



TIE-LINE 637 WOOD-TO-STEEL PROJECT
MINOR PROJECT REFINEMENT
REQUEST FORM

Date Requested:	June 20, 2014	Report #:	011
Date Approved:	July 1, 2014	Approval Agency:	No other agency approval is required.
Property Owner(s):	Private and SDG&E Right-of-Way (ROW).	Location/Milepost:	Near Structure Location P72
Land Use/ Vegetative Cover:	The proposed impact area occurs primarily within disturbed habitat (agriculture/ orchard lands).	Sensitive Resources:	None
Refinement / Modification From (check all that apply):			
<input type="checkbox"/> Permit	<input type="checkbox"/> Plan/Procedure	<input type="checkbox"/> Specification	<input type="checkbox"/> Drawing
<input type="checkbox"/> Mitigation Measure (MM)			
<input checked="" type="checkbox"/> Other: Overland Travel Route to Distribution Pole and Overhead Work.			
<p>San Diego Gas & Electric Company (SDG&E) is proposing to perform overhead work at an existing distribution pole (herein designated as Structure No. D193) and utilize an overland travel route to the pole. The pole is located on the north side of the main existing access road (Oak Hollow Road) between Structure Nos. P71 and P72. The overhead work and overland travel access to Structure No. D193 was not originally described within SDG&E's application for a Permit to Construct (PTC) for the TL 637 Project (refer to Proponent's Environmental Assessment [PEA] Appendix 3-B) and the Final Initial Study/ Mitigated Negative Declaration (IS/MND) (see Figure 1 and refer to MND Attachment A).</p>			
Description of Refinement			
<p>SDG&E proposes to perform overhead work at Structure No. D193 and utilize a new overland travel route to the pole from the main existing access road.</p> <p>The new proposed overland travel route to access Structure No. D193 is approximately 150 feet long by 14 feet wide, and will result in approximately 2,100 square feet of temporary impacts to non-native vegetation. Proposed overhead work at Structure No. D193 will require a temporary workspace within an approximately 10-foot radius around the pole location, resulting in 310 square feet of temporary impacts to bare ground. Figure 2 depicts the proposed new overland travel route and location of proposed overhead work at Structure No. D193. Photograph Nos. 1 and 2 depict the new proposed overland travel route and temporary workspace area.</p>			
Original Condition:			
<p>The new proposed overland travel route and temporary workspace area at Structure No. D193 occurs off of the existing project approved main access road (Oak Hollow Road) in a location that was not identified as a temporary workspace area within the PTC Application (PEA) or Final IS/MND for the TL 637 Project.</p>			
Justification for Change:			
<p>Following in-field review, construction crews identified the need to conduct overhead work on an existing distribution pole (Structure No. D193) that occurs on private land and requires the utilization of an overland travel route to the location. Minor modifications are necessary at Structure No. D193 to complete stringing activities for the Project.</p>			

Maps and Figures

Figure 1 (extracted from PEA Appendix 3-B, Sheet 16 of 55) depicts the location of the proposed overhead work. Figure 2 depicts the proposed new overland travel route and workspace area at Structure No. D193. Photograph Nos. 1 and 2 depict the proposed overland travel route and temporary workspace area, respectively.

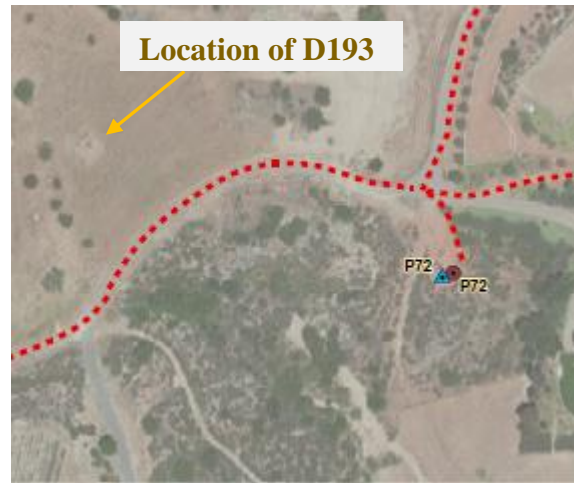


Figure 1: MPR Overview Map showing the location of the proposed work at Structure No. D193 off of the main access road (dashed red line) between P71 and P72.

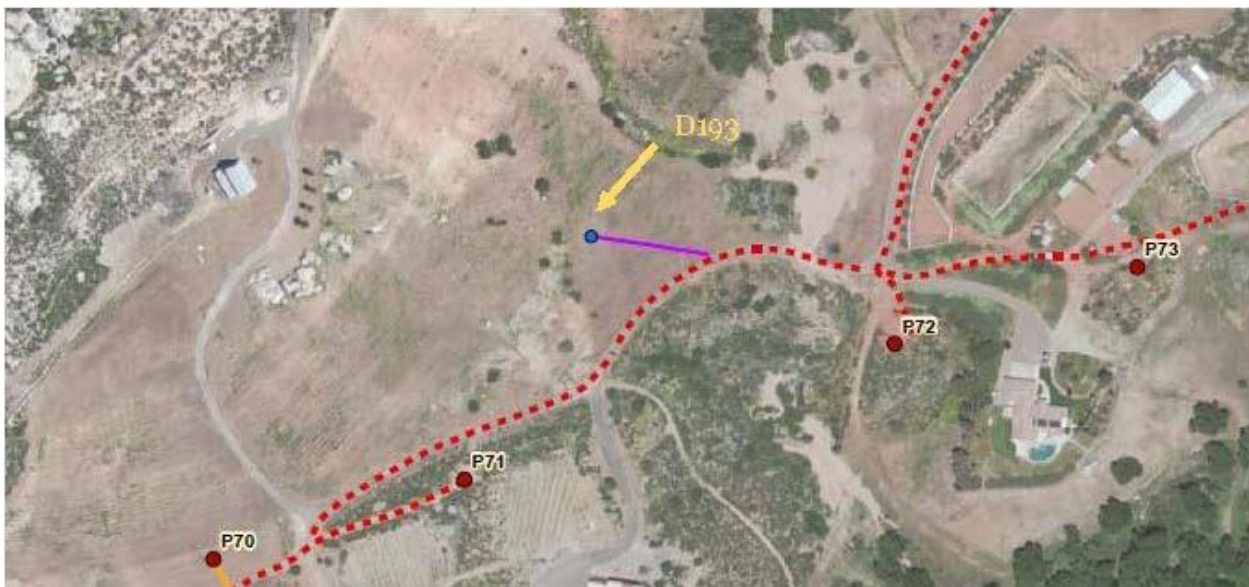


Figure 2: Aerial image of the temporary workspace area at Structure No. D193 and proposed overland travel route (purple line) off of existing access road (dashed red line).



Photograph 1: View of proposed overland travel route to Structure No. D193, facing west.



Photograph 2: View of proposed temporary workspace area at Structure No. D193 and overland travel entrance, facing west.

Environmental Impact:

Utilization of the new proposed overland travel route and Structure No. D193 modifications would not change the nature or increase the severity of any impacts disclosed within the TL 637 IS/MND; would not result in alteration to Applicant Proposed Measures (APMs); would not alter existing mitigation measures; would not require new mitigation measures; and would not require new permits, new regulatory approval, or other regulatory consultation. Specific discussions for each resource area are provided below.

Concurrence:

The new proposed overland travel route and Structure No. D193 modifications occur on private land (refer to Figure 2). The private landowners have approved the proposed construction modifications. No additional concurrence is required for the proposed MPR.

Resources:

Biological	<input checked="" type="checkbox"/> No Resources Present	<input type="checkbox"/> Resources Present	<input type="checkbox"/> N/A
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Previous Biological Survey Report Reference:

Biological resources along the Project alignment were studied, reviewed, and documented as part of SDG&E’s application for a PTC for the TL 637 Project (see TL 637 PTC Application, Volume II of II, Appendix 4.4-A). These resources were also discussed within the CPUC-conducted CEQA review process (see the TL 637 Final IS/MND).

The new proposed overland travel route and Structure No. D193 modifications have been re-evaluated for biological resources. The proposed impact area occurs within agricultural habitat, through a fallowed field. Anticipated temporary impacts as a result of the proposed overland travel route would include non-native vegetation. No significant impacts to biological resources are anticipated to occur as a result of the proposed modifications due to implementation of existing biological resources APMs and mitigation measures.

Attachment A contains maps showing known resources (cultural, biological, and aquatic) within the vicinity of the proposed overland travel route and overhead work at Structure No. D193.

Aquatic Resources:

The proposed overland travel route exclusively traverses upland areas. There is an unnamed, non-jurisdictional swale located approximately 50 feet to the west of the pole location which drains to Oak Hollow Road. A jurisdictional ephemeral drainage is located approximately 150 feet east of the proposed overland travel entrance. As designed, the proposed overland travel route and Structure No. D193 modifications will avoid Federal and State jurisdictional waters in the area and approval would not be required. No additional minimization measures or aquatic resource monitoring would be required beyond what was included within the TL 637 Final MND.

Cultural	<input checked="" type="checkbox"/> No Resources Present	<input type="checkbox"/> Resources Present	<input type="checkbox"/> Within Project Component
	<input type="checkbox"/> N/A (paved/graveled area or no ground disturbance)		

Previous Cultural Survey Report Reference:

Cultural and paleontological resources along the Project alignment were studied, reviewed, and documented as part of SDG&E’s application for a PTC for the TL 637 Project (see TL 637 PTC Application, Volume II of II, Appendix 4.5-A and the Inventory of Cultural Resources submitted as Response to CPUC Data Request No. 1). These resources were also discussed within the CPUC-conducted CEQA review process (see the TL 637 Final IS/MND).

Attachment A contains maps showing known cultural resources. There are no cultural and paleontological resources present within the area. No impacts to cultural resources are anticipated to occur as a result of the proposed activities. An archaeological monitor surveyed the proposed location and no cultural resources were observed in the area. No further mitigation measures are recommended and no monitoring will be required to utilize the temporary workspace and overland travel areas described above. No impacts to paleontological resources are anticipated to occur.

Disturbance Acreage Changes?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<p>Original Disturbance Acreage: The Structure No. D193 modifications and proposed overland travel route were not included as approved temporary workspace areas within the PTC application and PEA or the Final IS/MND for the TL 637 Project. Therefore, there is no original disturbance acreage that would be applicable.</p> <p>New Disturbance Acreage: The new proposed overland travel route to Structure No. D193 is anticipated to result in a disturbance area of approximately 2,100 square feet (approximately 150 feet long by 14 feet wide). The new proposed temporary workspace required for overhead work at Structure No. D193 is anticipated to result in a disturbance area of approximately 310 square feet. Therefore, the proposed modification would result in an additional disturbance area of 2,410 square feet for the Project.</p>		

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Geology, Soils, and Seismicity	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The minor modifications to Structure No. D193 and proposed new overland travel route would not affect any of the CEQA criterion relating to geology, soils, or seismicity. Utilization of the new proposed overland travel route and temporary workspace area surrounding Structure No. D193 would consist of vegetation trimming and/or mowing, as needed, within the footprint of proposed activities. The trimmed vegetation will be removed and properly disposed of or will be cut into small segments and spread nearby in order to maintain compliance with fire safety and vegetation management procedures.</p> <p>The new proposed temporary workspace area at Structure No. D193 and associated overland travel route would be designed and constructed in a similar manner as other similar features included as part of the TL 637 project. Applicable design standards and applicable APMs relating to geology, soils, and seismicity would be applied to the overland travel route and would not be required to be altered, expanded, or otherwise changed in order to ensure that new no impacts would result. When the temporary workspace area and overland travel route are no longer needed for construction activities, the disturbed area will be restored, as needed and as appropriate, to approximate pre-construction conditions.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to geology, soils, or seismicity.
Hazardous Materials and Waste	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The minor modifications to Structure No. D193 and proposed new overland travel route would not require any new potentially hazardous materials to be used, would not create any new hazardous waste not disclosed within the CEQA review process, would not expose any sensitive receptors not previously identified, and would not create any new hazard not previously disclosed.</p> <p>Applicable project design standards, APMs, and mitigation measures relating to hazards and hazardous materials would be implemented for the proposed overland travel route and would not be required to be altered, expanded, or otherwise changed in order to ensure that no impacts would result.</p>

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to hazards or hazardous materials.
Hydrology	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not affect hydrology and water quality in a manner different from the impacts assessed as part of the CEQA review process. Appropriate stormwater Best Management Practices (BMPs) are installed and maintained throughout the proposed construction activities, including during utilization of the proposed overland travel route. Pre-construction vegetation will be documented and a post-construction analysis will be conducted. The Storm Water Pollution Prevention Plan (SWPPP) closure recommendation will include installing hydroseeding with Bonded Fiber Matrix (BFM) if post-construction conditions reveal that vegetation has been removed/damaged and needs to be restored. Appropriate BMPs will be installed around the proposed construction areas as necessary.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to hydrology or water quality.
Cultural Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>No impacts to cultural resources are anticipated to occur as a result of the proposed activities. The new proposed overland travel route and temporary workspace area at Structure No. D193 have been surveyed for potential resources by an approved archaeological monitor and no cultural materials were encountered within the area. No further mitigation measures are recommended and no monitoring would be required to utilize the temporary workspace or overland travel route to Structure No. D193.</p> <p>No impacts to paleontological resources are anticipated to occur as a result the proposed activities.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Existing APMs adequately reduce the potential for impacts to cultural and paleontological resources to a level less than significant consistent with the impacts disclosed within the CEQA review process. Therefore, no new agency or tribal consultation would be required.
Traffic and Circulation	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not affect traffic and circulation in a manner different from the impacts assessed as part of the CEQA review process. The overland travel route and temporary workspace area would be constructed utilizing construction crews and equipment that are already present on the project. No new traffic on public roadways would be generated.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to traffic and circulation.

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Air Quality	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and establishment of the proposed new overland travel route would be conducted utilizing construction crews and equipment that are already active on the TL 637 project. Any change in the anticipated air emissions would be negligible. The increase in emissions, if any, would be sufficiently minor such that any increase in emissions would not result in significant impacts (exceedence of established thresholds) or a substantial increase in the severity of impacts as analyzed and disclosed within the CEQA review Process.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to air quality.
Noise and Vibration	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route are not located near noise sensitive areas. The nearest residences are located approximately 450 feet from the temporary workspace area at Structure No. D193. Resulting noise emissions would be similar to those disclosed within the CEQA review process and no new or altered APMs or mitigation measures would be required. Impacts would be similar to those disclosed within the CEQA review process with no anticipated change in severity.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to noise and vibration.
Visual Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	No permanent change in impacts to visual resources would result from the minor modifications to Structure No. D193 or utilization of the proposed new overland travel route. Temporary impacts would not differ from those analyzed and disclosed within the CEQA review process.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to visual resources.
Vegetation and Wildlife	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>No significant impacts to biological resources are anticipated to occur as a result of the new proposed overland travel route and temporary workspace at Structure No. D193. Vegetation trimming and/or mowing within the footprint of the above listed activities would be required. All trimmed vegetation will be removed and properly disposed of or will be cut into small segments and spread nearby in order to maintain compliance with fire safety and vegetation management plans.</p> <p>The new proposed overland travel route to Structure No. D193 is located within agricultural habitat, more specifically an agricultural field that is currently fallow containing non-native vegetation. Anticipated temporary impacts as a result of the proposed overland travel route would include non-native vegetation. The agricultural habitat within the proposed overland travel route is dominated by non-native plant species that include red-stem filaree (<i>Erodium cicutarium</i>), rigput brome (<i>Bromus diandrus</i>), tecalote (<i>Centaurea melitensis</i>), black mustard (<i>Brassica nigra</i>), and rapeseed (<i>Brassica napus</i>). It is anticipated that approximately 2,100 square feet of temporary impacts to agricultural habitat will occur as a result of the 14 feet wide overland travel route. An additional approximate 310 square feet of existing bare ground around the pole location will be used for temporary construction activities. The area around the pole location has been previously brushed and is maintained to bare ground.</p>

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		<p>All impacts to habitats will be documented as per the SDG&E NCCP in the Post Construction Report (PCR). No blading or grubbing is proposed; therefore temporary impacts to non-native vegetation would be expected to be fully restored through natural recruitment without additional enhancement measures. No significant impacts to sensitive biological resources are anticipated.</p> <p>Aquatic Resources:</p> <p>As designed, the new proposed overland travel route and temporary workspace at Structure No. D193 will avoid Federal and State jurisdictional waters and other aquatic resources in the area and no impacts to aquatic resources would occur. The proposed overland travel route exclusively traverses upland areas. There is an unnamed, non-jurisdictional swale located approximately 50 feet to the west of the pole location which drains to Oak Hollow Road. A non-jurisdictional ephemeral drainage is located approximately 150 feet east of the proposed overland travel entrance. As designed, the proposed activities will avoid Federal and State jurisdictional waters in the area. No additional minimization measures or aquatic resource monitoring would be required beyond what was included within the TL 637 Final MND.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The minor modifications to Structure No. D193 and proposed new overland travel route would not require agency consultation relating to vegetation, wildlife, or other biological resources.

Resource Agency Coordination / Approvals					
Resource Agency	Date	Name (print)	Signature		
N/A				<input type="checkbox"/> Reviewed	
CPUC Project Manager				<input type="checkbox"/> Approved <input type="checkbox"/> Approved with Conditions (see below) <input type="checkbox"/> Denied	

For CPUC Compliance Manager Use Only		
<input checked="" type="checkbox"/> Refinement Approved	<input type="checkbox"/> Refinement Denied	<input type="checkbox"/> Beyond Authority

Conditions of Approval or Reason for Denial

Prepared by:

Date:

Minor Project Refinement Definitions

Project refinements are strictly limited to minor changes that will not trigger less restrictive or new discretionary permit requirements, that do not increase or create impacts, and that comply with the intent of the mitigation measures.

Project Change Level	Description	Example
Level 1 (Minor Change)	Temporary actions that will not affect biological or cultural resources or deviate from APMs, MMs, or permit requirements; use of existing private resources (i.e., private road, well) with permission	Temporary use of an existing access road, storage yard, well, hydrant, etc. not associated with current project
Level 2 (Major Change)	Changes to established mitigation protocols or project activities due to new information or improved techniques that result in temporary, insignificant impacts on resources	Installing additional disposal sites; road widening or additional grading; changes to seed mix for restoration if does not significantly alter final targeted vegetation composition
Petition for Modification	Significant, long-term changes to construction plan or mitigation protocol that require additional biological or cultural surveys or verification; discovery of omissions or errors in project documents (permits, MMs, APMs) that jeopardize biological or cultural resources; discovery of new and significant biological or cultural resources that require new avoidance measures	Construction of a new access road or bridge; discovery of new sensitive species or habitat not initially described in project documents; changes to seed mix for restoration that significantly alter final targeted vegetation composition