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PROJECT MEMORANDUM
SCE DPV2 TRANSMISSION PROJECT

To: Billie Blanchard, Project Manager, CPUC
From: Vida Strong, Aspen Project Manager
Date: September 23, 2014
Subject: Monthly Report for July 21 through August 30, 2014

INTRODUCTION

This report provides a summary of the construction and compliance activities associated with the SCE Red Bluff Substation Project. Construction activities for the project are limited to the improvements of the Red Bluff Substation access road from Corn Springs Road to the Substation which includes the installation of Arizona Crossings, gravel, and fencing which was approved by the BLM on January 9, 2014.

CPUC/BLM/Aspen Environmental Monitors (EM): Rosina Goodman

RED BLUFF SUBSTATION CONSTRUCTION AND UPGRADES

Summary of Activity

- Construction activities for the Red Bluff access road began on July 21 with the mobilization and WEAP training of the contractor. Initial activities included equipment mobilization, site staking, Best Management Practice (BMP) repair and installation, and construction entrance stabilization (see Figure 1). Access road grading began on July 31.
- For the month of August, construction activities included grading, rock spreading, trenching, setting forms, and pouring concrete for Arizona Crossing installations along the access road (see Figures 2 and 3). BMPs were continually repaired and installed.
- Water used for dust control during construction activities is being drawn from the well within the Red Bluff Substation. This area is included in the Monitors' daily sweeps for compliance.

Environmental Compliance

- SCE General and Biological Monitors were onsite, as appropriate, throughout all construction activities.
- SCE General Monitors continually inspected equipment to ensure compliance with Air Quality and weed control mitigation measure requirements, including proper tiered engines and that equipment arrived clean, respectively. Two pieces of equipment were sent away to be cleaned prior to being used onsite.
- At the end of each day, the Biological Monitors ensured all open trenches were properly ramped to allow wildlife to escape. This was observed by the CPUC EM during site visits. No wildlife was reported to have become entrapped during the subject reporting period.
- CPUC EM conducted site visits on August 14 and August 29 to ensure compliance with all mitigation measures and conditions provided by the BLM in the Environmental Assessment for the construction of the road. No issues were identified. The appropriate monitors were onsite and all construction activities were in compliance. The road was well watered and no fugitive dust or track-out issues were observed. All crew members were observed checking underneath their vehicles for potential wildlife prior to moving.



- On July 23, the onsite Biologist swept the staging area where the contractor had staged their water tank and discovered the motor that was used to pump water from the ground water tank up to the dump tank was placed in proper containment; however, the containment filled with water from the leaking hoses and created an oil, gasoline, and water mixture (see Figure 4). The Biologist notified the contractor foreman and the SCE site representative. The issue was resolved as the motor was removed and put into separate containment. The contaminated water was covered with visqueen until the contractor arrived with spill drums for proper containment and disposal.
- On July 24, the SCE General Monitor reported a West Coast delivery truck spilled coolant and water from his vehicle onto Corn Springs Road. The fluid spilled out due to being over-filled. Approximately 0.5 gallons of fluid was observed on the road. Contractor personnel absorbed the spilled fluids from the road for proper disposal.
- On July 31, a hydraulic leak was discovered on a line associated with the "ditch witch" excavator. The General Monitor observed the crew work quickly to contain the spill. The crew was unable to move the ditch witch, so they used adsorbent pads to soak up what was on the ground and the small drips that continued to leak from the piece of equipment (see Figure 5). When the crew was able to fix the broken hose, they moved the piece of equipment and dug up all of the contaminated soil and placed it into a hazardous material bin. It was estimated that approximately less than a gallon was spilled (40-60 ounces).
- On August 28, the SCE onsite Biological Monitor reported a security company vehicle driving faster than the posted speed limit of 15 mph along the Red Bluff access road. According to the Biological Monitor this individual was reminded by the contractor prior to entering the road of the speed limit. The Monitor observed the vehicle travelling over 30 mph and escorted it to the exit. The vehicle license plate was documented and the issue was reported to the Lead Monitor. This is the first speeding issue since current construction on the road began. The contractor has a crew member stationed at the beginning of the access road to remind visitors of the speed limits. This preventative action was observed by the CPUC EM during both site visits.
- Special-status species that were observed during the subject period along the access road were several loggerhead shrikes and one desert kit fox. No mortalities were reported for any special-status species. The desert kit fox was observed in a staging area near the Red Bluff Substation by the onsite Biological Monitor while he was escorting the crew onsite for the day. The Monitor stopped the crew and waited until the fox left the site before allowing the crew to continue.

No Non-Compliance Reports or Project Memoranda were issued during the subject period for Red Bluff Substation construction and upgrade activities.

Agency Representatives during Construction (Other than CPUC EMs):

None.

PROJECT PHOTOGRAPHS



Figure 1. Construction entrance stabilization (Photo courtesy of FRED).



Figure 2. Grading activities along the access road.



Figure 3. Concrete pouring for Arizona crossing along access road (Photo courtesy of FRED).



Figure 4. Pooled contaminated water near water tank in staging area (Photo courtesy of FRED).



Figure 5. Hydraulic leak from excavator being contained by crew (Photo courtesy of FRED).