4.8 Hazards and Hazardous Materials

This section describes the environmental and regulatory settings and discusses impacts that may result from the construction and operation of the proposed Valley–Ivyglen 115-kilovolt (kV) Subtransmission Line Project (proposed Valley–Ivyglen Project) and the proposed Alberhill System Project (proposed Alberhill Project) with respect to hazards and hazardous materials. These projects are currently being proposed by Southern California Edison (SCE, or the applicant).

During scoping for the proposed projects, comments were received regarding concerns over increased fire risk, potential impacts to skydiving, and concerns regarding electromagnetic fields (EMFs) and transmission line safety during significant natural events and traffic accidents. During scoping for the Alberhill Project, commenters were concerned that transmission lines would prevent the use of helicopters for wildfire suppression and would increase fire risk. One commenter expressed concern over fire caused by a transformer blowout. Other concerns included potential impacts on air travel due to proximity to Skylark Field Airport; effects from hazardous materials and wastes. These comments are addressed in this section.

4.8.1 Environmental Setting

Materials and wastes may be considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term hazardous material is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant current or potential hazard to human health and safety or to the environment (California Health and Safety Code, Chapter 6.95, Section 25501(n)(1)). Hazardous materials have the potential to leach into soils, surface water, and groundwater when spilled or released if not properly contained.

In addition to hazardous materials, hazards associated with the proposed projects include potential interference with airport operations, emergency response plans, and increased fire risk. Section 4.15, “Transportation and Traffic,” further discusses transportation hazards, and Section 4.13, “Public Services and Utilities,” further discusses impacts on public services, including fire and police protection services.

4.8.1.1 Hazardous Materials Sites and Environmental Site Assessments

Government Code Section 65962.5 (often referred to as the “Cortese List”) includes the State Water Resource Control Board’s (SWRCB) Geotracker database, solid waste disposal sites list, Cease and Desist Orders and Cleanup and Abatement Orders list, and the California Department of Toxic Substance Control’s (DTSC’s) EnviroStor database and hazardous waste sites. A review of Cortese List sources did not identify any solid waste disposal sites, Cease and Desist Orders, or Cleanup and Abatement Orders sites within 1,000 feet of the proposed projects. However, as detailed in Table 4.8-1, sites were identified within 1,000 feet of the proposed projects in the SWRCB Geotracker and DTSC EnviroStor databases.
### Table 4.8-1 Cortese List Sites within 1,000 Feet of the Proposed Projects

<table>
<thead>
<tr>
<th>Name</th>
<th>Site Type</th>
<th>Location</th>
<th>Distance</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposed Valley-Ivyglen Project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Hope Gold Mine (60001982)</td>
<td>Mining Operation/Metals</td>
<td>Intersection of Highway 74 and Richard Street</td>
<td>Adjacent to 115-kV Segment VIG4</td>
<td>Open—Voluntary Clean-up Program</td>
</tr>
<tr>
<td>Pacific Clay (T0606500534)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>14741 Lake street Alberhill, CA</td>
<td>Adjacent to 115-kV Segment VIG5</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Sycamore Creek/Wildrose Ranch (T0600194033)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>15931 Indian Truck Trail Temecula Valley</td>
<td>500 feet south of fiber-optic undergrounding</td>
<td>Closed Case</td>
</tr>
<tr>
<td><strong>Proposed Alberhill Project</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Hope Gold Mine (60001982)</td>
<td>Mining Operation/Metals</td>
<td>Intersection of Highway 74 and Richard Street</td>
<td>Adjacent to 115-kV Segment ASP2</td>
<td>Open—Voluntary Clean-up Program</td>
</tr>
<tr>
<td>Pacific Clay (T0606500534)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>14741 Lake street Alberhill, CA</td>
<td>Adjacent to 115-kV Segment ASP2</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Mobil #18-991 (T0606500318)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>31702 Mission Trail Lake Elsinore, CA</td>
<td>Less than 100 feet west of 115-kV Segment ASP4</td>
<td>Open – Remediation</td>
</tr>
<tr>
<td>ARCO #5346 (T06065867)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>250 Diamond Drive Lake Elsinore, CA</td>
<td>Less than 100 feet east of 115-kV Segment ASP4</td>
<td>Open – Remediation</td>
</tr>
<tr>
<td>So. Cal. Gas/Elsinore MGP (33490082)</td>
<td>Historic Gas Manufacturing Plant/PAH</td>
<td>226 West Flint Street Lake Elsinore, CA</td>
<td>Less than 1,000 feet south west of 115-kV Segment ASP4</td>
<td>Closed Case Certified Voluntary Clean-up Program</td>
</tr>
<tr>
<td>76 Station #5739 (T0606500046)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>265 Railroad Canyon Road Lake Elsinore, CA</td>
<td>Less than 500 feet west of 115-kV Segment ASP4</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Arco #3067 (T0606500070)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>265 San Jacinto River Road Lake Elsinore, CA</td>
<td>Less than 200 feet north east of 115-kV Segment ASP4 - Proposed Alberhill Project</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Circle K #0708 (T0606500313)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>32510 Mission Trail Lake Elsinore, CA</td>
<td>Less than 100 feet east of 115-kV Segment ASP4</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Elsinore Valley Water District (T0606500259)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>33751 Mission Trail Lake Elsinore, CA</td>
<td>Less than 100 feet west of 115-kV Segment ASP4</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Laidlaw Transit (T0606500097)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>609 W Minthorn Lake Elsinore, CA</td>
<td>Less than 200 feet south west of 115-kV Segment ASP4 - Proposed Alberhill Project</td>
<td>Closed Case</td>
</tr>
<tr>
<td>Rightway (T0606500035)</td>
<td>LUFT Site/Petroleum Hydrocarbons</td>
<td>653 W Minthorn Lake Elsinore, CA</td>
<td>Less than 200 feet south west of 115-kV Segment ASP4</td>
<td>Closed Case</td>
</tr>
</tbody>
</table>

Sources: DTSC 2015a,b; SWRCB 2015a,b,c

Key:
CA = California
kV = kilovolt
LUFT = Leaking Underground Fuel Tank
PAH = Polycyclic aromatic hydrocarbons


**Environmental Site Assessments**

A Phase I Environmental Site Assessments (ESA) was conducted for the proposed Alberhill Substation site in accordance with American Society for Testing and Materials International Standards E 1527-05. The Phase I ESA identified four septic tanks and associated leach areas, a water well, and an aboveground water tank (Rubicon 2009a). Although no recognized environmental conditions were identified by the Phase I ESA, a Phase II ESA was conducted to test soil in proximity to the four septic systems, well water, and water in the aboveground tank. Additionally, lead- and asbestos-containing materials identified during the assessments were removed from the site (McKenna Environmental 2010). Abandonment and abatement of the water well and septic systems are discussed in Section 2.4.4.1, “Demolition of Horse Ranch Facilities and Weed Abatement” and Section 4.9, “Hydrology and Water Quality.”

The Phase II ESA soil samples showed low concentrations of nitrate, acetone, benzene, and petroleum hydrocarbons. The well water and water in the tank were shown to contain low concentrations of nitrate that are well below maximum contaminant levels established by the U.S. Environmental Protection Agency (U.S. EPA). Oil and grease in the water in the tank was found at 19.6 milligrams per liter, which exceeds the 15 milligrams per liter limit established by the Santa Ana Regional Water Quality Control Board. No oil or grease was found in the well water, and no other contaminants were found in the water samples tested. The depth to ground water, relative to the top of water well casing, was recorded at 7.5 feet (Rubicon 2009b).

A Phase I ESA was not conducted along the proposed Valley–Ivyglen Project 115-kV subtransmission segments or the proposed Alberhill Project 115-kV subtransmission segments and 500-kV transmission lines. The alignment of the proposed Valley–Ivyglen 115-kV subtransmission segments would be approximately 27 miles long and constructed within approximately 23 miles of new ROW. It is not anticipated that hazardous wastes or soil contaminated with hazardous materials would be encountered along the proposed Valley–Ivyglen 115-kV subtransmission segments because the proposed route would be situated primarily in relatively non-industrial and undeveloped areas with no history of activities that would suggest contamination. However, the applicant would perform Phase I ESAs for the new ROW prior to acquisition once acquired. Similar to the proposed Valley–Ivyglen segments, it is not anticipated that hazardous wastes or soil contaminated with hazardous materials would be encountered along the proposed Alberhill 115-kV subtransmission segments. The applicant does not yet own the property proposed for siting the Alberhill 500-kV transmission lines. However, the applicant would perform Phase I ESAs and any subsequent ESAs prior to acquiring property in fee or in easement.

**Environmental Abatement Activities**

The applicant removed two single-family residences, one mobile home, two garages, one barn, one shed, and a concrete animal shelter from the proposed Alberhill Substation site during demolition and weed abatement activities conducted from September 8 through September 20, 2011, and December 12 through December 15, 2011 (Chapter 2.0, “Project Description”). No foundations were removed, and no grading occurred. Prior to demolition activities, the applicant complied with requirements of the Riverside County Department of Building and Safety demolition permit, including demolishing each structure completely and removing all debris, disposing of debris in an approved landfill, obtaining an asbestos clearance permit, and complying with County inspection requirements. All materials from horse ranch demolition were delivered to an approved disposal, recycling, or landfill facility, and all hazardous waste was disposed of at an appropriately licensed facility. No contaminated soil or groundwater was encountered during demolition activities (SCE 2011). Thirty cubic yards of wood piles treated with creosote on the site were broken off at the ground level; the aboveground portion of the poles was recovered by the applicant.
During demolition activities that occurred in 2011, the applicant implemented, when needed, a number of best management practices (BMPs) specified by the California Stormwater Quality Association to avoid or reduce impacts from upset and accident conditions involving the release of hazardous materials. These BMPs included, among others: vehicle and equipment fueling and maintenance measures for preventing fuel spills and leaks; spill prevention and control measures for training workers and containing and properly disposing of spilled materials; and waste management measures for the training of workers and containment of waste to prevent the discharge of pollutants. A complete list of BMPs for demolition activities at the proposed Alberhill Substation site is provided in Appendix G.

4.8.1.2 Schools

School facilities located within 0.25 miles of the proposed Valley–Ivyglen or Alberhill Projects are presented in Table 4.8-2.

Table 4.8-2  Schools within 0.25 Miles of the Proposed Projects

<table>
<thead>
<tr>
<th>School</th>
<th>Address</th>
<th>Approximate Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposed Valley-Ivyglen Project Components</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Todd Elementary School</td>
<td>25105 Mayhew Canyon Road, Corona</td>
<td>0.23 miles south of VIG fiber optic line along Campbell Ranch Road.</td>
</tr>
<tr>
<td>Learning Tree Preschool</td>
<td>26704 Murrieta Road, Menifee</td>
<td>0.24 miles south of 115-kV Segment VIG1</td>
</tr>
<tr>
<td>Southern California Online Academy Campus (Gordon Kiefer Independent Study School and TriValley Community Day School also share the same Lake Elsinore Unified School District campus)</td>
<td>1405 Education Way Lake Elsinore,</td>
<td>0.11 miles southwest of Staging Area VIG6 and Adjacent to Staging Area VIG14</td>
</tr>
<tr>
<td>Ortega High School and Valley Adult School Campus (Keith McCarthy Academy and Lake Elsinore Head Start occupy rooms at the same Lake Elsinore Unified School District campus)</td>
<td>520 Chaney Street, Lake Elsinore</td>
<td>0.11 miles southwest of Staging Area VIG6 and Adjacent to Staging Area VIG14</td>
</tr>
<tr>
<td><strong>Proposed Alberhill Project Components</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern California Online Academy Campus (Gordon Kiefer Independent Study School and TriValley Community Day School also share the same Lake Elsinore Unified School District campus)</td>
<td>1405 Education Way Lake Elsinore</td>
<td>0.25 miles southwest of 115-kV Segment ASP3</td>
</tr>
<tr>
<td>Ortega High School and Valley Adult School Campus (Keith McCarthy Academy and Lake Elsinore Head Start occupy rooms at the same Lake Elsinore Unified School District campus)</td>
<td>520 Chaney Street, Lake Elsinore</td>
<td>0.25 miles southwest of 115-kV Segment ASP3</td>
</tr>
<tr>
<td>Railroad Canyon Elementary School</td>
<td>1300 Mill Street, Lake Elsinore</td>
<td>0.16 miles west of 115-kV Segment ASP4</td>
</tr>
<tr>
<td>St. Frances of Rome Preschool</td>
<td>21591 Lemon Street, Wildomar</td>
<td>0.15 miles north of 115-kV Segment ASP5</td>
</tr>
</tbody>
</table>
### 4.8 HAZARDS AND HAZARDOUS MATERIALS

#### 4.8.1.3 Airports and Airstrips

- **Skylark Field Airport**: Is a private use airport located approximately 1,000 feet west of proposed 115-kV Segments ASP4 and ASP5 (Figure 2-2a). Skylark Field Airport is primarily used for skydiving and gliders. The Perris Valley Airport is located approximately 1.5 miles north/northwest of 115-kV Segments VIG1 and ASP8. Perris Valley Airport primarily serves as a departing point for jump aircrafts and as a skydiver landing location. Perris Valley Airport is privately owned; however, for State Airport Permit purposes, the airport is considered a public-use facility. (Riverside County ALUC 2004a,b, 2010).

- The applicant may access local airports to stage helicopters during construction of the proposed projects. In addition, the applicant may use Chino Airport (approximately 18 miles northwest of Ivyglen Substation) for helicopter staging. Chino Airport is a public use airport (AirNav 2015). These airports are further discussed in Section 4.15, “Transportation and Traffic.”

#### 4.8.1.4 Emergency Response

Emergency response time is defined as the speed at which fire, police, and ambulance services effectively respond to an emergency or emergency call. Law enforcement in the proposed project area is provided through the Riverside County Sheriff’s Department under contract with the cities of Lake Elsinore, Perris, Wildomar, and Menifee (Riverside County Sheriff 2015a,b). The California Highway Patrol also provides support to these jurisdictions.

The Riverside County Fire Department (RCFD), in cooperation with the California Department of Forestry and Fire Protection (CAL FIRE), provides fire and emergency services to residents of unincorporated areas of Riverside County and to numerous cities, including the cities of Lake Elsinore, Menifee, Perris, and Wildomar (RCFD 2015). The RCFD is also the Operational Area Coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County and has several mutual and automatic aid agreements with other cities as well as the U.S. Forest Service (USFS).

#### 4.8.1.5 Fire Hazards

The Riverside Unit of CAL FIRE implements the Riverside Unit Fire Management Plan (CAL FIRE 2005). Although much of western Riverside County is identified as a potential wildfire area, the proposed projects would be located in areas that have significant potential to experience large, destructive wildfires (County of Riverside 2008). Additionally, the Riverside Unit Fire Management Plan identified equipment as the primary ignition source of wildland fires in the Riverside Unit between 1995 and 2005 (CAL FIRE 2005).

---

Table 4.8-2  Schools within 0.25 Miles of the Proposed Projects

<table>
<thead>
<tr>
<th>School</th>
<th>Address</th>
<th>Approximate Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Menifee Valley Middle School</td>
<td>26255 Garbani Road, Menifee</td>
<td>0.10 miles east of 115-kV Segment ASP6</td>
</tr>
<tr>
<td>Learning Tree Preschool</td>
<td>26704 Murrieta Road, Menifee</td>
<td>0.21 miles south of 115-kV Segment ASP8</td>
</tr>
</tbody>
</table>

Sources: Riverside County Office of Education 2015; Lake Elsinore Unified School District 2015; Menifee School District 2014; Google Earth 2015; Yellow Pages 2015a

Key:
- VIG = Valley–Ivyglen
- kV = kilovolt
A significant portion of Riverside County is undeveloped and consists of rugged topography with highly flammable indigenous vegetation. In particular, the hillside terrain of Riverside County has a substantial fire risk. Fire potential for the County is typically greatest in the months of August, September, and October, when dry vegetation coexists with hot, dry Santa Ana winds. However, fires with conflagration potential can occur at any time of the year in the County (County of Riverside 2008).

CAL FIRE identifies and maps areas of significant fire and wildland fire hazards based on fuels, terrain, weather, and other relevant factors. These areas include Fire Hazard Severity Zones, State Responsibility Areas, and Local Responsibility Areas (CAL FIRE 2007, 2009, 2010). State Responsibility Areas and Local Responsibility Areas establish whether the state or the local government, respectively, has the responsibility for wildland fire protection. Components of the proposed projects would be constructed within areas classified as Very High Fire Hazard Severity Zones (Figure 4.8-1).

Adopted fire hazard severity zone data are not yet available for all Local Responsibility Areas. Therefore, proposed 115-kV segments within areas where adopted severity zone data are not yet available (e.g., 115-kV Segment ASP3) are assumed to be within either high or moderate fire hazard severity zones (Figure 4.8-1). The microwave dish antenna proposed to be installed on an existing tower at the applicant’s Serrano Substation in the City of Orange is located in a very high fire hazard severity zone (CAL FIRE 2011).

4.8.1.6 Electromagnetic Fields

EMFs occur both naturally and as a result of human activity across a broad electrical spectrum. Naturally occurring EMFs are caused by the weather and the earth’s geomagnetic field. The fields caused by human activity result from technological application of the electromagnetic spectrum for uses such as communications, appliances, and the generation, transmission, and local distribution of electricity.

After several decades of study regarding potential public health and safety risks associated with EMF from power lines, research results remain inconclusive. In 1993, the California Public Utilities Commission (CPUC) implemented decision D.93 11-013, which requires utilities to use “low-cost or no-cost” EMF reduction measures for EMFs associated with electrical facilities requiring certification under CPUC GO 131-D. The decision directed utilities to use a 4 percent benchmark for low-cost measures. The applicant included a Field Management Plan as part of its applications for the proposed projects that describes the EMF reduction measures that would be part of the proposed projects. This decision also implemented a number of EMF measurement, research, and education programs. The CPUC did not adopt any specific numerical limits on or regulation of EMF levels related to electric power facilities.

The CPUC’s January 27, 2006, decision (D.06-01-042) affirmed the 1993 decision on the low-cost/no-cost policy to mitigate EMF exposure for new utility transmission and substation projects. Additionally, the 2006 decision directs the CPUC’s Energy Division to pursue and review all available studies regarding EMF and to review scientific information and report on new findings. The CPUC has been unable to determine whether there is a significant scientifically verifiable relationship between EMF exposure and negative health consequences, and no change to the CPUC EMF policy has been made to date. The CPUC will reconsider its EMF policies and open a new rulemaking, as necessary, if new findings indicate negative EMF health impacts.
Figure 4.8-1
Fire Hazard Severity
Alberhill and Valley–Ivyglen Projects
Riverside County, California
At present, the CPUC does not consider EMFs, in the context of the California Environmental Quality Act (CEQA), to be an environmental impact because there is no agreement among scientists that EMFs create a potential health risk and because CEQA does not define or adopt standards for defining any potential risk from EMFs. Therefore, EMFs are not addressed in the Environmental Impacts and Mitigation Measures section of this document. For further information about EMFs and CPUC guidelines, refer to the CPUC’s web page:

4.8.1.7 Blasting/Fracturing Hazard

Blasting or fracturing would not be required as part of the proposed Alberhill Project. For the proposed Valley–Ivyglen Project, blasting or fracturing may be required where rock is present to install the proposed structures along 115-kV Segments VIG1, VIG2, VIG5, VIG6, and VIG8. Blasting or fracturing would only occur in areas that require excavation and where subsurface obstructions reasonably preclude excavation using conventional construction equipment. Blasting or fracturing may be required during access road construction, site preparation, excavation work, or foundation work. Structure and access road sites that may require blasting, further description about blasting and fracturing activities, and a list of explosive or expansive agents that may be used are provided under the “Blasting and Fracturing” heading in Section 2.4.5.4, “115-kV Structure Construction.”

4.8.2 Regulatory Setting

4.8.2.1 Federal

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund, outlines regulations for the cleanup of toxic waste sites nationwide. In 1986, Superfund was amended by the Superfund Amendment and Reauthorization Act (SARA) Title III, also known as the Emergency Planning and Community Right-to-Know Act. SARA Title III and the Clean Air Act of 1990 established a nationwide emergency planning and response program and imposed reporting requirements for businesses that store, handle, or produce significant quantities of extremely hazardous materials. These acts require states to implement a comprehensive system to inform local agencies and the public when a significant quantity of such material is stored or handled at a facility. There are no known CERCLA sites in the immediate vicinity of the proposed project area.

When properties are purchased for commercial uses, All Appropriate Inquiries must be completed as part of due diligence activities. All Appropriate Inquiries is a process of evaluating a property's environmental conditions and assessing the likelihood of contamination. If All Appropriate Inquiries are not completed pursuant to 40 Code of Federal Regulations (CFR) §312.21 and U.S. EPA requirements, the buyer may be liable for environmental issues and cleanups of the property. The U.S. EPA recognizes American Society for Testing and Materials International standards for Environmental Site Assessments as being compliant with All Appropriate Inquiries requirements (U.S. EPA 2009).

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) regulates hazardous waste from the time that waste is generated through to its management, storage, transport, treatment, and final disposal. The U.S. EPA has authorized the DTSC to administer the State’s RCRA programs. A RCRA hazardous waste exhibits at least one of four characteristics—ignitability, corrosivity, reactivity, or toxicity. To keep track of hazardous waste activities, treatment, storage, and disposal facility owners and operators must keep...
certain records and submit reports to the U.S. EPA at regular intervals. All facilities that generate, transport, recycle, treat, store, or dispose of hazardous waste are required to notify the U.S. EPA (or its state agency) of their hazardous waste activities. A U.S. EPA Identification Number must be obtained unless the waste has been excluded from regulation or exempted. Sections 3002 and 3004 of RCRA require that the U.S. EPA collect information pertaining to hazardous waste management from hazardous waste generators and hazardous waste treatment, storage, and disposal facilities every two years. This act is relevant to the proposed projects because used hazardous waste from construction and operation of the proposed projects is regulated under this act.

**Hazardous Materials Transportation Act**

The primary objective of the Hazardous Material Transportation Act is to provide adequate protection against risks to life and property inherent in the transportation of hazardous materials in commerce. This act empowers the Department of Transportation to regulate the transportation of hazardous materials, including explosives, by rail, aircraft, vessel, or public highway. Hazardous materials regulations are subdivided by function into the following four areas within 49 CFR Parts 101, 106, 107, 171 to 177, and 178 to 180: Procedures and/or Policies, Material Designations, Packaging Requirements, and Operational Rules. The transportation of all hazardous materials to and from the proposed project area during construction and operation would be regulated by this act.

**Oil Pollution Prevention**

The objective of the oil pollution prevention regulation in 40 CFR Part 112 is to prevent oil discharges from reaching navigable waters of the United States or adjoining shorelines. This regulation was also written to ensure effective response to oil discharge. It further requires that proactive measures be used to respond to oil discharge. It contains two major types of requirements: prevention requirements (the Spill Prevention, Control, and Countermeasure [SPCC] rule) and Facility Response Plan requirements.

SPCC plans are required for facilities that are non-transportation-related, have an aggregate aboveground storage capacity greater than 1,320 gallons or a completely buried storage capacity greater than 42,000 gallons, and a reasonable expectation of a discharge into or upon navigable waters of the United States via drainage into Temescal Wash, which flows into the Santa Ana River (Figure 4.9-1 and Section 4.9, “Hydrology and Water Quality”). An SPCC plan would be required for the operation of the proposed Alberhill Substation because the facility would store more than 1,320 gallons of transformer oil in the transformers, which could reasonably discharge into navigable waters (40 CFR Parts 112.1–112.7). The Riverside County Environmental Health Department is responsible for administering SPCC plans in Riverside County. The applicant has existing SPCC plans for the Valley and Ivyglen substations.

**Transformer Oil Transport and Recycling**

Title 49 CFR Part 130 applies to the transport of transformer oil (mineral oil) when shipped in containers of 3,500 gallons or more. Each transformer proposed for the Alberhill Substation would contain 33,550 gallons of mineral oil. According to 49 CFR Part 130, containers used for the transportation of oil subject to this part must be designed, constructed, maintained, closed, and loaded such that under conditions normally incident to transportation, there will be no release of oil to the environment. In addition, a response plan must be developed pursuant to 49 CFR Part 130 requirements. Standards for recycling used transformer oil are established in 40 CFR Part 279.

**Occupational Safety and Health Administration**

The Occupational Safety and Health Administration (OSHA) administers Occupational Safety and Health Standards (CFR Title 29) that establish regulations for safety in the workplace and construction safety, including safety regarding the use of helicopters and explosives for construction.
OSHA standards require implementation of a Hazard Communication Plan to identify and inventory all hazardous materials and material safety data sheets. OSHA’s standards also require employee training in safe handling of hazardous materials. OSHA standards are relevant to the proposed projects because their construction and operation would involve the use of heavy-duty equipment, helicopters, and heavy-duty and lighter vehicles that may pose health and safety risks to workers. In addition, workers would handle and use chemical substances.

OSHA blasting and explosives standards (29 CFR 1926.90) are applicable to the proposed Valley–Ivyglen Project. OSHA standards outline requirements for the use and storage of explosives at job sites and the protection of worker safety. OSHA standards permit only authorized and qualified persons to handle and use explosives (OSHA 1993).

**Federal Bureau of Alcohol, Tobacco, Firearms, and Explosives**

In addition to OSHA, explosives are regulated by the Federal Bureau of Alcohol, Tobacco, Firearms, and Explosives under 27 CFR 555, which outlines the requirements for the commerce of explosives. The Federal Department of Transportation also has jurisdiction over explosives as discussed above under the “Hazardous Materials Transportation Act” heading (BATF 2015).

**Federal Aviation Administration**

Under 14 CFR Part 77.9, notification of construction or alteration to the Federal Aviation Administration (FAA) is required for any structures exceeding 200 feet in height. Notification is also required for public use airports with runways more than 3,200 feet long if construction or alteration would exceed a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest runway. Two airports are located in proximity to proposed project area (refer to Section 4.8.1.3, “Airports and Airstrips”). FAA regulations regarding helicopter use for construction of the proposed projects are discussed in Section 4.15, “Transportation and Traffic.”

**United States Forest Service Cleveland National Forest Land Management Plan**

The Cleveland National Forest includes the east-facing slopes of the Santa Ana Mountains, which, in lower elevations, are almost completely developed with urban and residential uses. This area is defined as Elsinore Place in the Cleveland National Forest Land Management Plan. At the top of the slopes is Santiago Peak (5,600 feet), the tallest peak in the Santa Ana Range. Two microwave dish antennas would be installed on an existing antenna tower at the Santiago Peak Communications Site, which is managed by the USFS. Although the western side of the communication site is located within Orange County, and the eastern side is located within Riverside County, the site is administered by the USFS. Only the Orange County side of the communication site would be accessed during construction and operation of the proposed Alberhill Project.

Wildland fires have resulted in high levels of property and resource losses in the Elsinore Place area. The plan includes several program strategies and tactics for preventing fire, such as installing Wildland-Urban Interface Defense and Threat Zone vegetation treatments and ensuring that defensible spaces are adequate to reduce the risk of catastrophic wildland fire. The plan also includes the goal for development of a hazardous material management plan (USFS 2005a). Part 3 of the plan includes *Guidelines for Communication Tower Siting*. One of the guideline addresses fuel storage tanks associated with generators and other facilities. The guideline indicate that fuel storage tanks shall meet current fire department, federal, state, and local safety and hazardous materials requirements and that fuel storage shall be consolidated into one tank large enough to accommodate all tenants in a facility (USFS 2005b).
4.8.2.2 State

Hazardous Materials and Waste

California Health and Safety Code Section 25501 defines the term *hazardous material* as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Title 8, Section 339 of the California Code of Regulations (CCR) lists substances identified as *hazardous substances* for which employers must provide material safety data sheets to employees.

CCR Title 22, Section 66261.1 identifies wastes that are subject to regulation as hazardous wastes and that are subject to the notification requirements pursuant to the California Health and Safety Code. The code defines a waste as hazardous if it has any of the following characteristics: ignitability, corrosivity, reactivity, or toxicity. It also includes hazardous wastes listed pursuant to RCRA, non-RCRA hazardous wastes, hazardous wastes from specific sources, extremely hazardous wastes, hazardous wastes of concern, and special wastes. The U.S. EPA has authorized the DTSC to administer the RCRA program in California.

Under federal regulations, transformer oil, under most intended uses, would become used oil, the recycling of which is regulated by 40 CFR 279. Use resulting in chemical or physical change or contamination may also subject it to regulation as hazardous waste, which is also managed under 40 CFR 279. In California, however, all used oil is managed as hazardous waste until tested to show it is not hazardous (Health and Safety Code section 25250.4). Requirements for the transport of hazardous waste, including driver training, are established in CCR Title 26.

Extremely Hazardous Substances

The CEQA Guidelines identify “extremely hazardous substances” as those defined by Section 25532(2)(g) of the California Health and Safety Code. These include the substances listed in Appendix A of Part 355 (commencing with Section 355.10) of 40 CFR Chapter I, Subchapter J that provides a list of extremely hazardous substances and their threshold planning quantities. The CEQA Guidelines define “hazardous air emissions” as emissions of air contaminants identified as toxic by the California Air Resources Board or the designated air pollution control officer. These include substances identified in Section 44321(a to f) of the California Health and Safety Code.

Treated Wood Waste

Section 25150.7 of the California Health and Safety Code outlines procedures and regulations for the management and disposal of treated wood waste. Wood waste, including the type of wood utility poles that would be disposed of as part of the proposed projects, may be treated with pesticides and other chemicals to protect the wood. Because the chemical treatments could leach into water supplies when disposed of, Section 25150.7 was developed to restrict how and where treated wood waste can be disposed of. The U.S. EPA also has guidance, but not regulations, on the handling of creosote-treated poles (US EPA 2015).

Certified Unified Program Agency and Hazardous Materials Plans

Administration of the certified unified agency program is authorized by the California Health and Safety Code (Chapter 6.11, Sections 25404-25404.8) and CCR Title 27, Division 1, Subdivision 4, Chapter 1, Sections 15100–15620. This program is implemented at the local level by government agencies certified...
by the secretary of the California Environmental Protection Agency. The program consolidates, 
coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement 
activities of environmental and emergency response programs, including Hazardous Materials Release 
Response Plans and Inventories (i.e., Hazardous Materials Business Plans [HMBPs]), SPCC plans, and 
Hazardous Waste Generator and Onsite Hazardous Waste Treatment Program permits (Bunchek personal 
communication 2011).

The Riverside County Hazardous Materials Management Division, a division of the Riverside County 
Department of Environmental Health, is the Certified Unified Program Agency (CUPA) for Riverside 
County. The Office of the State Fire Marshal is responsible for ensuring implementation of the Hazardous 
Materials Management Plans and Hazardous Materials Inventory Statement Programs (California Health 
and Safety Code Section 25404 and CCR Sections 15100, 15160, and 15330), which are overseen by the 
CUPA.

**Hazardous Materials Release Response Plans and Inventory Act of 1985**

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan 
Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, 
inventories, emergency response plans, and training programs. Hazardous materials are defined under this 
act as raw or unused materials that are part of a process or manufacturing step. Health concerns pertaining 
to the release of hazardous materials are similar to those relating to hazardous waste.

California Health and Safety Code (Section 25503.5) requires a business plan for emergency response for 
facilities that store hazardous materials in excess of 55 gallons (liquid), 500 pounds (solid), or 200 cubic 
feet (gas). Facilities that handle more than these indicated quantities of hazardous materials must submit 
an HMBP to the CUPA prior to project construction. The proposed Alberhill Project, which would 
include the installation of transformers that would each contain 33,550 gallons of transformer oil, would 
be required to implement an HMBP for construction and operations (Bunchek personal communication 
2011). In California, all used oil is managed as hazardous waste until tested to show it is not hazardous 
(Health and Safety Code section 25250.4). The applicant would be required to submit an HMBP to the 
CUPA for project construction and operation. In general, the HMBPs describe and identify storage areas 
for hazardous materials and waste; describe appropriate handling, storage, and disposal techniques; and 
include measures for avoiding and addressing spills. The proposed Valley–Ivyglen Project does not 
include installation of transformers.

**Hazardous Waste Control Act**

The Hazardous Waste Control Act established the state hazardous waste management program, which is 
similar to, but more stringent than, RCRA program requirements. CCR Title 26 describes the 
requirements for the proper management of hazardous waste under the Hazardous Waste Control Act, 
including the following:

- Identification and classification;
- Generation and transportation;
- Design and permitting of recycling, treatment, storage and disposal facilities;
- Treatment standards;
- Operation of facilities and staff training; and
- Closure of facilities and liability requirements.
These regulations list more than 800 materials that may be hazardous and establish criteria for the identification, packaging and disposal of such waste. Under the Hazardous Waste Control Act, and Title 26, the generator of hazardous waste must document waste from generation to transporter to disposal. Copies of this documentation must be filed with the DTSC.

The DTSC operates programs to protect California from exposure to hazardous wastes through the following practices and procedures:

- Handling of the aftermath of improper hazardous waste management by overseeing site cleanup;
- Prevention of the release of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly;
- Enforcement against those who fail to appropriately management hazardous wastes;
- Exploration and promotion of measures to prevent pollution and encourage reuse and recycling;
- Evaluation of site-specific soil, water, and air samples and the development of new analytical methods;
- Practice in other environmental sciences, including toxicology, risk assessment and technology development; and
- Involvement of the public in the DTSC’s decision-making.

Hazardous wastes that may be encountered or generated during the construction and operation of the proposed projects would be subject to the requirements of the Hazardous Waste Control Act.

Emergency Services Act

Under the Emergency Services Act, the state developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous material or hazardous waste is an important segment of the plan administered by the California Emergency Management Agency. The California Emergency Management Agency coordinates the response of agencies, including the California Environmental Protection Agency, California Department of Transportation, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Government Code Section 65962.5: Cortese List

The Cortese List includes all hazardous waste facilities subject to corrective action; land designated as hazardous waste property or border zone property; information received by the DTSC about hazardous waste disposals on public land; sites listed pursuant to Section 25356 of the Health and Safety Code (removal and remedial action sites); and sites included in the Abandoned Site Assessment Program. As noted in Section 4.8.1.1, “Hazardous Materials Sites,” the Cortese List includes the State Water Resource Control Board’s (SWRCB) Geotracker database, solid waste disposal sites list, Cease and Desist Orders and Cleanup and Abatement Orders list; and the California Department of Toxic Substance Control’s (DTSC’s) EnviroStor database and hazardous waste sites. Pursuant to Government Code Section 65962.5, the DTSC compiles and updates the Cortese List as appropriate, and at least annually.

California Fire Code and Public Resources Code

The California Fire Code is Part 9 of CCR Title 24 (the California Building Standards Code). The California Fire Code incorporates, by adoption, the International Code Council’s International Fire Code with amendments specific to California. All facilities constructed as part of the proposed projects must
comply with the fire codes established by Title 24 and as amended by local jurisdictions. Title 24 is further discussed in Section 4.13, “Public Services and Utilities.”

**California Public Resources Code**

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that has an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided onsite for various types of work in fire prone areas. The Public Resources Code requirements apply to construction activities in areas designated by CAL FIRE as State Responsibility Areas with substantial wildland fire risk (California Public Resources Code Section 4125). The proposed project area would be located on CAL FIRE State Responsibility Areas designated as Very High Fire Hazard Severity Zones (Figure 4.8-1).

California Public Resources Code Sections 4292 and 4293 address vegetation management in transmission (and subtransmission) line corridors. Within CAL FIRE State Responsibility Areas that include mountainous land, forest-covered land, brush-covered land, or grass-covered land, owners and managers of electrical transmission lines are required to maintain a firebreak consisting of a clearing of not less than 10 feet in each horizontal direction from the outer circumference of structures that support electrical infrastructure that could be a source of ignitions and therefore present a fire risk, including switches, fuses, transformers, and lightning arresters. California Public Resources Code Section 4293 requires the felling, cutting, or trimming of dead, rotten, decayed, diseased, or otherwise weakened trees that may affect or fall on an electric line. Sections 4291 through 4299 also specify requirements for maintaining clearance around other types of structures and buildings to reduce fire risk that are applicable to both the proposed Valley–Ivyglen Project and Alberhill projects.

**California Occupational Health and Safety Administration**

The California Occupational Health and Safety Administration is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials. This administration requires businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The administration’s Hazards Communication Standard requires that workers be informed of the hazards associated with the materials they handle. Manufacturers are required to label containers, provide material safety data sheets in the workplace, and provide worker training.

**Underground Service Alert (DigAlert)**

California Government Code 4216 *et seq.* defines mandatory notification procedures for subsurface excavations and installations. Pursuant to Section 4216 *et seq.*, the applicant must contact the Underground Service Alert of Southern California at least two working days but no more than 14 days prior to conducting excavation activities for each component of the proposed projects (DigAlert 2015).

**Building Codes**

**California Building Standard Code**

The California Building Standards Code (CCR Title 24) provides design and construction measures for structures and other facilities. Part 9 is the California Fire Code, and Part 3 is the California Electrical Code. Measures provided in the California Building Standards Code are integrated and enforced through city and county review of development projects, the Office of the State Fire Marshal, and by local city or county fire chiefs or marshals.
California Fire Code
The California Fire Code is Part 9 of CCR Title 24 (the California Building Standards Code). The California Fire Code incorporates, by adoption, the International Code Council’s International Fire Code with amendments specific to California. All facilities constructed as part of the proposed project must comply with the fire codes established by Title 24 and as amended by local jurisdictions. Title 24 is further discussed in Section 4.13, “Public Services and Utilities.”

California Electrical Code
The California Electrical Code is Part 3 of CCR Title 24. The California Electrical Code incorporates, by adoption, the National Electrical Code (NEC) or National Fire Protection Association 70, for the safe installation of electrical wiring and equipment. It is part of the NEC series published by the National Fire Protection Association, a private trade association. To avoid electrical hazards, a thorough knowledge by electrical contractors of the NEC is required to install any electrical power system. The NEC covers the installation of electrical conductors, equipment, and raceways; signaling and communications conductors; and equipment and optical fiber cables for public and private premises.

CPUC General Orders and Decisions
The CPUC regulates the construction and operation of overhead transmission lines in California through the implementation and oversight of several rules and regulations known as General Orders (GOs). Rules GO 95, GO 128, GO 165, and GO 166 would apply to the proposed projects.

CPUC General Order 95: Rules for Overhead Electric Line Construction
GO 95 regulates the design, construction, operation, and maintenance of overhead electric lines in California. This order includes safety standards for overhead electric lines, including minimum conductor ground clearance, electric line inspection requirements, and vegetation clearance requirements. Rule 35 (Tree Trimming) defines minimum vegetation clearances around power lines and requires 10 feet of radial clearances for any conductor of a line operating at more than 110,000 volts and less than 300,000 volts. This rule also requires that utility providers remove dead, rotten, and diseased trees that overhang or lean toward a span of an electric line. Rule 31.2 (Inspection of Lines) requires that lines be inspected frequently to ensure that they are in good condition and that lines temporarily out of service be inspected and maintained to prevent a hazard. This order applies to the proposed 500-kV transmission and 115-kV subtransmission lines.

GO 128 establishes requirements for the construction, operation, and maintenance of all underground electric supply and communications systems under CPUC jurisdiction. These requirements are designed to ensure safe design and operation of underground electrical facilities, including design and inspection criteria, to reduce the risk of fire. GO 128 is applicable to the proposed underground 115-kV and fiber optic components.

CPUC General Order 165: Inspection Requirements for Electric Distribution and Transmission Facilities
GO 165 establishes requirements for electric distribution and transmission facilities (excluding facilities contained in a substation) regarding inspections to ensure safe and high-quality electrical service. This order establishes a minimum period between inspections and record-keeping requirements. It applies to the proposed 500-kV transmission and 115-kV subtransmission lines.
CPUC General Order 166: Standards for Operation, Reliability, and Safety during Emergencies and Disasters

GO 166 applies to all electric utilities subject to the jurisdiction of the CPUC and addresses electric service reliability and safety. The purpose of this order is to ensure that jurisdictional electric utilities are prepared for emergencies and disasters to minimize damage and inconvenience to the public that may occur as a result of electric system failures, major outages, or hazards posed by damage to electric distribution facilities. Investigations required by this order are conducted following every major outage, pursuant to and consistent with Public Utilities Code Section 364(c) and CPUC policy.

CPUC Electric Safety Order Instituting Rulemaking

In November 2008, after the Sesnon Fire, the CPUC issued an Order Instituting Rulemaking (OIR) to Revise and Clarify Commission Regulations Relating to the Safety of Electric Lines and Communications Infrastructure Provider Facilities (Electric Safety OIR; R.08-11-005). The purpose of the Electric Safety OIR was to determine whether revision or clarification was needed for CPUC regulations addressing potential hazards, such as fires, that could result from electric transmission and distribution lines.

The CPUC issued Decision 09-08-029 (Phase 1, Measures to Reduce Fire Hazards in California Before the 2009 Fall Fire Season, or Phase 1 Decision) in this proceeding in August, 2009. In the next phase of this proceeding (Decision 12-01-032; Phase 2, Regulations to Reduce Fire Hazards Associated with Overhead Power Lines and Communication Facilities), on January 12, 2012, the CPUC adopted an order instituting rulemaking to revise and clarify its regulations relating to the safety of electric utility and communications infrastructure provider facilities. This decision adopted further regulations to reduce fire hazards associated with overhead power lines and aerial communication facilities located in close proximity to power lines, including revisions to GO 95, GO 165, and GO 166.

GO 166 was revised to require investor-owned electric utilities in Southern California, such as SCE, to prepare and submit plans to prevent power-line fires during extreme weather events. SCE provided a Fire Management Plan within an Advice Letter to the CPUC that is applicable to operation, design, construction, inspection, and maintenance of the applicant’s overhead lines and structures (SCE 2012).

The CPUC is anticipated to issue a Phase 3 decision for the Electric Safety OIR that will reflect input from CAL FIRE. Phase 3 will address the establishment of:

- Standards for wood structures and materials that will allow utilities to reliably obtain prescribed safety factors enforceable by the CPUC;
- Modern materials and practices, with the goal of improving fire safety; and
- Fire safety standards for the design and construction of electrical infrastructure in areas of high fire threat.

In addition, the Phase 3 decision will address whether and how proposed fire safety standards should apply to existing facilities in high fire threat districts, as well as the development of a plan for reporting to the CPUC’s Consumer Safety and Protection Division.

4.8.2.3 Regional and Local

Regional Water Quality Control Board and Stormwater Pollution Prevention Plans

Under the National Pollutant Discharge Elimination System, California’s Regional Water Quality Control Boards require a Construction Activities Storm Water General Permit (Order 99-08-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ) for storm water discharges associated with any construction
activity, including clearing, grading, excavation reconstruction, and dredge and fill activities that results
in the disturbance of at least 1 acre of total land area. Since the proposed projects would disturb more than
1 acre, both this permit and a Stormwater Pollution Prevention Plan (SWPPP) would be required.
SWPPPs require the use of site-specific BMPs during construction to reduce the potential for erosion and
sedimentation and for vehicle and equipment fueling and maintenance, material storage, spill prevention,
and waste management. In Riverside County, permits are administered by the Santa Ana Regional Water
Quality Control Board. The National Pollutant Discharge Elimination System, federal Clean Water Act,
and California Water Quality Act are further described in Section 4.9, “Hydrology and Water Quality.”

Riverside County Department of Environmental Health and Ordinances

Riverside County Ordinance No. 651.3 (pursuant to California Health and Safety Code Section 25500)
requires the preparation of an HMBP for storage of hazardous materials in excess of threshold quantities.
The Riverside County Department of Environmental Health performs inspections at established facilities
to verify that hazardous materials are properly stored and handled and that the types and quantities of
materials reported in the HMBP are accurate. As the CUPA pursuant to the California Health and Safety
Code (Chapter 6.11, Sections 25404-25404.8), this department is the regulatory body for all hazardous
waste generated in the County. Transformers at the proposed Alberhill Substation would contain 33,550
gallons of transformer oil.

Riverside County Emergency Operations Plan and Local Hazard Mitigation Plan

The Riverside County Operational Area Emergency Operations Plan (EOP) provides guidance for the
County’s planned response to emergencies associated with natural disasters, technological incidents, and
natural emergencies occurring in or affecting the County. The EOP serves as the County’s framework for
implementation of the California Standardized Emergency Management System and, by extension, the
EOP will also implement the National Incident Management System, which is being integrated into the
California Standardized Emergency Management System. The EOP covers the mutual aid system,
preparedness phase operations, recovery phase operations, and mitigation phase operations (County of
Riverside 2006). For hazard identification, the EOP defers to the Riverside County Operational Area
Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside 2012), which covers the entire
proposed project area.

Riverside County has developed both an Operational Area EOP and an Operational Area Multi-
Jurisdictional Local Hazard Mitigation Plan to respond to a number of natural and human-created
disasters, including fire (see Section 4.8.2.3). Electric utilities are identified as critical facilities in these
plans. Specific evacuation and emergency response routes have not been defined in the proposed project
area. Additional discussion of emergency services and emergency response is included in Section 4.13,
“Public Services” and Section 4.15, “Transportation.”

Riverside County Fire Code and Fire Protection Ordinance

The Riverside County Fire Code contains baseline minimum standards to guard against unsafe
development and establish site-specific investigation requirements, construction standards, and inspection
procedures to ensure that development does not pose a threat to the health, safety, and welfare of the
public. Under County of Riverside Ordinance 787, the 2010 California Fire Code is adopted in its entirety
with amendments made to clarify the code for use by the County. As the proposed projects would be
constructed within Riverside County, the County Fire Code would apply.

Riverside County General Plan, Safety Element

The Safety Element of the County of Riverside General Plan was developed to help reduce impacts from
disasters in the County. The Safety Element addresses hazardous materials within Riverside County,
including agricultural chemicals, natural gas and petroleum, explosives, radioactive materials, and various commercial chemical substances, and their use, storage, and production.

The Safety Element also adopts the Riverside County Multi-Hazard Functional Plan. According to the Multi-Hazard Functional Plan, the cities of Lake Elsinore, Perris, Wildomar, Corona, and Murrieta are affected by wildfire, as well as Elsinore Valley Municipal Water District, Lake Elsinore Unified School District, Lee Lake Water District, and Menifee Unified School District. Wildfires have occurred in these locations, and the areas continue to be susceptible (County of Riverside 2012). A wildfire is defined as an uncontrolled fire spreading through vegetative fuels, posing danger and destruction to property. Wildfires can occur in undeveloped areas and spread to urban areas where structures and other human development are more concentrated. A number of policies presented in the Safety Element (County of Riverside 2008) are directed at identifying and reducing fire hazards or managing hazardous waste, such as:

- **Policy S 5.1:** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features.
- **Policy S 5.5:** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards; improved infrastructure; and improved mutual aid agreements with the private and public sector.
- **Policy S 7.4:** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by maintaining a fire control plan, including an onsite firefighting capability and volunteer fire response teams to respond to and extinguish small fires.

**Riverside County General Plan, Land Use Element**

This element includes policies related to airport planning and safety that are intended to ensure the orderly expansion of airports and adoption of land use measures that address noise and safety hazards. Policies in the Land Use Element that address airports include:

- **Policy LU 14.2:** Review all proposed projects and require consistency with any applicable airport land use compatibility plan.
- **Policy LU 14.7:** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.
- **Policy LU 14.9:** All development proposals within an Airport Influence Area will be submitted to the affected airport.

**Riverside County Airport Land Use Commission**

The Riverside County Airport Land Use Commission (ALUC) is responsible for development of the Riverside County Airport Land Use Compatibility Plan and each individual airport land use compatibility plan within the umbrella compatibility plan policy document. The individual airport land use compatibility plans define the Influence Areas of airports within the County. An Influence Area is defined as an area where current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. An airport Influence Area constitutes the area within which certain land use actions are subject to County ALUC review.

The County ALUC Plan includes policies applicable to land use compatibility planning in the vicinity of airports throughout the County. Proposals for new development with a height of more than 100 feet within Compatibility Zone E are subject to development review by the County ALUC. Any obstruction
reviewed by the FAA that receives a finding of anything other than “not a hazard to air navigation” is also subject to review by the ALUC (Riverside County ALUC 2004b).

Under the current adopted Perris Valley Airport Land Use Compatibility Plan, 115-kV Segments ASP8 and VIG1 would not be located within the Perris Valley Airport Land Use zone (Riverside County ALUC 2004c). However, a draft version of the revised Perris Valley Airport Land Use Plan does locate 115-kV Segments ASP8 and VIG1 within Perris Valley Airport Influence Area E (Riverside County ALUC 2010). 115-kV Segment VIG1 would fall within the Aircraft Approach Accident Risk Intensity Contours (landings from the south) (Riverside County ALUC 2010). Additionally, sections of 115-kV Segments ASP4 and ASP5 are located within the Influence Area of the Skylark Field Airport (Riverside County ALUC 2004a).

**City of Lake Elsinore**

The City’s fire department contracts with Riverside County for fire services. County and City fire response areas are discussed above in Section 4.8.1.5. The City of Lake Elsinore Fire Department provides oversight for hazardous materials uses and permits for the handling, storage, and use of hazardous materials. The City maintains an Emergency Preparedness Plan website that encourages public involvement in preparing for emergencies due to earthquakes, wildfire, hazardous materials releases, and other events. The General Plan establishes goals and policies for emergency preparedness and minimizing the risk of wildland fire and hazardous materials releases and (City of Lake Elsinore 2011), including:

- **Goal 3:** Reduce the level of risk associated with the use, transport, treatment, and disposal of hazardous materials to protect the community’s safety, health, and natural resources.
- **Policy 3.1:** Continue to require hazardous waste generators to implement a waste reduction program per the Riverside County Hazardous Waste Management Plan with necessary inspections per the Riverside County Hazardous Materials Handlers Program.
- **Policy 3.3:** Encourage the safe disposal of hazardous materials with County agencies to protect the City against a hazardous materials incident.
- **Goal 4:** Adhere to an integrated approach to minimizing the threat of wildland fires to protect life and property using pre-fire management, suppression, and post-fire management.
- **Policy 4.1:** Require on-going brush clearance and establish low fuel landscaping policies to reduce combustible vegetation along the urban/wildland interface boundary.
- **Policy 4.2:** Create fuel modification zones around development within high hazard areas by thinning or clearing combustible vegetation within 100 feet of buildings and structures. The fuel modification zone size may be altered with the addition of fuel resistant building techniques. The fuel modification zone may be replanted with fire-resistant material for aesthetics and erosion control.
- **Policy 4.3:** Establish fire resistant building techniques for new development such as non-combustible wall surfacing materials, fire-retardant treated wood, heavy timber construction, glazing, enclosed materials and features, insulation without paper-facing, and automatic fire sprinklers.

**City of Menifee**

The City of Menifee Draft General Plan (City of Menifee 2013) identifies the following goals and policies applicable to the proposed projects regarding hazards:
• **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.

• **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.

• **Policy S-5.2:** Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

• **Policy S-5.4:** Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.

• **Policy S-5.5:** Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.

• **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.

• **Policy S-6.4:** Locate new essential or critical facilities away from areas susceptible to impacts or damage from a natural disaster.

• **Policy S-6.5:** Promote strengthening of planned and existing critical facilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities as necessary to adequately meet the needs of Menifee's residents and workforce.

**City of Perris**

The Safety Element of the City of Perris General Plan (City of Perris 2005a, b) outlines the City’s goals for reducing the potential risks for death, injuries, property damage, and economic and social dislocation resulting from hazards or catastrophic events. No components of the proposed Alberhill Project are located within the City of Perris. The following goals and policies would be applicable to the Valley-Ivyglen Project:

• **Goal I:** Reduce risk of damage to property or loss of life due to a natural or man-made disasters.

• **Policy I.C.2:** Adopt landscaping standards to include a fire-resistant plant palette, where appropriate.

• **Policy I.C.4:** Maintain weed abatement Code Enforcement efforts.

• **Policy I.D.2:** Continue to notify March Air Reserve Base of new development project applications and consider their input prior to making land use decisions.

• **Goal II:** Improved response times for emergency service providers (police, fire, medical services)

• **Policy II.A.4:** Require that access roads be completed prior to development in outlying areas.

• **Policy I.F:** Hazardous Materials. The City will cooperate with the County of Riverside and the Riverside County Fire Department to enforce all rules related to Hazardous Materials generators and handlers.
City of Wildomar

At the time of preparation of this document, the City of Wildomar had not adopted a general plan. Wildomar was incorporated in 2008 and adopted all County of Riverside ordinances at that time. County ordinances remain in effect until the City enacts ordinances that supersede them. Policies listed above under the Riverside County General Plan as applicable to the proposed Alberhill Project also apply to the City of Wildomar. No components of the proposed Valley-Ivyglen Project would be located within the City of Wildomar.

City of Orange

As part of the proposed Alberhill Project, one microwave dish antenna would be installed at the applicant’s Serrano Substation on an existing antenna tower in the City of Orange in Orange County, California. The City’s fire department provides fire, paramedic, and ambulance services. The City’s General Plan includes goals and policies to protect lives and property of City residents and businesses from urban and wildland fire hazards. It also includes goals and policies to minimize risks to life, property, and the environment associated with producing, using, storing, or transporting hazardous materials and for emergency response preparedness. The City follows the County of Orange’s Hazardous Materials Inspection and Enforcement Plan (City of Orange 2010).

4.8.3 Methodology and Significance Criteria

The evaluation of impacts from hazards and hazardous materials during construction and operation of the proposed projects was based on the review of relevant federal, state, county, and local laws, regulations, plans (e.g., emergency response and hazard mitigation plans), policy documents, and standards and hazards and hazardous materials that would be associated with construction, operation, and maintenance of the proposed projects as described in Chapter 2, “Project Description.” State, county, and local maps were reviewed to determine the location of schools, known hazardous materials sites, airports, and fire severity zones as classified by CAL FIRE in proximity to the proposed project area.

Potential impacts from hazards and hazardous materials were evaluated in accordance to the following significance criteria. The criteria were defined based on the checklist items presented in Appendix G of the CEQA Guidelines. The proposed projects would cause a significant impact related to hazards and hazardous materials if they would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

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;

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school;

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;

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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;

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;
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

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.

Due to the hang gliding activity in the proposed project area, the following significance criterion has been added to this section to analyze the safety risk to hang gliders:

- Result in substantial safety risks to hang gliders

### 4.8.4 Environmental Impacts and Mitigation Measures (Valley–Ivyglen Project)

#### 4.8.4.1 Project Commitments (Valley–Ivyglen Project)

The applicant has committed to the following as part of the design of the proposed Valley–Ivyglen Project. See Section 2.6, “Project Commitments,” for a complete description of each project commitment.

- **Project Commitment B: Worker Environmental Awareness Plan:** Prior to construction, a Worker Environmental Awareness Plan would be developed based on final engineering designs, the results of preconstruction surveys, and mitigation measures developed by the California Public Utilities Commission. A presentation would be prepared by the applicant and shown to all site workers prior to their start of work. A record of all trained personnel would be kept with the construction foreman. In addition to the instruction for compliance with any site-specific biological or cultural resource protective measures and project mitigation measures, all construction personnel would also receive instruction on site-specific dust control, cultural resources identification, contaminant reduction practices, spill prevention and response procedures, emergency procedures, hazardous material safety, incident reporting, Best Management Practices, individual worksite responsibilities and legal requirements. Additionally, contact information of key personnel responsible for environmental compliance and emergency response would be made available to all site workers.

- **Project Commitment F: Geotechnical Study, Soil Testing, and Seismic Design Standards:** Prior to the start of construction, the applicant would conduct geotechnical and hydrologic studies and field investigations of the proposed Alberhill Substation site, 500-kV transmission line routes, and all 115-kV subtransmission line routes. The studies would include an evaluation of the depth to the water table, liquefaction potential, physical properties of subsurface soils, soil resistivity, and slope stability (landslide susceptibility). The studies would include soil boring and laboratory testing to determine the engineering properties of soils, would characterize soils and underlying bedrock units, characterize groundwater conditions, and evaluate faulting and seismicity risk. Soil samples would be collected and analyzed for common contaminants and the presence of hazardous materials. If chemicals are detected in the soil samples at concentrations above acceptable action levels, the applicant would avoid the above threshold contaminated soil or work with the property owner to remove the contaminated soil. The results of this study would be applied to final engineering designs for the proposed projects. The information collected would be used to determine final TSP foundation designs. In addition, the proposed Alberhill Substation would be located in an area susceptible to earthquakes. The applicant would design the proposed substation consistent with the applicable federal, state, and local codes, including the Institute of Electrical and Electronic Engineers 693 Standard, Recommended Practices for Seismic Design of Substations.
4.8.4.2 Impacts Analysis (Valley–Ivyglen Project)

Impact HZ-1 (VIG): Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

LESS THAN SIGNIFICANT WITH MITIGATION

Construction and operation of the proposed Valley–Ivyglen Project would include the use, transport, and disposal of hazardous materials and wastes. Hazardous materials that would be used throughout the proposed Valley–Ivyglen Project area during construction and operation include fuel, lubricants, and antifreeze associated with construction and maintenance equipment and vehicles, as well as paints, solvents, adhesives, and cleaning chemicals. Construction vehicles would be fueled by existing offsite fuel supply facilities or from an offsite fuel supply truck temporarily brought onsite to provide fuel.

Helicopters used for 115-kV conductor stringing and tower construction would be fueled by either the helicopter contractor’s fuel truck or fuel service available at an airport. Perris Valley Airport and Chino Airport may be used for fueling helicopters as part of the Valley–Ivyglen Project. Additionally, any of the staging areas and disturbance areas along the proposed Valley–Ivyglen 115-kV route, with the exception of 115-kV Segments VIG2, VIG3, and VIG8 and Staging Area VIG5, may be used for helicopter fueling.

During site preparation and excavation/foundation work activities, blasting or fracturing may be required along 115-kV Segments VIG1, VIG2, VIG5, VIG6, and VIG8. Explosive agents that may be used include dynamite, ammonium nitrate/fuel oil, slurry (water-gel explosive), and packaged emulsion explosives. Expansive agents that may be used for fracturing include limestone, dolomite, calcium hydroxide, calcium oxide, silicon dioxide, aluminum oxide, and ferric oxide as described under the “Blasting and Fracturing” heading in Section 2.4.5.4, “115-kV Structure Construction.”

Blasting agents are considered hazardous materials and are identified on materials safety data sheets as highly reactive or unstable. None of the proposed expansive agents are listed on the 40 CFR Part 355, Appendix A list of Extremely Hazardous Substances, but some of the agents or some forms of the agents (e.g., fumes) are listed on the California Hazardous Substances List (CCR Title 8, Section 339), including calcium hydroxide, calcium oxide, aluminum oxide, and ferric oxide (fume). The definition of hazardous materials includes hazardous substances (California Health and Safety Code Section 25501). Materials safety data sheets identify calcium oxide as “extremely hazardous” and calcium hydroxide and aluminum oxide as “hazardous” under the health hazard label. The routine use of blasting agents could also introduce a potential wildfire ignition source and could generate toxic decomposition products, residual solids, airborne particulates, and gases. The routine use of blasting agents, if imprecisely applied, could also generate a blast radius with the potential to harm bystanders, wildlife, plant life, and structures. Impacts would be potentially significant. Hazardous materials that may be required for blasting or fracturing would be managed as specified in Mitigation Measure (MM) HZ-1 and MM WQ-1, and contaminated soils or groundwater that may be encountered during blasting would be handled in accordance with MM HZ-2 and MM WQ-1.

Construction waste would be managed in accordance with federal, state, and local regulations and requirements. The majority of construction-related wastes would be inert materials (clean soil, vegetation, metal scrap, packaging materials, etc.), most of which would be containerized and disposed of at a licensed facility. Hazardous wastes that are likely to be generated during construction include waste motor oils, used transformer oil, waste hydraulic fluids, discarded batteries, waste solvents and adhesives, and old conductor wire. Wooden utility poles and wooden components treated with preservatives would be managed in accordance with California Health and Safety Code Section 25150.7 requirements. To comply with this code, the applicant would dispose of treated wooden poles only at a Class I hazardous
landfill or in a composite-lined portion of a solid waste landfill unit that meets the requirements outlined in the code.

Transportation, use, or disposal of hazardous materials or wastes and petroleum products are to be conducted in accordance with all applicable federal, state, and local regulations. However, routine transport, use, or disposal of hazardous materials and petroleum products could result in accidental releases or spills, representing a potential hazard to the public and environment during construction and operations. This would be a potentially significant impact. Implementation of MM HZBR-15 would reduce potentially significant impacts from improper transport, use, or disposal of hazardous materials. Spills that occur near aquatic resources could have a significant impact on water quality that could quickly spread downstream. The Storm Water Pollution Prevention Plan (SWPPP) would provide cleanup requirements for any incidental spills or other potential releases of hazardous materials. If minor spills or drips occur during construction activities, any fluid or impacted soil would be cleaned up immediately. With implementation of the SWPPP, all impacts due to accidental spills or releases would be less than significant. Implementation of MM BR-15 would require the applicant to perform vehicle maintenance activities at least 150 feet (or as specified by agency permits) from all aquatic resources and would require immediate cleanup of hazardous materials spills.

Three hazardous material or waste sites were identified in proximity to proposed Valley–Ivyglen Project components, and unrecorded hazardous material sites may also be present. Since soil contamination along the proposed route has not been thoroughly investigated, it remains possible that hazardous materials or wastes may be encountered along the proposed routes. Disposal of soils from contaminated sites would result in a significant impact. The applicant would perform geotechnical studies along the 115-kV subtransmission line segments (Project Commitment F), which would include soil studies. The soil analysis studies would include the collection and analysis of soil samples for common contaminants and the presence of hazardous materials. If chemicals are detected in the soil samples at concentrations above action levels, the applicant would avoid the contaminated soil or work with the property owner to remove it. In addition, the applicant would train construction personnel to notify the foreman and regional spill response coordinator in the event of hazardous materials spills and leaks from equipment or upon the discovery of soil or groundwater contamination (Project Commitment B). Since soil contamination along the proposed route has not been thoroughly investigated, it remains possible that hazardous materials or wastes may be encountered along the proposed routes, and the improper handling of encountered materials could lead to significant impacts. MM HZ-2 would require the applicant to develop a Contaminated Soil/Groundwater Contingency Plan, which would define procedures for soil and groundwater testing if unanticipated contamination is encountered. Implementation of MM HZ-2 would reduce the risk of improperly handling and disposing of contaminated soil, contaminated groundwater, and spilled hazardous materials by generating accurate and precise data on the contamination extent and characteristic.

The applicant would prepare and require all site workers to participate in Worker Environmental Awareness Plan training prior to construction (Project Commitment B). The training would instruct workers on their individual responsibilities under the SWPPP, site-specific BMPs, and location of material safety data sheets. The Worker Environmental Awareness Plan would also instruct workers on proper procedures in the event of hazardous materials spills, leaks from equipment, or upon the discovery of soil or groundwater contamination. The SWPPP would require that the location of hazardous materials be identified and protective measures, notifications, and cleanup requirements for spills of hazardous materials to be developed. MM BR-15 requires impacts may be significant related to stormwater without implementation of the project SWPPP, which would include specific measures. MM BR-15 outlines minimum BMPs that must be included in the project SWPPP.
In summary, implementation of Project Commitments B and F in addition to compliance with applicable laws and regulations would reduce impacts from the routine use, transport, and disposal of hazardous materials, but impacts would remain significant. Implementation of MM HZ-1, MM HZ-2, MM BR-15, and MM WQ-1 would reduce impacts under this criterion to less than significant levels.

**Mitigation Measures**

**MM BR-15: Stormwater Pollution Prevention Plan (SWPPP) Best Management Practices (BMPs).**

**MM HZ-1: Hazardous Materials Management.** Prior to construction, the applicant shall prepare a hazardous materials management, handling, transport, storage, disposal, and emergency response plan for project construction, operation, and maintenance, following the requirements of applicable federal, state, and local regulations. Unless otherwise implemented prior to construction in accordance with plans required by the Riverside County Hazardous Materials Management Division, the plan includes the following:

1. Train project personnel in appropriate work practices including spill prevention and response measures.
2. Contain all hazardous materials at work sites and properly dispose of all such materials.
   a. Hazardous materials shall be stored on pallets within fenced and secured areas and protected from exposure to weather.
   b. Fuels and lubricants shall be stored only at designated staging areas.
3. Maintain hazardous material spill kits for small spills at all active work sites and staging areas.
4. Thoroughly clean up all spills as soon as they occur.
5. Store sorbent and barrier materials at the Alberhill Substation site and all construction staging areas, including staging areas used during activities for decommissioning of the Alberhill Substation. Sorbent and barrier materials shall be used to contain runoff from contaminated areas and from accidental releases of oil or other potentially hazardous materials to prevent the runoff from entering the storm drainage system.
6. Perform all routine equipment maintenance at a shop or at the staging area and recover and dispose of wastes in an appropriate manner.
7. Monitor and remove any vehicles with chronic or continuous leaks from use and complete repairs before returning them to operation.
8. Store shovels and drums at the staging area. If small quantities of soil become contaminated, use shovels to collect the soil and store in drums before proper offsite disposal. Large quantities of contaminated soil may be collected using heavy equipment and stored in drums or other suitable containers prior to disposal. Should contamination occur adjacent to staging areas because of runoff, shovels and/or heavy equipment shall be used to collect the contaminated material.

The applicant shall submit the plan to CPUC for review and approval at least 60 days prior to the start of construction. The applicant shall implement the plan during construction, operation, and maintenance of the projects.

**MM HZ-2: Contaminated Soil/Groundwater Contingency Plan.** Prior to the start of construction, to the extent not otherwise included within plans required by the Riverside County Hazardous Materials Management Division, the applicant shall develop a Contaminated Soil/Groundwater Contingency Plan to address the unearthing or exposure of buried hazardous materials or contamination or contaminated...
groundwater during construction of the projects. The Plan shall detail steps that the applicant or its contractor will take to prevent the spread of contamination, the sampling necessary if contamination is discovered, and remedial action to be taken. The Plan, at minimum, shall include the following:

1. Contact information for federal, regional, and local agencies, the applicant’s environmental coordinator(s) responsible for the cleanup of contaminated soil or groundwater, and licensed disposal facilities and haulers.

2. Procedures to minimize environmental impacts in the event that hazardous soils, contaminated groundwater, or other hazardous materials are encountered during construction including stopping work; securing and marking the contaminated area; preventing the spread of contamination; testing; primary, secondary, and final cleanup procedures; and proper disposal in accordance with applicable laws and regulations.

3. Training requirements for construction workers performing excavation activities including training on types of contamination including common contaminants (e.g., petroleum hydrocarbons, lead, mercury, and metals, asbestos, acetone, nitrate, semi-volatile organic compounds and volatile organic compounds (benzene), polychlorinated biphenyls, sanitary waste, and pesticides) and hazardous materials (as defined by the California Health and Safety Code) and identifying potentially hazardous contamination (e.g., stained or discolored soil and odor).

4. Dewatering procedures including storage, testing, treatment, and disposal requirements and dewatering BMPs set forth in the applicant’s Storm Water Pollution Prevention Plan.

The applicant shall submit the plan to CPUC for review and approval at least 60 days prior to the start of construction. The applicant shall implement the plan during construction of the projects.

**MM WQ-1: Blasting Plan and Best Management Practices.**

**Impact HZ-2 (VIG):** 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. 

*LESS THAN SIGNIFICANT WITH MITIGATION*

As described under Impact HZ-1 (VIG), the applicant would transport, use, or dispose of hazardous materials and petroleum products in accordance with all applicable federal, state, and local regulations. However, routine transport, use, or disposal of hazardous materials and petroleum products could result in accidental releases or spills, representing a potential hazard to the public and environment during construction and operations.

There are no large volume containers associated with the Valley–Ivyglen Subtransmission Line Project. However, hazards could result from the disturbance of unknown contaminated sites during construction or operation and maintenance activities. As indicated in HZ-1 (VIG), the applicant would perform collection and analysis of soil samples for common contaminants and the presence of hazardous materials.

Accidental contact with existing underground utility lines or private utilities line such as leach lines associated with a septic system during construction of the proposed Valley Ivyglen Project could release hazardous materials. Compliance with California Government Code 4216.1 (DigAlert) would reduce potential impacts to public utility lines. However, significant impacts would remain for private underground infrastructure. Prior to finalizing the engineering design, MM HZ-3 requires the applicant to contact the Underground Service Alert of Southern California to identify the exact locations of gas pipelines within the project area. In addition, the applicant will contact affected private landowners to
determine if septic systems and associated leach fields, as well as other underground facilities, may be impacted by construction of the projects. Final engineering plans for the projects will be designed to avoid or minimize interference or damage to underground facilities, both public and private. Once identified, the applicant will immediately notify by telephone the owner of underground facilities that may have been damaged or dislocated during construction of the projects. The implementation of MM HZ-3 would reduce potential impacts to private underground infrastructure to less than significant.

Felled aboveground transmission lines would pose a health and safety hazard to people in the area if people come in contact with active lines. Compliance with CPUC GO 95, GO 165, and GO166 would reduce the risk and prevent significant impacts that may occur during accidents and natural events, which would cause public safety hazards from felled aboveground transmission lines to less than significant.

Compliance with applicable regulation, Project Commitment B, and Project Commitment F would reduce the risk but not prevent significant impacts that may still occur from upset and accident conditions involving the release of hazardous materials. The implementation of a site-specific hazardous materials management plan (MM HZ-1), a contaminated soil/groundwater contingency plan (MM HZ-2), an investigation of public and private underground facilities (MM HZ-3), a SWPPP (MM BR-15), and blasting management plan (MM WQ-1) would further prevent the potential for upset and accident conditions and would reduce impacts under this criterion to less than significant levels.

Mitigation Measures


MM HZ-3: Contacting Affected Landowners Regarding Underground Facilities, Prior DigAlert. As part of the siting and engineering for the projects, the applicant shall precisely locate all underground natural gas lines that may be impacted. Prior to finalizing the engineering design, the applicant shall contact the Underground Service Alert of Southern California (DigAlert) to identify the exact locations of gas pipelines within the project area. In addition, prior to construction the applicant shall contact affected private landowners to determine if septic systems and associated leach fields as well as other underground facilities may be impacted by construction of the projects. Final engineering plans for the projects shall be designed to avoid damage to underground facilities, both public and private. The applicant shall immediately notify by telephone the owner of underground facilities that may have been damaged or dislocated during construction of the projects.

MM WQ-1: Blasting Plan and Best Management Practices.
Impact HZ-3 (VIG): Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.

LESS THAN SIGNIFICANT WITH MITIGATION

Four schools are located within 0.25 miles of the proposed Valley–Ivyglen Project (Table 4.8-2). It is not anticipated that the proposed Valley–Ivyglen Project would involve the handling or emission of hazardous or acutely hazardous materials as defined by CEQA Section 21151.4 in quantities equal to or greater than the state threshold quantities specified in Section 25532 of the California Health and Safety Code.

Diesel-powered vehicles and construction equipment would be used during construction of the proposed Valley–Ivyglen Project. Diesel exhaust emissions are considered toxic emissions by the California Air Resources Board. Diesel exhaust would be emitted within 0.25 miles of schools; however, because construction activities would be temporary and would not take place at any single location for an extended period, impacts from diesel exhaust emissions would be less than significant.

As discussed under Impact HZ-1 (VIG) and Impact HZ-2 (VIG), hazardous materials could be released during construction or operation of the proposed Valley–Ivyglen Project. Project Commitments B and F and compliance with applicable laws and regulations would reduce impacts but not to less than significant. Implementation of MM HZ-1, MM HZ-2, MM HZ-3, MM BR-15, and MM WQ-1 would reduce impacts under this criterion to less than significant levels.

Mitigation Measures


MM HZ-3: DigAlert.

MM WQ-1: Blasting Plan and Best Management Practices.

Impact HZ-4 (VIG): 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.

LESS THAN SIGNIFICANT WITH MITIGATION

As described in Section 4.8.1.1, Cortese List (Government Code Section 65962.5) database searches identified three solid waste disposal sites, sites with Cease and Desist Orders or Cleanup and Abatement Orders, or DTSC EnviroStor sites within 1,000 feet of components of the proposed Valley–Ivyglen Project (DTSC 2015a,b; SWRCB 2015a,b,c). Since project components would not be located on these identified sites, it is not anticipated that the associated project activities would expose contaminated soils. However, it remains possible that hazardous materials or wastes from undocumented releases may be encountered along the proposed route, since there has not been a soil contamination investigation of the proposed route. Discovery of hazardous materials or wastes could lead to a potentially significant hazard to the public or environment if materials are improperly handled. MM HZ-2 would require the applicant to develop a Contaminated
Soil/Groundwater Contingency Plan to address the potential for encountering subsurface sources of contamination throughout all areas to be disturbed during construction of the proposed Valley–Ivyglen Project. Implementation of MM HZ-2 would reduce potential impacts to less than significant.

**Mitigation Measure**

**MM HZ-2: Contaminated Soil/Groundwater Contingency Plan.**

**Impact HZ-5 (VIG):** For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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.

*NO IMPACT*

Proposed 115-kV Segment VIG1 would be located approximately 1.5 miles south of Perris Valley Airport but would not be located within a Perris Valley Airport Land Use zone under the current Perris Valley Airport Land Use Compatibility Plan (Riverside County ALUC 2004c). A portion of the 115-kV Segment VIG1 would be located within the Perris Valley Airport Compatibility Zone E under the draft version of the revised Perris Valley Airport Land Use Plan (Riverside County ALUC 2010). Applicable development conditions within Perris Valley Airport Influence Area E include required airspace review for developments over 150 feet tall due to concerns about compatibility with airport activities (Riverside County ALUC 2004b). The segment would also be located within an Aircraft Approach Accident Risk Intensity Contours, which indicates that the proposed segment would be located in an area with statistically higher potential for accidents based on nationwide data (Riverside County ALUC 2010).

The proposed 115-kV Segment VIG1 would be located within the applicant’s existing ROW, on the north side of the existing Valley–Serrano 500 kV transmission line. LWSPs installed as part of 115-kV Segment VIG1 are anticipated to extend about 75 feet above the ground surface but would not exceed 115 feet above the ground surface. Because these structures would be less than 150 feet in height, installation of these structures would not require airspace review under the draft version of the revised Perris Valley Airport Land Use Plan. Furthermore, the existing lattice steel towers of the Valley – Serrano 500-kV transmission line range from 129 to 132 feet above the ground and would be taller than the LWSPs installed as part of 115-kV Segment VIG1. 115-kV Segment VIG1 would therefore not result in a significant safety hazard for people residing or working in the project area and there would be no impact under this criterion.

Airspace hazards, in general, are discussed in Section 4.15, “Traffic and Transportation.”

**Impact HZ-6 (VIG):** 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.  

*NO IMPACT*

There are no private airstrips within 2 miles of the proposed Valley–Ivyglen Project components. Therefore, there would be no impact under this criterion. Airspace hazards, in general, are discussed in Section 4.15, “Traffic and Transportation.”

**Impact HZ-7 (VIG):** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

*LESS THAN SIGNIFICANT*
No emergency or evacuation routes are identified in the Riverside County General Plan, Riverside County EOP, Local Hazard Mitigation Plan, City of Lake Elsinore General Plan, City of Perris General Plan, or City of Menifee Draft General Plan in the vicinity of any component of the proposed Valley–Ivyglen Project (County of Riverside 2006, 2008, 2012; City of Lake Elsinore 2011; City of Menifee 2013).

Construction of the proposed Valley–Ivyglen Project could interfere with emergency response services at locations where subtransmission line stringing activities would occur. The temporary road and lane closures associated with construction activities could lengthen response times required for emergency vehicles passing through the construction zone. Construction activities completed within or along public streets would be conducted in accordance with local ordinances, applicable general plan policies, the Riverside County EOP and Multi-Jurisdictional Local Hazard Mitigation Plan, and control measures published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2014).

In places where the components of the proposed Valley–Ivyglen Project would span a road or require lane closure, construction activities would be coordinated with the local jurisdiction in accordance with local ordinances and permit conditions to avoid closure of emergency routes. Traffic Control Plans would be developed and implemented as required by Riverside County and the cities of Lake Elsinore, Menifee, and Perris during local permitting processes that would provide traffic control services to ensure adequate flow of traffic during lane or road closures (Section 4.15, “Transportation and Traffic”).

Operation of the proposed Valley–Ivyglen Project would not result in lane closures or other obstructions to area roads or traffic. Maintenance would be performed consistent with local ordinances, applicable general plan policies, the Riverside County EOP and Multi-Jurisdictional Local Hazard Mitigation Plan, and control measures published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2014). Therefore, impacts under this criterion would be less than significant.

Impact HZ-8 (VIG): 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.

LESS THAN SIGNIFICANT WITH MITIGATION

Construction, operation, and maintenance activities associated with the proposed Valley–Ivyglen Project would increase fire risk during refueling, vehicle and equipment use, welding, vegetation clearing, worker cigarette smoking, and other activities. Fires could ignite when objects contact the proposed electrical lines or other energized equipment, when a live-phase conductor falls to the ground, due to conductor-to-conductor contact, or due to power surges.

The proposed Valley–Ivyglen Project would be constructed and maintained in a manner consistent with California Public Resources Code Sections 4291 through 4299, which regulate vegetation management. Per these regulations, the applicant would maintain vegetation clearance areas along the subtransmission line segments. The proposed Valley–Ivyglen Project would also be constructed and maintained in a manner consistent with CPUC GO 95, GO 128, GO 165, and GO 166 for overhead and underground subtransmission line construction, inspection, and safety.

Because segments of the proposed Valley–Ivyglen Project would be located in Very High Fire Hazard Severity Zones and in areas identified by CAL FIRE as having significant potential for large, destructive wildfires (CAL FIRE 2005), construction of the proposed Valley–Ivyglen Project would substantially increase fire risk regardless of vegetation clearing and compliance with applicable laws, regulations, and standards. Operation of the proposed Valley–Ivyglen Project would also increase fire risk. MM HZ-4
presents requirements for a Fire Control and Emergency Response Plan that would reduce the risk of fire and impacts that would result should a fire occur. Implementation of MM HZ-4 would ensure that impacts under this criterion are less than significant during construction and operation.

**Mitigation Measure**

**MM HZ-4: Fire Control and Emergency Response.** The applicant, in consultation with its contractors, shall develop and implement site-specific fire control and emergency response plans to address the risk of fire or other emergencies (e.g., flooding) during construction, operation, and maintenance of the projects.

The plans and a record of contact and coordination with the fire departments with jurisdiction over each worksite shall be submitted to the CPUC for review and approval prior to start of construction. The plans shall describe fire prevention and response practices that the applicant and its contractors will implement to minimize the risk of fire, and in the event of fire or other emergencies, provide for immediate response.

The site-specific plans shall specify that the applicant or its contractors will furnish supervision, labor, tools, equipment, and materials for the prevention of fire and extinguishing and controlling the spread of fires started as a result of project activities.

**During Construction:**

- The applicant or its designated contractors shall designate a full time Fire Risk Manager who will be present at each worksite during construction activities, whose sole responsibility will be to monitor the contractor’s fire-prevention activities, and who will have full authority to stop construction as needed to prevent fire hazards. The Fire Risk Managers shall:
  - Serve as liaisons to fire departments and act as a point of contact for fire departments in the event of fire or other emergency;
  - Manage the prevention, detection, control, and extinguishing of fires set accidentally as a result of construction activity;
  - Review site-specific fire control and emergency response plans with construction personnel prior to starting work at each project area;
  - Ensure that all construction personnel are trained in fire safety measures relevant to their responsibilities. At minimum, construction personnel shall be trained in fire and emergency reporting and incipient-stage fire prevention, control, and extinguishing (i.e., the fire can be controlled or extinguished by portable fire extinguishers, small hose systems, or portable water supplies without the need for protective clothing or breathing apparatus). Each member of the construction workforce shall be trained and equipped to extinguish small fires;
  - Be equipped with radio and cellular telephone access for the duration of each work day;
  - Ensure that all construction personnel are provided with operational radio and cellular telephone access at each worksite to allow for immediate reporting of fires or other emergencies and ensure that communication pathways and equipment are tested and confirmed operational each day prior to initiating construction activities at each worksite; and
  - Maintain an updated key personnel and emergency services contact (telephone and email) list onsite and available to construction personnel.

- Construction workers shall immediately report all fires to the nearest Fire Risk Manager.

**During All Project Phases:**
• Equipment installed and maintained as part of the project shall include:
  - Spark arresters that are in good working order and meet applicable regulatory standards for all internal combustion engines (both stationary and mobile);
  - Fire suppression equipment on all motorized vehicles that includes, at minimum, one shovel and one pressurized chemical fire extinguisher;
  - A fire extinguisher capable of extinguishing any equipment-caused fire on all heavy construction equipment; and
  - Portable communication devices (e.g., radios or cellular telephones) and communication protocols for project workers to coordinate with local agencies and emergency personnel in the event of fire or other emergencies.

• Measures to be undertaken by the applicant or its contractors shall include:
  - Prohibiting smoking during the operation of light or heavy construction equipment; in wildland areas; and within 30 feet of any area where combustible materials (e.g., fuels, gases, and solvents) are stored;
  - Limiting smoking to paved areas or areas cleared of all vegetation;
  - Posting no-smoking signs and fire rules on project bulletin boards, at contractor field offices, and in other areas visible to workers during fire season;
  - Maintaining all worksites in an orderly, safe, and clean manner. Maintaining staging areas and parking areas free of extraneous flammable materials. Removing all oily rags and used oil filters from worksites;
  - Confining hot-work activities (e.g., welding, brazing, soldering, grinding, and arc cutting) to cleared areas with a minimum 10-foot clearance radius measured from place of hot-work activity;
  - Ensuring an appropriate fire extinguisher is present before initiating each hot-work activity;
  - Preventing vehicles with hot exhaust manifolds from idling on roads with combustible vegetation under the vehicles;
  - Ensuring all Blasting Plan (MM WQ-1) BMPs are followed, e.g., pre-blast and post-blast inspections;
  - Notifying the fire department with jurisdiction over the worksite in advance of all planned burning activities (e.g., to clear vegetation). Special care shall be taken to prevent damage to adjacent structures, trees, and vegetation during planned burning activities; and
  - Any additional fire prevention and detection measures to lower the risk of wildland fires.

• Measures to be undertaken by the applicant or its contractors for days when the National Weather Service issues a Red Flag Warning for a project area shall include:
  - Abiding by all restrictions and requirements that may be imposed by fire departments during Red Flag Warning periods (e.g., parking restrictions; road closures; and work activity and equipment use restrictions and requirements); and
  - Prohibiting smoking at all worksites.

**Impact HZ-9 (VIG):** Result in substantial safety risks to hang gliders.  
*LESS THAN SIGNIFICANT*
The proposed subtransmission line would be located in an area known to be used for hang glider landing. The vacant fields adjacent to Interstate-15 (I-15) where it crosses Nichols Road are used as a landing zone for hang gliders west of I-15. This area is about 1,250 feet east of 115-kV Segments VIG4 and VIG5. Overhead electrical lines are present along Pierce Street, Baker Street, and an unnamed dirt road approximately 650 feet southeast of the intersection of Baker Street and Pierce Street. The existing wood structures support a section of the Valley–Elsinore–Fogarty–Ivyglen 115-kV Subtransmission Line (with structures approximately 90 feet above ground surface) and distribution lines (with structures approximately 65 feet above ground surface). Proposed 115-kV Segments VIG4 and VIG5 would include the installation of replacement structures that range in height between 75 and 105 feet above ground surface along these existing subtransmission and distribution line ROWs. Although some of the proposed structures would be incrementally taller than some of the existing structures, the replacement of these structures would not substantially increase safety risks to hang gliders. Therefore, impacts under this criterion would be less than significant.

4.8.5 Environmental Impacts and Mitigation Measures (Alberhill Project)

4.8.5.1 Project Commitments (Alberhill Project)

The applicant has committed to the following as part of the design of the proposed Alberhill Project. See Section 2.6, “Project Commitments,” for a complete description of each project commitment.

- **Project Commitment A: Landscaping and Irrigation Plan:** Prior to the start of construction, the applicant would develop a Landscaping and Irrigation Plan for the proposed Alberhill Substation road frontage only along Temescal Canyon Road, Concordia Ranch Road and Love Lane that is consistent with surrounding community standards, substation security and safety requirements. The applicant would consult with Riverside County about the Plan and incorporate applicable County recommendations to the extent possible. Landscaping would be designed to filter views from the surrounding community and other potential sensitive receptors near the proposed substation and be consistent with the surrounding community. The landscape plan would include a plant species list and installation and construction requirements. The applicant would contract a landscape architect to complete the landscaping plan during final engineering for the Alberhill Project. Irrigation and landscaping installation would occur after construction of the proposed substation perimeter wall, and transmission poles/towers erected, underground utility lines/cable ducts installed, and water service has been established. During operations, the applicant would maintain the substation site pursuant to the Landscaping and Irrigation Plan and be responsible for upkeep as long as the applicant owns the property.

- **Project Commitment B: Worker Environmental Awareness Plan:** Prior to construction, a Worker Environmental Awareness Plan would be developed based on final engineering designs, the results of preconstruction surveys, and mitigation measures developed by the California Public Utilities Commission. A presentation would be prepared by the applicant and shown to all site workers prior to their start of work. A record of all trained personnel would be kept with the construction foreman. In addition to the instruction for compliance with any site-specific biological or cultural resource protective measures and project mitigation measures. All construction personnel would also receive instruction on site-specific dust control, cultural resources identification, contaminant reduction practices, spill prevention and response procedures, emergency procedures, hazardous material safety, incident reporting, Best Management Practices, individual worksite responsibilities and legal requirements.

- **Project Commitment F: Geotechnical Study, Soil Testing, and Seismic Design Standards:** Prior to the start of construction, the applicant would conduct geotechnical and hydrologic studies...
and field investigations of the proposed Alberhill Substation site, 500-kV transmission line routes, and all 115-kV subtransmission line routes. The studies would include an evaluation of the depth to the water table, liquefaction potential, physical properties of subsurface soils, soil resistivity, and slope stability (landslide susceptibility). The studies would include soil boring and laboratory testing to determine the engineering properties of soils, would characterize soils and underlying bedrock units, characterize groundwater conditions, and evaluate faulting and seismicity risk. Soil samples would be collected and analyzed for common contaminants and the presence of hazardous materials. If chemicals are detected in the soil samples at concentrations above acceptable action levels, the applicant would avoid the contaminated soil or work with the property owner to remove the contaminated soil. The results of this study would be applied to final engineering designs for the proposed projects. The information collected would be used to determine final TSP foundation designs. In addition, the proposed Alberhill Substation would be located in an area susceptible to earthquakes. The applicant would design the proposed substation consistent with the applicable federal, state, and local codes, including the Institute of Electrical and Electronic Engineers 693 Standard, Recommended Practices for Seismic Design of Substations.

4.8.5.2 Impacts Analysis (Alberhill Project)

**Impact HZ-1 (ASP): Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

LESS THAN SIGNIFICANT WITH MITIGATION

Construction and operation of the proposed Alberhill Project would include the use, transport, and disposal of hazardous materials. Hazardous materials that would be used throughout the proposed Alberhill Project area during construction and operation include fuel, lubricants, and antifreeze associated with construction and maintenance equipment and vehicles, as well as paints, solvents, adhesives, and cleaning chemicals. Blasting would not occur as part of the proposed Alberhill Project.

Construction vehicles would be fueled by existing offsite fuel supply facilities or from an offsite fuel supply truck temporarily brought onsite to provide fuel. Helicopters used for 500-kV transmission line construction and conductor stringing would be fueled by either the helicopter contractor’s fuel truck or fuel service available at a local airport (e.g., Skylark Field). Helicopter fueling may occur at Skylark Field Airport, Perris Valley Airport, or the applicant’s Chino Air Operations Facility, the proposed Alberhill Substation site, Staging Area ASP1, Staging Area ASP2, and Staging Area ASP3. Small quantities of fuel (10 to 40 gallons) would be stored onsite for gasoline-powered hand tools, small portable generators, and the emergency backup generator; otherwise, the applicant would not store bulk fuels at work sites during construction of the proposed Alberhill Project.

Construction of the Alberhill Substation would require the transportation of approximately 134,200 gallons of transformer oil. Federal and state laws regulate transport vehicle specifications, driver qualifications, and load container specifications used for transportation of the proposed volume of oil such that under normal conditions, no release of oil to the environment would occur.

Construction waste would be managed in accordance with federal, state, and local regulations and requirements. The majority of construction-related waste would be inert material (clean soil, vegetation, metal scrap, packaging materials, etc.), most of which would be containerized and disposed of at a licensed facility. Hazardous wastes that are likely to be generated during construction include waste motor oils, used transformer oil, waste hydraulic fluids, discarded batteries, waste solvents and adhesives, aboveground storage tanks, contaminated water, and old conductor wire. Wooden utility poles and
wooden components treated with preservatives would be managed in accordance with California Health and Safety Code Section 25150.7 requirements. To comply with this code, the applicant would dispose of treated wooden poles only at a Class I hazardous landfill or in a composite-lined portion of a solid waste landfill unit that meets the requirements outlined in the code. During construction at the proposed Alberhill Substation site, the applicant or its contractor may encounter subsurface structures such as pipelines or unknown/undetected storage tanks, or materials resulting in a release of contaminants such as lead, asbestos, pesticides, or fuel, that may be associated with past uses.

During operation, the applicant would store up to 134,200 gallons of transformer oil used as insulating media for the 500/115-kV transformers; approximately 960 gallons of diesel (Low-Sulfur Diesel No. 2) for the backup generator; and lead-calcium batteries would be stored in the control room at the proposed Alberhill Substation. Prior to operation, an SPCC plan would be developed and implemented. The proposed Alberhill Substation would be unstaffed, and electrical equipment within the proposed substation would be remotely monitored and controlled by an automated system from the applicant’s Valley Substation Regional Control Center. The applicant’s personnel would visit the proposed Alberhill Substation for electrical switching and routine maintenance purposes at least once per week. Routine maintenance would include equipment testing, equipment monitoring, and repair. Maintenance activities at the transmission and subtransmission lines would be inspection-related and would occur at least once per year by driving and/or flying the line routes. It is not anticipated that vehicle fueling would occur at the proposed substation site or along the transmission or subtransmission lines during routine maintenance.

The applicant would transport, use, or disposal of hazardous materials and petroleum products in accordance with all applicable federal, state, and local regulations, including the preparation and implementation of an SPCC plan (40 CFR Part 112) and an HMBP (Riverside County Ordinance 651.3, California Health and Safety Code Section 25500) for construction and operation of the proposed Alberhill Substation. However, routine transport, use, or disposal of hazardous materials and petroleum products could result in accidental releases or spills, representing a potentially significant hazard to the public and environment during construction and operations. The applicant would prepare and require all site workers to participate in Worker Environmental Awareness Plan training prior to construction, as described in Project Commitment B. The training would instruct workers on their individual responsibilities under the SWPPP, site-specific BMPs, and location of material safety data sheets. The Worker Environmental Awareness Plan would also instruct workers on proper procedures in the event of hazardous materials spills, leaks from equipment, or upon the discovery of soil or groundwater contamination. Project Commitment B would reduce impacts but not to less than significant. The applicant would also develop and implement a Hazardous Material Management Plan (MM HZ-1BR-15) that would address prevention, control, and clean-up of upset and accident conditions involving the release of hazardous materials. Impacts would be less than significant with implementation of MM HZ-1BR-15.

The closest aquatic resource, Lake Elsinore, is located 1 mile east of the closest Alberhill Project component. Spills that occur near storm drains that lead to Lake Elsinore or the other surface waters shown in Figure 4.9-2 could have a significant impact on water quality that could quickly spread downstream. Implementation of MM BR-15 would require the applicant to perform vehicle maintenance activities at least 150 feet (or as specified by agency permits) from all aquatic resources recommended by a qualified SWPPP preparer. The SWPPP would also contain other standard measures related to require immediate cleanup of hazardous materials spills.

Eleven hazardous material or waste sites were identified in proximity to proposed Alberhill Project components, and unrecorded hazardous material sites may also be present. It remains possible that hazardous materials or wastes from undocumented releases may be encountered along the proposed routes.
because soil contamination in these areas has not been thoroughly investigated. Improper handling and disposal of soils from contaminated sites would result in a significant impact. The applicant would perform geotechnical studies along the 115-kV subtransmission line segments (Project Commitment F), which would include soil studies. The soil analysis studies would include the collection and analysis of soil samples for common contaminants and the presence of hazardous materials. If chemicals are detected in the soil samples at concentrations above acceptable action levels, the applicant would avoid the contaminated soil or work with the property owner to remove it. In addition, the applicant would train construction personnel to notify the foreman and regional spill response coordinator in the event of hazardous materials spills and leaks from equipment or upon the discovery of soil or groundwater contamination (Project Commitment B). Project Commitments B and F would reduce impacts, but impacts would remain significant if unanticipated contamination is discovered. MM HZ-2 would require the applicant to develop a Contaminated Soil/Groundwater Contingency Plan, which would define procedures for soil and groundwater testing if unanticipated contamination is encountered. Implementation of MM HZ-2 would reduce the risk of improper handling and disposal of contaminated soil, contaminated groundwater, and spilled hazardous materials by generating accurate and precise data on the contamination extent and characteristic.

In summary, compliance with applicable laws and regulations and implementation of Project Commitments B would reduce impacts under this criterion. However, implementation of MM HZ-1, MM HZ-2, and MM BR-15 would reduce impacts under this criterion to a less than significant level.

Mitigation Measures


Impact HZ-2 (ASP): 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.

LESS THAN SIGNIFICANT WITH MITIGATION

Construction and operation of the proposed project would require the transport of large quantities (i.e., more than 10,000 gallons) of new and used transformer oil to and from the proposed Alberhill Substation site. In addition, 960 gallons of Low-Sulfur Diesel No. 2 would be stored at the proposed substation site within the fuel tank of a backup generator. The transportation of oil, fuel, and hazardous materials would have the potential to leak along roadways and enter nearby sensitive areas. Federal and state regulations regarding hazardous materials/wastes are designed to ensure that the use, transport, storage, and disposal of hazardous materials are done safely and in a manner to avoid upset and accident conditions. Upset and accident conditions involving release of these materials would be a significant impact.

The applicant would implement a SWPPP (MM BR-15), which would reduce the potential for stormwater pollution, and would prevent the release of stored hazardous materials on site during construction, which would be reviewed and overseen by the Regional Water Quality Control Board (MM BR-15). The applicant would also develop and implement a Hazardous Material Management Plan (MM HZ-1) that would address prevention, control, and cleanup of upset and accident conditions involving the release of hazardous materials. Impacts during construction of the substation would be less than significant with implementation of these mitigation measures.
During operation of the proposed substation, the applicant would also implement an SPCC plan to prevent a release of stored hazardous materials on site during operation. In addition, an HMBP would be developed to describe and identify storage areas for hazardous materials and waste; describe appropriate handling, storage, and disposal techniques; and provide measures for avoiding and addressing spills. The substation would also have secondary containment around the transformer and a grading design that incorporates requirements from the SPCC plan. Typical required SPCC plan features include secondary containment, curbs, berms, and basins designed and installed to contain spills should they occur.

Impacts would still be potentially significant. Project Commitment B would ensure that workers have a list of phone numbers of key personnel associated with the proposed project to ensure proposer communication during an emergency (e.g., environmental compliance coordinator and regional spill response coordinator). Compliance with the applicable regulations would reduce the potential for leakage of transported hazardous materials to less than significant.

During construction activities, especially in the area of the proposed substation site, the applicant or its contractor may encounter subsurface structures such as pipelines or unknown/undetected storage tanks, or materials resulting in a release of contaminants such as lead, asbestos, pesticides, or fuel, that may be associated with past uses. It is not anticipated that hazardous materials would be encountered along the 115-kV subtransmission lines because they would be constructed within existing ROWs. The applicant has stated that it performs Phase I ESAs and subsequent ESAs when acquiring property in fee or in easement. A review of state databases found that two active leaking underground fuel tank (LUFT) cleanup sites are located within 100 feet of 115-kV Segment ASP4 (Table 4.8-1), indicating that underground soil or groundwater contamination could be present along this route. Impacts may occur if fuel has spread offsite from one or both of the LUFT sites onto the ROW. These impacts are further discussed below under Impact HZ-4. Records searches indicated that no active cleanup sites are located within 0.3 miles of the proposed substation site, but lead- and asbestos-containing materials were identified and removed from the site (McKenna Environmental 2010). Additionally, demolition activities that took place at the site in 2011 indicated the presence of creosote-treated wood poles at the site. Past uses of the proposed substation site and the aboveground materials removed from the site during demolition activities indicate the potential presence of underground hazardous materials or petroleum products that could be disturbed and/or released during excavation activities.

The Phase I and II ESAs indicate that four septic tanks and associated leach areas, a water well, and an aboveground water tank are located at the proposed Alberhill Substation site (Rubicon 2009a,b). Abandonment and abatement of the water well and septic systems are discussed in Section 4.9, “Hydrology and Water Quality.” The applicant would dispose of the water in the aboveground tank at a facility licensed to accept water contaminated with oil and grease, and the water tank would be removed and disposed of in accordance with all applicable laws and regulations. There could still be contamination on the substation site, which could lead to a potentially significant impact. As described in Project Commitment F, the applicant would conduct follow-up assessments to the Phase II ESA (Rubicon 2009b) at the proposed substation site, along the proposed 500-kV transmission lines, and along the proposed 115-kV subtransmission lines. Soil samples would be collected and analyzed for common contaminants. If chemicals are detected in the soil samples at concentrations above acceptable action levels, the applicant would avoid the above-threshold contaminated soil or work with the property owner to remove it (Project Commitment F). In addition, construction personnel would be trained to notify the foreman and regional spill response coordinator in the event of hazardous materials spills and leaks from equipment or upon the discovery of soil or groundwater contamination (Project Commitment B). Project Commitments would reduce impacts, but the impacts would remain significant. The implementation of MM HZ-2 would address the potential for encountering subsurface sources of contamination throughout all areas that may be disturbed during construction of the proposed project or identified after conducting onsite evaluations for the presence of hazardous materials and other contaminants. Mitigation would reduce the potential for significant impacts related to below-ground contaminants to less than significant.
Accidental contact with existing underground utility lines or private utilities line such as leach lines associated with a septic system during construction of the proposed Alberhill Project could release hazardous materials. Compliance with California Government Code 4216.1 (DigAlert) would reduce potential impacts to public utility lines. However, significant impacts would remain for private underground infrastructure. Prior to finalizing the engineering design, MM HZ-3 would require the applicant to contact the Underground Service Alert of Southern California to identify the exact locations of gas pipelines within the project area. In addition, the applicant will contact affected private landowners to determine if septic systems and associated leach fields, as well as other underground facilities, may be impacted by construction of the projects. Final engineering plans for the projects will be designed to avoid or minimize interference or damage to underground facilities, both public and private. Once identified, the applicant will immediately notify by telephone the owner of underground facilities that may have been damaged or dislocated during construction of the projects. The implementation of MM HZ-3 would reduce potential impacts to private underground infrastructure to less than significant.

As described under Impact HZ-1 (ASP), the applicant would transport, use, or dispose of hazardous materials and petroleum products in accordance with all applicable federal, state, and local regulations. However, routine transport, use, or disposal of hazardous materials and petroleum products could result in accidental releases or spills, representing a potential hazard to the public and environment during construction and operations.

Felled aboveground transmission lines would pose a health and safety hazard to people in the area if people come in contact with active lines. Compliance with CPUC GO 95, GO 165, and GO 166 would reduce the risk and prevent significant impacts that may occur during accidents and natural events that would cause public safety hazards from damaged overhead electrical lines.

In summary, compliance with applicable regulations and implementation of a SPCC plan, HMBP, Project Commitment B, and Project Commitment F would reduce the risk but not prevent significant impacts that may still occur from upset and accident conditions involving the release of hazardous materials. The implementation of a site specific hazardous materials management plan (MM HZ-1), a SWPPP (BR-15), and a contaminated soil/groundwater contingency plan (MM HZ-2) would further prevent the potential for upset and accident conditions and would reduce impacts under this criterion to less than significant levels.

**Mitigation Measures**

- MM HZ-3: Contacting Affected Landowners Regarding Underground FacilitiesDigAlert.

**Impact HZ-3 (ASP):** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.

*LESS THAN SIGNIFICANT WITH MITIGATION*

Twelve schools are located within 0.25 miles of the proposed Alberhill Project 115-kV subtransmission segments (Table 4.8-2). No schools are located within 0.25 miles of the proposed Alberhill Substation site.
or 500-kV transmission line routes. Construction and operation of the 115-kV subtransmission segments would not involve the handling or emission of hazardous or acutely hazardous materials as defined by CEQA Section 21151.4 in quantities equal to or greater than the state threshold quantities specified in Section 25532 of the California Health and Safety Code.

Diesel-powered vehicles and construction equipment would be used during construction of the proposed Alberhill Project. The California Air Resources Board considers diesel exhaust emissions toxic. Diesel exhaust would be emitted within 0.25 miles of schools along the proposed 115-kV subtransmission line segments; however, because construction activities would be temporary and would not take place at any single location for an extended period, impacts from diesel exhaust emissions would be less than significant.

As discussed under Impact HZ-1 (ASP) and Impact HZ-2 (ASP), hazardous materials could be released during construction or operation of the proposed Alberhill Project. However, Project Commitments B and F and implementation of MM HZ-1, MM HZ-2, MM HZ-3, and MM BR-15, in addition to compliance with applicable laws and regulations, would reduce impacts under this criterion to less than significant levels.

**Mitigation Measures**


MM HZ-3: Contacting Affected Landowners Regarding Underground FacilitiesDigAlert.

Impact HZ-4 (ASP): 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.

LESS THAN SIGNIFICANT WITH MITIGATION

As described in Section 4.8.1.1, Cortese List (Government Code Section 65962.5) database searches did not identify solid waste disposal sites, sites with Cease and Desist Orders or Cleanup and Abatement Orders, or DTSC EnviroStor and hazardous waste sites within 1,000 feet of components of the proposed Alberhill Project (DTSC 2015a,b; SWRCB 2015a,b,c). Two open-case LUFT sites (Table 4.8-1), however, were listed in the SWRCB Geotracker database that would be located less than 100 feet from 115-kV Segment ASP4. No other open-case SWRCB Geotracker sites were identified within 1,000 feet of the proposed Alberhill Project. There are also nine other Cortese List sites, including eight closed-cased LUFT sites and an open-case DTSC voluntary cleanup site.

The two LUFT sites are located on the property of operational gas stations (Yellow Pages 2015b). It is not anticipated that excavation along 115-kV Segment ASP4, which would occur within an existing ROW, would expose contaminated soils, but impacts could occur if the fuel leaks have spread underground from the LUFT sites into the ROW or if undocumented sites or released are discovered. This would lead to a potentially significant impact. MM HZ-2 would require the applicant to develop a Contaminated Soil/Groundwater Contingency Plan to address the potential for encountering subsurface sources of contamination throughout all areas to be disturbed during construction of the proposed Alberhill Project. Therefore, impacts under this criterion would be less than significant with mitigation.
Several potentially contaminated soil and/or groundwater sites have been identified adjacent to proposed Alberhill Project components, as indicated in Table 4.8-1. Excavation and handling of contaminated soils associated with these sites or any other previously unrecorded contaminated site would result in a significant impact. The applicant would perform geotechnical studies along the proposed 500-kV transmission lines and 115-kV subtransmission line segments (Project Commitment F). The geotechnical studies would include the collection and analysis of soil samples for common contaminants and the presence of hazardous materials. If chemicals are detected in the soil samples at concentrations above acceptable action levels, the applicant would avoid the above-threshold contaminated soil or work with the property owner to remove it. In addition, the applicant would train construction personnel to notify the foreman and regional spill response coordinator in the event of hazardous materials spills and leaks from equipment or upon the discovery of soil or groundwater contamination (Project Commitment B). Impacts would still be potentially significant without guidelines to adhere to during construction activities. MM HZ-2 would require the applicant to develop a Contaminated Soil/Groundwater Contingency Plan, which would define procedures for soil and groundwater testing. Impacts would be less than significant with implementation of MM HZ-2.

**Mitigation Measure**

**MM HZ-2: Contaminated Soil/Groundwater Contingency Plan.**

**Impact HZ-5 (ASP):** For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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.

NO IMPACT

Proposed 115-kV Segment ASP8 would be located approximately 1.6 miles southeast of Perris Valley Airport but would not be located within a Perris Valley Airport Land use zone under the adopted Perris Valley Airport Land Use Compatibility Plan (Riverside County ALUC 2004e). 115-kV Segment ASP8 would be located within the Perris Valley Airport Compatibility Zone E under the draft version of the revised Perris Valley Airport Land Use Plan (Riverside County ALUC 2010). Applicable development conditions within Perris Valley Airport Compatibility Zone E include required airspace review for developments over 150 feet due to concerns about compatibility with airport activities (Riverside County ALUC 2004b). The segment would also be located within an Aircraft Approach Accident Risk Intensity Contours, which indicates that the proposed segment would be located in an area with statistically higher potential for accidents based on nationwide data (Riverside County ALUC 2010).

The proposed 115-kV Segment ASP8 would be located within the applicant’s existing ROW, on the south side of the existing Valley–Serrano 500-kV transmission line. The line would have LWSPs and TSPs that would range from 70 to 115 feet tall. Because these structures are less than 150 feet in height, installation of these structures would not require airspace review under the draft version of the revised Perris Valley Airport Land Use Plan. Furthermore, the existing Valley – Serrano 500-kV transmission line lattice steel towers range from 129 to 132 feet above the ground and would be taller than the LWSPs and TSPs that would be installed as part of 115-kV Segment ASP8. Installation of 115-kV Segment ASP8 would therefore not result in a significant safety hazard for people residing or working in the project area and there would be no impact under this criterion.

Airspace hazards, in general, are discussed in Section 4.15, “Traffic and Transportation.”
Impact HZ-6 (ASP): 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.

LESS THAN SIGNIFICANT

Sections of 115-kV Segments ASP4 and ASP5 would be located less than 1,000 feet east of Skylark Field Airport (Figure 2-2b). Construction would occur along an existing 115-kV subtransmission line and within an existing ROW.

The lightweight steel poles installed along 115-kV Segments ASP4 and ASP5 within the Influence Area of Skylark Field Airport would range in height from 70 to 115 feet (Figure 2-6). The Skylark Field Airport manager stated that an initial review of the project did not raise concerns with regard to the proposed Alberhill Project as long as the structures installed are less than 120 feet high (Gulledge personal communication 2010). The 115-kV structures would range from 70 to 115 feet tall. Because the proposed structures would be less than 120 feet in height, installation of structures along ASP4 and ASP5 within the vicinity of the Skylark Field Airport would not result in a safety hazard for people working in the project area. Impacts under this criterion would be less than significant.

Impact HZ-7 (ASP): Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

LESS THAN SIGNIFICANT

No emergency or evacuation routes are identified in the Riverside County General Plan, Riverside County EOP, or Local Hazard Mitigation Plan, the City of Lake Elsinore General Plan, or the City of Menifee Draft General Plan in the vicinity of any of component of the proposed Alberhill Project (County of Riverside 2006, 2008, 2012; City of Lake Elsinore 2011; City of Menifee 2013). The City of Orange’s EOP does not define evacuation routes for emergencies (City of Orange 2010).

Construction activities completed within or along public streets would be conducted in accordance with local ordinances, applicable general plan policies, Riverside County EOP and Multi-Jurisdictional Local Hazard Mitigation Plan, and control measures published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2014). In places where the components of the proposed Alberhill Project would span a road or require lane closure, construction activities would be coordinated with the local jurisdiction in accordance with local ordinances and permit conditions to avoid closure of emergency routes. Traffic Control Plans would be developed and implemented as required by Riverside County and the cities of Lake Elsinore, Menifee, and Wildomar during local permitting processes that would provide traffic control services to ensure adequate flow of traffic during lane or road closures (Section 4.15, “Transportation and Traffic”).

Operation of the proposed Alberhill Project would not result in lane closures or other obstructions to area roads or traffic. Maintenance would be performed consistent with local ordinances, applicable general plan policies, the Riverside County EOP and Multi-Jurisdictional Local Hazard Mitigation Plan, and control measures published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2014). Therefore, impacts under this criterion would be less than significant.

Impact HZ-8 (ASP): 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.

LESS THAN SIGNIFICANT WITH MITIGATION
Construction, operation, and maintenance activities associated with the proposed Alberhill Project would increase fire risk during refueling, vehicle and equipment use, welding, vegetation clearing, worker cigarette smoking, and other activities. Fires could ignite when objects contact the proposed power lines or other energized equipment, when a live-phase conductor falls to the ground, due to conductor-to-conductor contact, or due to power surges.

During construction, the applicant would clear vegetation from the proposed Alberhill Substation site and staging areas and along access roads and power line routes. Landscaping and irrigation would be installed after the proposed Alberhill Substation wall is constructed and maintained during operation of the proposed Alberhill Project (Project Commitment A). To address fire risk during operation of the proposed Alberhill Substation, the applicant would install an early-detect smoke and fire detection system in the proposed Alberhill Substation control room. Handheld fire extinguishers rated for electrical fire would be available in the control building and within the proposed Alberhill Substation boundary. The 500-kV transmission lines, transformer bank leads, and 115-kV operating buses would have lightning arresters.

Additionally, the proposed transmission and subtransmission facilities would be constructed and maintained in a manner consistent with California Public Resources Code Sections 4291 through 4299, which regulate vegetation management. Per these regulations, the applicant would maintain vegetation clearance areas around the proposed Alberhill Substation and transmission and subtransmission lines. The proposed Alberhill Project would also be constructed and maintained in a manner consistent with CPUC GO 95, GO 165, and GO 166 for power line construction, inspection, and safety.

Because components of the proposed Alberhill Project would be located in Very High Fire Hazard Severity Zones and in areas identified by CAL FIRE as having significant potential for large, destructive wildfires (CAL FIRE 2005), construction of the proposed Alberhill Project would substantially increase fire risk regardless of fire prevention systems that would be installed, vegetation clearing, and compliance with applicable laws, regulations, and standards. Operation of the proposed Alberhill Project would also increase fire risk. These impacts would be potentially significant given nearby residential areas. MM HZ-4 presents requirements for a Fire Control and Emergency Response Plan that would reduce the risk of fire and impacts that would result should a fire occur. Implementation of MM HZ-4 would ensure that impacts under this criterion are less than significant during construction and operation.

**Mitigation Measure**

**MM HZ-4: Fire Control and Emergency Response.**

**Impact HZ-9 (ASP): Result in substantial safety risks to hang gliders.**

*NO IMPACT*

The proposed subtransmission line would be located in an area known to be used for hang glider landing. The vacant fields adjacent to Interstate-15 (I-15) where it crosses Nichols Road are used as a landing zone for hang gliders west of I-15. This area is about 1,250 feet east of 115-kV Segment ASP2. Here, 115-kV ASP2 would be placed on existing structures installed as part of proposed 115-kV Segments VIG4 and VIG5 and would not require increasing the height of the structures. Therefore, installation of 115-kV ASP2 would not result in substantial safety risks to hang gliders and there would be no impact under this criterion.
4.8.6 References


4.8 HAZARDS AND HAZARDOUS MATERIALS


DigAlert (Underground Service Alert of Southern California). 2015. FAQs. 

DTSC (California Department of Toxic Substances Control, California) Envirostor. 2015a. 

____. 2015b. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC. 


Google Earth. 2015. Google Earth (Version 6.2.1.6014 (beta), Build Date 2/2/2012).


Lake Elsinore Unified School District. 2015. School Locator and District Map 


SCE (Southern California Edison). 2011. Proponent’s Environmental Assessment: Alberhill System Project (April 11), as amended by responses from SCE to CPUC requests for additional information.


Valley–Ivyglen and Alberhill Projects
4.8 Hazards and Hazardous Materials

4.8-46


