

Attachment C

TRTP: SEGMENT 6 SUPPLEMENT TO THE PROJECT INFORMATION SHEET

PROJECT INFORMATION

DESCRIPTION OF PROJECT ACTIVITIES

The Project involves installation of transmission towers and related structures and transmission line. Project construction requires developing and grading wire setup sites (for pulling, splicing, stringing wire), helicopter yards, construction work areas and access routes. The following construction activities will be required to accommodate construction vehicles: modification of drainage crossings in access roads (including temporary and permanent wet crossings), installation or replacement of McCarthy drains to reduce erosion, creation of new access roads, and stabilization, widening and/or maintenance grading of existing access roads.

The generalized descriptions of Project activities provided below include the means and methods of TRTP Segment 6 construction activities that affect jurisdictional waters as described in the REV0 engineering drawings provided to the regulatory agencies on February 17, 2011. A site specific Project description for the "Los Angeles Department of Water and Power (DWP) Crossing (DWP Crossing)" is also provided at the request of the regulatory agencies.

These descriptions of Project activities are subject to the certification condition requirements and therefore shall be modified where applicable to meet these conditions.

DWP Crossing

The impact area referred to as the DWP Crossing (i.e., where SCE and DWP transmission lines cross) is the largest impact area to jurisdictional waters along the TRTP Segment 6 alignment. The impact includes a large wire setup site (described below) combined with structure work areas (described below) for three tower removal locations and two new tower installations (Const 11 and 12). The wire setup site/temporary construction area is approximately 1600 feet long by a maximum of 330 feet wide. As shown on the Jurisdictional Waters Maps submitted on February 17, 2011 with the TRTP Segment 6 impact update, each of the new towers will have three 12-foot diameter footings (for a total of six footings between the two towers). Three of the six footings will be located within the bed and bank of Kentucky Springs (two footings within the ordinary high water mark). The tower footings will be installed below grade and encased in concrete for protection from erosion. The towers are engineered to withstand a 100-year storm event and will not pose any additional flood risk due to their location. A site-specific SWPPP will be prepared for this location to address additional erosion control measures. For example, fiber roll wattles will be installed around the limits of work, at the top of the

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slopes and at every 20' change in vertical elevation. The temporary disturbance area will be returned to pre-Project conditions (including surface contours, soil stabilization, and vegetation) after construction is complete.

Maintenance Grading

Existing access roads occur throughout the Project alignment. These roads are predominantly in a functional state that would allow regular maintenance vehicles to pass through. For construction vehicles, the typical standard width of Project access roads is 14 feet for the roadway, with a two-foot berm or swale on either side of the roadway (a total of 18 feet wide). The maximum width of Project access roads at the minimum 50-foot centerline radius curve is 22 feet for the roadway, with a two-foot berm or swale on either side of the roadway (a total of 26 feet wide). In specific situations, the road width may be reduced to fit within limits of sensitive resources, rocks, or other barriers if it can be determined that construction vehicles can pass. Maintenance grading only applies to existing access roads with a passable width; road widening activities are classified separately. The existing access roads are defined as the road bed and berms to the outside edge. Maintenance grading will not result in "pushing" the berm beyond the existing width of the road (i.e., road widening).

Equipment used for maintenance grading will be comprised of backhoes (used to shift slopes, sluff, berms, etc.), road graders, and water trucks. Other compaction equipment such as rollers will be used as necessary. Typical construction consists of a road grader operator lowering the mow board on the road surface gathering material from side to side drifting it across the road surface to fill any voids, remove material, or push big rocks to the side to establish the 14 to 18 foot road surface. The estimated depth of soil disturbance is typically two (2) to three (3) inches. The equipment will make several passes to complete the section of road. A water truck will spray the area prior to grading and as needed to keep the material damp so the material stays in place.

When water is present, graders will lift the blades within 20 feet of the active channel. No material will be pushed into the active channel causing siltation or turbidity. Installation, monitoring, and maintenance of straw wattles will be employed as necessary.

In some areas, vegetation may encroach into the passable roadway and will be trimmed or removed to allow vehicle clearance. The maximum vehicle clearance needed is the width of the roadway by 15 vertical feet.

Replacement/Installation of Existing Culverts

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Culverts will be installed/replaced using corrugated metal pipe (CMP) of a diameter sufficient to accommodate the anticipated flows through the drainage. Grading/trenching and/or backfill will occur to ensure that the culvert is placed level. Any backfilled material will consist of native soil without rock. Rip-rap may be installed as needed to prevent erosion and downstream sedimentation. Surface soil will be compacted in layers to a minimum height of six inches above pipe. The old culvert will be dug out by using either a backhoe or excavator depending on the amount of silt and debris that has washed in. Once the old culvert is exposed, it will be lifted out and loaded and transported to a designated demolition site for disposal. Permanent material placed in the drainage features includes a CMP, native fill material, and rip-rap. Equipment and material staging will occur nearby in wide spots or turn outs in the road.

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Concrete Wet Crossing

Concrete wet crossings would be installed in areas where redirecting the flow to a culvert is not recommended. Within the access road, a concrete apron surface that is 10 feet wider than the existing flow path, and a minimum of 14 feet in width, would be constructed to be 6 inches thick with #4 rebar that is 12 inches apart from center in each direction. The upstream side of the crossing would be sloped downward into the channel to facilitate waters crossing the access road without undercutting the roadway. The soil below the apron would be compacted, and the edges of the crossing (upstream and downstream) would be smoothed. The center of the road at the crossing would also be slightly depressed to direct flows to the center of the apron. Gabion Walls (described below) would be installed on the downstream edge of the road with a gabion mattress at the base of the flow spillway to prevent erosion.

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Access Road Widening

Existing access roads will be widened where necessary to facilitate construction vehicle access at turn angles measuring less than 50 degrees. All access road widening locations have been indicated in the Attachment E. Widening of the existing access road will occur on the upstream side of the road to provide a 30-foot

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drivable surface. Methods and equipment used to widen access roads are similar to those described for maintenance grading (see above).

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Gabion Wall Installation

Gabion Walls are constructed by first excavating to level/stable ground below the 'toe' of the existing access road. A wall made up of wire mesh and class 2 aggregate base configured into squares roughly 4 feet by 3 feet by 3 feet is then stacked in a way to create a "batter" or slope inward and up to the edge of the road. All slopes behind the proposed wall require benching, the creation of 'steps' into the earth of the existing slope on which the gabion cages will be placed. The benching technique will continue up in a stair step pattern until the fill side meets the cut. All slopes behind the proposed wall require benching prior to placing backfill material. The joints between gabion cages are securely laced with tie wire.

Type of equipment will be comprised of common earth moving equipment such as dozers, excavators, backhoes, road graders, and water trucks. Other compaction equipment such as rollers will be used as necessary.

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Debris Wall Installation

Debris fences would be necessary to prevent rocks and soil from sliding onto roadways where they cross jurisdictional features. Eight inch diameter metal fence posts a minimum of 6 feet tall would be imbedded in concrete footings [2 feet in diameter by 2 feet deep] and spaced at a maximum distance of 10 feet. Where digging post holes is not feasible a 2 foot by 2 foot trench may be used to set the posts. The posts are connected with a wire mesh with a grid spacing of 6 inches by 6 inches. The fences are typically placed a minimum of ten feet upstream of the road edge to provide maximum debris capture and still maintain a passable roadway surface. The captured debris will need to be removed on a regular basis as part of typical O&M activities. Installation of debris walls will require common earth moving equipment such as dozers, excavators, backhoes, road graders, and water trucks. Other compaction equipment such as rollers will be used as necessary, and a digging unit will be required to create post holes.

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If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

McCarthy Drain Installation/Replacement

McCarthy drains (MCDs) are storm water diversion devices made out of corrugated metal that are placed at the edge of access roads to direct runoff down a single path to an established channel in order to reduce multiple-path erosion. The drains are rectangular-shaped with the bottom (24 inches wide) and sides constructed of sheets of corrugated metal. At the end of the flume of new or replaced McCarthy drains, a 6 foot by 6 foot gabion mattress will be installed to prevent erosion at the spillway. The cage will be a minimum of 6 inches high with a standard height of 1 foot. The gabion mattress will overlap with the end of the flume by 2 feet. Damaged McCarthy drains will be lifted out by an excavator or backhoe and then loaded for transport to a scrap material area (such as a demolition tower) for disposal. The types of equipment used in the removal/installation process will be comprised of, but not limited to, boom trucks, one ton support vehicles with a welder and torch, excavators, backhoes, hand compactors and water trucks. Staging will take place at nearby turnouts or existing widened areas on the roads. The work area is generally defined by the road surface and two 10-foot chutes placed end to end within the existing flow line.

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Temporary Wire Setup (Pulling) Site

Wire setup sites are temporary construction areas required for prepping wires before they can be mounted to constructed towers. A puller vehicle will be used to ensure the proper angle for the final alignment, and this vehicle will be stationed within the boundaries of the pull site. In addition, wire and other supplies for tower/line construction may be stored within these limits. Pull sites may be scrubbed and graded as needed for vehicle access and equipment. The typical dimensions for the pull sites are an average of 300 feet in length by the width of the right of way (approximately 100 feet on average), parallel with the alignment. These sites may also be adjusted in shape or size, depending on the location and angle of the transmission lines at a particular site. Following construction, the sites will be restored or "put back to bed" by using excavators, water trucks, dozers and other compaction equipment. The contour will be brought back to original and compacted in lifts utilizing water for compaction. Compaction tests will be performed on-site.

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If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Structure Work Areas

The construction of new tower structures will require the preparation of a new permanent tower pad and temporary structure work area to support construction activities. In general, where topography and resources allow, the entire tower pad will be scrubbed and graded to allow for clear access and a level foundation for construction. Structure work areas will be scrubbed and graded as needed for vehicle access and equipment, but will be restored to pre-Project conditions after construction is complete. The typical dimensions of a structure work area are 200 feet by 200 feet. However, the size and shape of the work area can be modified in certain cases to fit within the limits of sensitive resources, rocks, or other barriers. In addition, a tower can be built on a slope or incline with relatively minor site preparation, if required. Such structures will be constructed by helicopter and would have relatively small ground disturbance, except within the supporting Helicopter Assembly Yards (described below). The majority of impacts for structure work areas are temporary; however, the final tower foundation footprint plus a 20-foot radius around the tower footings for vegetation maintenance are considered permanent impact areas.

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

Helicopter Assembly Yards and Helicopter Support Yards

Helicopter Assembly Yards (HAYs) are needed to support construction of structures by helicopter, especially throughout the steep terrain of the Angeles National Forest (ANF). HAYs will require similar site preparation activities as wire setup sites and structure work areas, including clearing and grubbing as needed for vehicle and helicopter access and equipment. HAYs range in size from 0.025 acre to 89.6 acres in size, with an average size of approximately 3 acres. The yards were selected based on their topography (as level as possible) and location (ideally an uninhabited area free of trees and high voltage power lines). Preparation of the yards typically include the application of road base, installation of perimeter fencing, and implementation of SWPPP best management practices.

Helicopter support yards are necessary due to the fueling constraints of helicopters. A small area (minimum 100 foot by 100 foot) would be used for landing and fueling/servicing the helicopters as needed during construction activities. The

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support yards are usually located immediately adjacent to paved roads, in relatively flat areas located strategically throughout the area of helicopter supported construction activity. For some yards, the presence of vegetation and/or an uneven surface, the area required for a specific yard may need to be grubbed and/or graded.

After construction, all temporary helicopter areas will be restored to pre-Project conditions.

Temporary Steel Plates/Wood Mats/Swamp Mats

Steel plates typically consist of two flat, steel plates with steel railroad-type rails bolted to the edges. Rails would be wide enough to support the wheels of large machinery. These plates are placed over some features temporarily in order to minimize impacts from construction vehicle traffic.

If needed, wood mats or swamps mats will be used in lieu of steel plates due to location and/or field conditions (i.e.: wet, slippery rocks). Wood mats are typically made from logs or sawn hardwood and consist of 10"x10"x20" timbers that are bolted together to attain the desired width. They are used as temporary, single-layer crossings in areas where construction equipment needs to travel across protected waters/streams/wetlands. The construction and placement of wood mats will vary based on the field conditions. Wood mats typically require little maintenance. Any broken/damaged crossings will be replaced if necessary, and mats will be removed once construction in the area is complete.

Swamp mats, also known as composite mats, consist of interlocking mats that can be used in soft soils and wet or otherwise environmentally sensitive areas. The mats protect from erosion, reduce dust production displacement of sediment and also offer a stable surface that provides good traction for equipment, even in wet conditions. The mats are 4 1/4" thick and durable enough to withstand the pressure of heavy construction equipment. Swamp mats disperse the weight load over a larger surface area and have demonstrated use in protecting wetlands and other sites during large construction operations.

Type of equipment used during the installation/removal of steel plates and/or wood or swamp mats will be comprised of common earth moving equipment such as dozers, excavators, backhoes, road graders, and water trucks. A boom truck will be required to lift and place the mat into the desired location.

If water is present during construction, a temporary water diversion will be used to direct flows around the active construction area (refer to the water diversion description below).

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Foot Trails

Certain areas within the ANF cannot be accessed using established access roads due to topography, the presence of existing transmission towers and wire, or US Forest Service restrictions/approvals. For such areas, foot trails will be the only means of overland travel used to access tower locations. Foot trails are typically designated from a helicopter landing zone to a tower location. Helicopters will drop off and pick up crewman and equipment from these designated landing zones. The majority of the foot trails will be located on existing dirt access roads which may be too narrow to support construction vehicles and/or are not approved for widening. All foot trails intersecting jurisdictional waters were assumed to result in a 5 foot wide temporary impact as a result of minor trimming or crushing of vegetation associated with the jurisdictional feature. As stated above, many foot trails utilize existing access roads or dirt trails and will have minimal impact on vegetation. Areas which appeared to be completely denuded of vegetation during impact analysis were not included in the impact assessment.

Vegetation Removal

Vegetation will be cleared using a combination of heavy equipment, or smaller hand-tools such as a chainsaw, weed-eater type device or non-mechanical tools such as a hand pruner or machete. To minimize disturbance, vegetation removal will be conducted using equipment designed for trimming or cutting vegetation. Tree removal in the ANF will be conducted in a manner consistent with Mitigation Measure B-1c - treat cut tree stumps with Sporax (see Attachment H). All stumps of trees (conifers and hardwoods) 3 inches in diameter at breast height (DBH) or greater, resulting from activities associated with construction of the Project shall be treated with Sporax according to product directions to prevent the spread of annosus root disease. Sporax shall only be applied by a licensed applicator, and Sporax shall not be used during rain events unless otherwise approved by the Forest Service.

Cleared vegetation will be chipped where feasible and either spread on-site or distributed in USFS pre-approved locations on ANF lands. As appropriate, vegetation may also be saved in whole form to use as vertical mulch or slash for restoration efforts.

At sites that are determined by the USFS to contain high priority invasive plant populations, all invasive plant material including any existing seeds will be effectively contained prior to removal from the site to prevent the dispersal of invasive plant material and weed seed during transport. This may include bagging

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or other effective containment of weed species prior to clearance to prevent the mixing of weed seed with cut vegetation or containment of all cut vegetation before/during removal; chemically treated weeds must also be contained prior to transport. Weed treatment, removal, and mitigation will proceed in accordance with the Project Weed Control Plan.

Temporary Water Diversion

If water is present during the culvert replacement, a temporary water diversion will be used to direct flows around the active construction area. Sand bags will be placed on the uphill stream side of the work area to direct water into 2" or 4" poly pipe. The size of the pipe will be determined based on the amount of flow present and/or expected during construction. Water will be diverted to a location downstream of the construction area onto level ground and/or energy dissipation devices to prevent turbidity and erosion. If necessary, perforated pipe will be utilized to prevent erosion at the outfall of the diversion. All proposed dewater plans must be approved, in writing, by State Water Board staff prior to commencement of construction activities. This requirement is waived if prior approval has been obtained by the U.S. Army Corps of Engineers (Corps), in which case only notification is required.

LICENSES/PERMITS/AGREEMENTS/PLANS

- The Los Angeles District of the Army Corps of Engineers (Corps) is processing the Notice of Intent to qualify SCE for authorization under Nationwide Permit 12 for TRTP Segment 6.
- The U.S. Fish and Wildlife Service (USFWS) issued a Biological Opinion (FWS-10B0117-10F0215) for the TRTP on July 31, 2010.
- The California Department of Fish and Game (CDFG) is processing the 1600 Streambed Alteration Agreement and 2081 Incidental Take Permit for TRTP Segment 6.

Table 1 below contains a list of licenses, permits, and agreement that are required for TRTP Segment 6.

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Table 1: Licenses/Permits/Agreements for TRTP Segment 6

Agency	Permit/Approval/Consultation	Required for Segment 6
FEDERAL		
USDA Forest Service	A 50-year term Special Use authorization for the construction, operation, and maintenance of the proposed 500 kV transmission line and ancillary improvements on NFS lands and amendments to the 2005 Forest Plan to ensure that all actions approved under the Special Use authorization are consistent with management direction.	Yes
U.S. Army Corps of Engineers	Amendment or replacement of the existing easement across lands owned by the Corps.	Yes
U.S. Fish and Wildlife Service	Endangered Species Act Biological Opinion if Project activities would result in adverse effect on a federally threatened, endangered, proposed, petitioned, or candidate species or if Project activities would affect occupied designated critical habitat.	Yes
Federal Communications Commission	Licenses for new microwave paths.	Yes
STATE/REGIONAL		
California Public Utilities Commission	Certificate of Public Convenience and Necessity (CPCN).	Yes
California Department of Parks and Recreation	Permit for construction, operation, and maintenance of Alternative 4 across Chino Hills State Park (CHSP) lands. Permits are issued only for Projects that comply with state park general plans; therefore, the Department of Parks and Recreation is responsible for developing any necessary amendment(s) to the CHSP General Plan, as subject to review and approval by the California State Park and Recreation Commission (see below).	Yes
California Department of Fish and Game (CDFG)	Streambed Alteration Agreement (per Section 1602 of the California Fish and Game Code) for effects on the bed, channel, or bank of rivers, streams, or lakes.	Yes
California Air Resources Board (CARB)	Portable engine registration for specified non-mobile portable engines.	Yes
South Coast Air Quality Management District	Air quality permits for portable engines greater than 50 horsepower not registered under CARB's Portable Engine Registration Program.	Yes

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Table 2: Licenses/Permits/Agreements for TRTP Segment 6 (cont.)

Agency	Permit/Approval/Consultation	Required for Segment 6
State Water Board	National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activities and Clean Water Act Section 401 certification.	Yes
California Department of Water Resources	Encroachment Permit required to traverse the California Aqueduct.	No – The Segment 6 Project alignment does not encroach on the California Aqueduct.
California Department of Parks and Recreation, State Historic Preservation Officer	Consultation and Memorandum of Understanding (MOU) per Section 106 of the National Historic Preservation Act.	Yes, a Programmatic Agreement for the management of all cultural resources for the TRTP has been approved.
California Department of Transportation, State and Local Project Development	Approval for private facilities running parallel to and falling in the ROW of conventional highways with franchise rights from local agencies. Encroachment permits for any nonstandard use of state highway facilities. Transportation permits for heavy or oversized loads.	Yes
Division of Occupational Safety and Health (formerly Cal/OSHA)	Construction permit (for construction of trenches or excavations that are 5 feet or deeper and into which a person is required to descend).	Yes

PROJECT LOCATION INFORMATION

Table 2 summarizes the township, range and sections for waters of the state affected by the Project. Refer to Attachment D for a detailed location of waters of the state by feature ID, city/area, latitude/longitude, creek name and connectivity, and watershed.

Table 2: Township, Range, and Sections for the TRTP Segment 6 Affected Features

Township, Range	Sections
Quad: Acton	
4N, 12W	3, 10
5N, 12W	27
Quad: Azusa	
1N, 10W	5, 8, 17
2N, 10W	19, 20, 21, 22, 23, 24, 30, 31, 32

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Table 2: Township, Range, and Sections for the TRTP Segment 6 Affected Features (cont.)

Township, Range	Sections
2N, 11W	25, 26, 36
Quad: Chilao Flat	
1N, 10W	5
2N, 10W	32
2N, 11W	4, 5, 9, 10, 15, 16, 18, 21, 22, 25
3N, 11W	30, 31, 32
2N, 12W	13, 14
3N, 12W	1, 2, 11, 12, 13, 14, 24, 25
Quad: Glendora	
2N, 9W	19
Quad: Mount Wilson	
2N, 11W	20, 21, 22, 26, 27, 28
Quad: Pacifico Mountain	
4N, 11W	30, 31
3N, 12W	1
4N, 12W	2, 3, 11, 13, 14, 24, 25, 36
5N, 12W	34
4N, 12W	10,11
5N, 12W	27

HYDROLOGIC INFORMATION

Receiving Waters affected by the Project are tributaries to the following named features:

- Alder Creek
- Aliso Canyon Creek
- Big Tujunga Creek
- Fish Canyon Creek
- Kentucky Springs Canyon
- Lynx Gulch Creek
- Maddock Canyon Creek
- Mill Creek
- Monte Cristo Creek
- Rio Hondo River
- San Gabriel River
- Santa Anita Creek
- Santa Clara River
- Shortcut Canyon Creek
- Soledad Canyon Creek
- Tie Canyon Creek
- Van Tassel Canyon Creek

Features included primarily intermittent creeks and washes, getting their source waters from the San Gabriel Mountains either from springs or precipitation. Beneficial uses are provided in Table 3 below for major named waterbodies listed above included in the Los Angeles Basin Plan.

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Table 3: Beneficial Uses of Major Named Waterbodies

Waterbody in Basin Plan	MUN	IND	PROC	AGR	GWR	FRSH	REC1	REC2	WAR M	COLD	WILD	RARE	SPW N	WET
Aliso Canyon Creek	P*				I		I _m	I	I		E			
Upper Big Tujunga Creek	P*				E		E	E	I	P	E			E
Big Tujunga Creek	P*				E		E	E	E	E	E	E	E	E
Fish Canyon Creek	P*	I			E		E	E	E		E	E	E	E
Maddock Canyon Creek	P*				I		I	I	I		E			
Mill Creek	P*				E		E	E	E	E	E			E
Rio Hondo River	P*				I		I _m	E	P		I			E
San Gabriel River	E	E	E	E	E		E	E	E	E	E			E
Santa Anita Canyon Creek	P*				I		I _m	I	I		E			
Santa Clara River	P*	E	E	E	E	E	E	E	E		E	E		E
Soledad Canyon Creek (403.55)														
Santa Clara	E*	E	E	E	E	E	E	E	E		E	E		E
Van Tassel Canyon Creek	P*				I		I	I	I		E	E		
West Fork San Gabriel River	P*				E		E	E	E	E	E	E	E	E

E: Existing beneficial use

P: Potential beneficial use

I: Intermittent beneficial use

* Asterixed MUN designations are under SB 88-63 and RB 89-03. Some designations may be considered for exemptions at a later date.
 m footnoted designations indicate access is prohibited by Los Angeles County Department of Public Works in the concrete -channelized areas.

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WATER BODY IMPACT

Information regarding impacts to waters of the State from Segment 6 is provided in Attachment D. The table provides the map page (in Appendix A-1 of the Jurisdictional Delineation Report for the Tehachapi Renewable Transmission Project: Segments 6 and 11, September 2010), a description of the Project and construction activities affecting the feature, biological and/or other species restrictions, the vegetation community affected, the area (square feet and acres) and linear feet of impacted jurisdiction, whether the impact occurs on federal (Angeles National Forest) or Non-federal lands, and the watershed in which the activity occurs.

The Project will impact 361 drainages. All drainages are Waters of the U.S. and therefore there are no non-federal waters on the Project. Project construction and operation (i.e., permanent vegetation maintenance at base of towers) will result in permanent impacts of 0.41 acre and 4,725 linear feet and temporary impacts of 4.45 acres and 16,814 linear feet to waters. Project activities have the potential to increase erosion and expose waters to pollutant sources common to construction activities. The primary Project activities that will impact waters are maintenance grading, road improvements for construction and long-term maintenance access, and construction of new transmission line facilities. The majority of impacts are temporary; however, permanent impacts will occur as a result of installation of new hardscape, culverts, and other fill material within jurisdictional features. SCE will install BMPs to reduce erosion, avoid sedimentation, and reduce other sources that contribute to the degradation of water quality. SCE is designing road crossings that will reduce impacts to waters by stabilizing roadways through the installation of hard crossings, debris fences, and gabion walls at select locations.

Other Action/Best Management Practices

SCE conducted a rigorous Project review during the Project design to avoid and minimize impacts on jurisdictional resources. Following the delineation fieldwork, all jurisdictional features were overlain with the preliminary Project plans to review which features might be impacted. Meetings were held with SCE engineers (access road, tower, and construction engineers) and regulatory/delineation team members to conduct a desktop review of the extent of potential impacts and determine which facilities could be moved or modified to minimize impacts. Features that were determined to require on-site construction review were then reviewed during several field visits (December 2009 to July 2010) with appropriate engineering and environmental staff to determine additional avoidance measures and/or the extent of impacts requiring permits. Avoidance modifications included adjusting the tower construction pad location, size, or shape to avoid features or minimize impacts; installing exclusion/silt fencing and other temporary

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construction best management practices (BMPs) identified in the SWPPP to prevent damage to adjacent or downstream water bodies; and relocation of structures, access roads, or planned construction areas. Multiple features that were originally identified as potentially impacted were subsequently avoided through re-design.

The Segment 6 alignment would temporarily and permanently impact waters of the State. In addition to the avoidance and minimization review process described above, mitigation measures and Applicant Proposed Measures (APMs) have been incorporated into the Project to minimize impacts. APMs represent a commitment by SCE that was included in the original application to the CPUC and considered part of the proposed Project. Additional mitigation measures were adopted for the Project if it was determined during preparation of the Final EIR/EIS that the APMs did not fully mitigate the impacts for which they were presented. Potential risks to water quality from erosion, sedimentation, landslides, and toxins increased significantly following the Station Fire, and the increased risks are addressed in the Supplemental EIS. The APMs and mitigation measures outlined in the Final EIR/EIS were determined in the Supplemental EIS to be sufficient to reduce impacts to water quality following the Station Fire. Please see the APMs and mitigation measures listed below in Attachment G, which would be implemented to minimize impacts to biological resources and hydrology/water quality. In addition, in accordance with measure H-1a described Attachment G, an Erosion Control Plan and SWPPP will be prepared for the Project alignment. Site-specific SWPPPs may also be prepared for larger impact areas and/or impacts to major features to further reduce the potential for impacts to waterways.

THREATENED/ENDANGERED SPECIES

Several biological studies have been performed for the Project. The results of these studies are compiled in Chapter 3.4, Biological Resources, of the Final EIR/EIS (Aspen 2009), the Biological Specialist Report (Aspen and H. T. Harvey & Associates 2009), Chapter 4.3, Biological Resources, of the SEIS (Aspen 2010), and focused survey reports for the Project. Special status plant and wildlife species with the potential to occur on the Project area summarized in Tables 4 and 5 below.

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Table 4. Special Status Plant Species Observed in the Project Area

Common Name	Species	*Status	Location of Observation
Greata's aster	<i>Symphyotrichum [Aster] greatae</i>	CNPS 1B.3	Within and directly adjacent to the proposed Project alignment for Segments 6, and just west of Vincent substation near Acton
Mojave Indian paintbrush	<i>Castilleja plagiotoma</i>	CNPS 4.3, FSS	Several populations along access road at the north end of Segment 6
Mount Gleason paintbrush	<i>Castilleja gleasonii</i>	CNPS 1B.2, SR, FSS	Segment 6: population on helicopter site 4 under Project Alternative 6
Peirson's morning-glory	<i>Calystegia peirsonii</i>	CNPS 4.2	Segment 6 between mile posts 10 and 11; MP 20, 22, 23, and 24: population near tower M20-T3.
Plummer's mariposa lily	<i>Calochortus plummerae</i>	CNPS 1B.2, FSS	Segment 6 within ANF
San Gabriel bedstraw	<i>Galium grande</i>	CNPS 1B.2, FSS	Immediately adjacent to Segment 6 of the proposed Project along the Monrovia Canyon Truck Trail between White Saddle and Mt. Bliss
San Gabriel dudleya	<i>Dudleya cymosa ssp. crebrifolia</i>	CNPS 1B.2, FSS	Segment 6 along the road cut of Sawpit Truck Trail
San Gabriel Manzanita	<i>Arctostaphylos gabrielensis</i>	CNPS 1B.2, FSS	Segments 6 close to the Mill Creek Summit Divide
San Gabriel oak	<i>Quercus durata var. gabrielensis</i>	CNPS 4.2	Throughout the southern half of Segments 6 within ANF
short-joint beavertail	<i>Opuntia basilaris var. brachyclada</i>	CNPS 1B.2, FSS	Segment 6 within 200 feet of several tower locations along the northern portion of the alignment

*FE – Federally listed Endangered FT – Federally listed Threatened FC – Federal Candidate for listing SE – California-listed Endangered

ST – California-listed Threatened SR – California-listed Rare FSS – USDA Forest Service Sensitive Species FSW – USDA Forest Service Watch List: CNPS 1A – Presumed extinct in California CNPS 1B – Rare or endangered in California and elsewhere CNPS 2 – Rare or endangered in California, more common elsewhere CNPS 3 – More information needed (Review List)

CNPS 4 – Limited Distribution (Watch List)

Attachment C

TRTP: SEGMENT 6 SUPPLEMENT TO THE PROJECT INFORMATION SHEET

0.1 = Seriously threatened in California (over 80% of occurrences threatened/
high degree and immediacy of threat)
0.2 = Fairly threatened in California (20-80% occurrences threatened)
0.3 = Not very threatened in California (<20% of occurrences threatened or no
current threats known

Table 5. Special Status Wildlife Species Observed in the Project Area

Common Name	Species	Status*	Location of Observation
Arroyo Chub	<i>Gila orcuttii</i>	FSS, CSSC	Segment 6, West Fork of the San Gabriel River;
Arroyo Toad	<i>Bufo californicus</i>	FE, CSSC	Segment 6, Alder Creek, Mill Creek, Upper Big Tujunga Creek, and Linx Gulch
California red-legged frog	<i>Raya draytonii</i>	FT, CSSC	Aliso Creek , inside and outside the ANF
California Spotted Owl	<i>Strix occidentalis occidentalis</i>	FSS, CSSC	Segments 6, Canyon Oak Forest and Bigcone Douglas-fir- Canyon Oak Forest
Coast Range Newt	<i>Taricha torosa torosa</i>	CSSC	Segment 6, drainages crossing the Monrovia Truck Trail access
Double-crested cormorant	<i>Phalacrocorax auritus</i>	CDFG WL	Segment 6, observed in the central Region (Forest Records 2009)
Loggerhead Shrike	<i>Lanius ludovicianus</i>	CSSC	Segment 6, northern region
Olive-sided flycatcher	<i>Contopus cooperi</i>	CSSC	Segment 6 in the central region
Osprey	<i>Pandion haliaetus</i>	CSSC	Segment 6, East and West Fork of the San Gabriel River
Peregrine falcon	<i>Falco peregrines</i>	FD,SCD, CDFG FP	Segments 6 migrants widespread; nesting in Upper Big Tujunga
San Diego horned lizard	<i>Phrynosoma blainvillii</i>	FSS,CSSC	Known to occur at several locations in the ANF, including the vicinity of Segment 6
Santa Ana Speckled Dace	<i>Rhinichthys osculus</i>	FSS, CSSC	Segment 6, West Fork and Upper West Fork of the San Gabriel River

Attachment C

**TRTP: SEGMENT 6
SUPPLEMENT TO THE PROJECT INFORMATION SHEET**

Table 5. Special Status Wildlife Species Observed in the Project Area (cont.)

Common Name	Species	Status*	Location of Observation
Santa Ana Sucker	<i>Catostomus santaanae</i>	FT, CSSC	Known along portions of West Fork of the San Gabriel River east of Cogswell Dam, Big Tujunga Creek; critical habitat is designated along the West Fork of the San Gabriel River, downstream of Cogswell Dam, and Big Tujunga Canyon
Silvery Legless Lizard	<i>Anniella pulchra pulchra</i>	CSSC	Segment 6, West Fork of the San Gabriel River
Southern California Rufous-crowned Sparrow	<i>Aimophila ruficeps canescens</i>	CDFG WL	Aliso Canyon
Southwestern Pond Turtle	<i>Emys marmorata palida</i>	FSS, CSSC	Segment 6, Upper Big Tujunga Creek and West Fork of the San Gabriel River
Townsend's bigeared bat	<i>Corynorhinus townsendii</i>	FSS, CSSC	Segment 6, at Barely Flats Road
Two-striped Garter Snake	<i>Thamnophis hammondi</i>	FSS, CSSC	Segment 6, San Gabriel River

* FSS = USDA Forest Service Sensitive Species, CSSC = California Species of Special Concern, FE = Federally Endangered, FT = Federally Threatened, FD = Federally Delisted, SCD = State Candidate for Delisting, SE = State Endangered, CDFG FP = State Fully Protected Species, CDFG WL = CDFG Watch List