysis, and does not represent a significant environmental impact.

TRAFFIC IMPACT ASSESSMENT

To address Sunrise Mitigation Measure T-9a, KOA Corporation prepared a draft executive summary of the *Traffic Impact Study* performed as part of the Construction Transportation Management Plan [KOA, 2010]. The Traffic Impact Study considered construction worker commuter trips, equipment deliveries, material hauling, and reclaimed water deliveries from the “worst case scenario” source location. The Traffic Impact Study indicated that construction of the Sunrise Powerlink will result in a temporary increase in traffic volumes on regional and local roadways that provide access to individual construction sites. Six areas were identified with potential to create traffic impacts. Recommendations for mitigation were provided, including submittal of additional traffic control plans for approval by local agencies prior to commencing construction activities, employee shuttling, and the restriction of peak-time deliveries. The executive summary concludes that the presented mitigations will adequately address identified impacts to traffic associated with the water transportation required for construction of the Sunrise Powerlink.

NOISE IMPACT ASSESSMENT

To address Sunrise Mitigation Measure N-1a, Investigative Science and Engineering, Inc. (ISE) prepared a draft Estimated Acoustic Impact Potential study [ISE, 2010]. The study utilized a

two-tiered approach using data provided by the KOA Traffic Impact Study. The initial phase of the study considered baseline acoustic conditions along roadways anticipated for “worst case scenario” transportation use during construction, compared to acoustic conditions associated with the sum of existing and predicted project traffic conditions. The comparison identified 40 potential candidate areas where the proposed project action could increase the ambient background noise level above the Community Noise Equivalence Level (CNEL) to the point of being discernable or creating adverse conditions to sensitive receptor areas. However, the second phase of the assessment utilized Geographic Information System (GIS) methods to ascertain whether or not the identified candidate areas would impact sensitive receptor areas. The study concluded that examination of each of the identified candidate areas did not identify any sensitive receptors likely to be exposed to increased noise associated with transportation of reclaimed water for the construction of the Sunrise Powerlink. Therefore, mitigation of increased noise will not be necessary for the transportation of reclaimed water during the construction of the Sunrise Powerlink, and no significant environmental impacts were identified.

CONCLUSIONS

This memorandum supplements the Water Study and summarizes the findings of evaluations of air quality, traffic, and noise associated with the additional transportation of reclaimed water from a conservative “worst case scenario” source, to the anticipated construction areas for the Sunrise Powerlink. Based on the review of the above referenced evaluations, the proposed transportation of reclaimed water for the construction of Sunrise Powerlink does not present an unacceptable potential impact to air quality, traffic, and noise.

References:

Geosyntec, 2010. *Internal Administrative Draft – Water Resources Availability Study, Non-Groundwater Sources, Sunrise Powerlink, Southern California*, prepared for San Diego Gas & Electric Company, April 2010.

Bluescape Environmental, 2010. *Draft Memorandum – Air Quality Impacts from the Water use Plan, Sunrise Powerlink, Southern California*, prepared for San Diego Gas & Electric Company, 17 March 2010.

KOA Corporation, 2010. *Draft Executive Summary – Traffic Impact Study, Sunrise Powerlink, Southern California*, prepared for San Diego Gas & Electric Company, April 2010.

ISE, 2010. *Draft – Estimated Acoustical Impact Assessment, Sunrise Powerlink, Southern California*, prepared for San Diego Gas & Electric Company, 15 April 2010.