



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

Date Requested:	June 6, 2014	Report #:	009
Date Approved:	June 10, 2014	Approval Agency:	No other agency approval is required.
Property Owner(s):	Private and SDG&E Right-of-Way (ROW).	Location/Milepost:	P161
Land Use/Vegetative Cover:	The proposed impact area occurs primarily within disturbed grassland habitat.	Sensitive Resources:	Sensitive habitats including native and non-native grassland and oak savannah habitat.
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 checked="" type="checkbox"/> Other: Revised Overland Travel Route to Structure No. P161.			
San Diego Gas & Electric Company (SDG&E) is proposing to utilize a different overland travel route to Structure No. P161 than what was 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).			
Description of Refinement			
SDG&E proposes to use a different overland travel route to Structure No. P161 in order to safely and successfully conduct construction activities. The proposed refinement would shift the overland travel to the west of Structure No. P161 so that access will be via an existing private access road and not directly from State Route (SR) 78 (see Figure 2).			
The proposed shifted overland travel route to access Structure No. P161 is approximately 280 feet long by 14 feet wide, and will result in approximately 3,920 square feet of temporary impacts to disturbed grassland habitat. Figure 2 depicts the proposed new overland travel route. Photograph Nos. 1 and 2 depict the existing private road and entrance from SR 78, and proposed overland travel route to Structure No. P161, respectively.			
Original Condition:			
The originally anticipated overland travel route to Structure No. P161 connected to the structure site from the north via SR 78 (refer to Figure 1) and was approximately 135 feet in length and was located within disturbed grassland habitat.			
Justification for Change:			
Following in-field review of the proposed overland travel route, construction crews identified safety concerns with utilizing the originally planned overland travel route (refer to Figure 1) from SR 78. The modified overland travel route is advantageous over using the existing route location because it is safer for construction personnel to enter the pole location via the overland travel route from the private access road.			

Maps and Figures

Figure 1 (extracted from PEA Appendix 3-B, Sheet 50 of 55) depicts the originally planned overland travel route. Figure 2 depicts the proposed new overland travel route. Photograph Nos. 1 and 2 depict the existing private road and entrance from SR 78, and proposed overland travel route to Structure No. P161, respectively.



Figure 1: MPR Overview Map showing the original overland travel route (yellow line) to P161 from Highway 78.

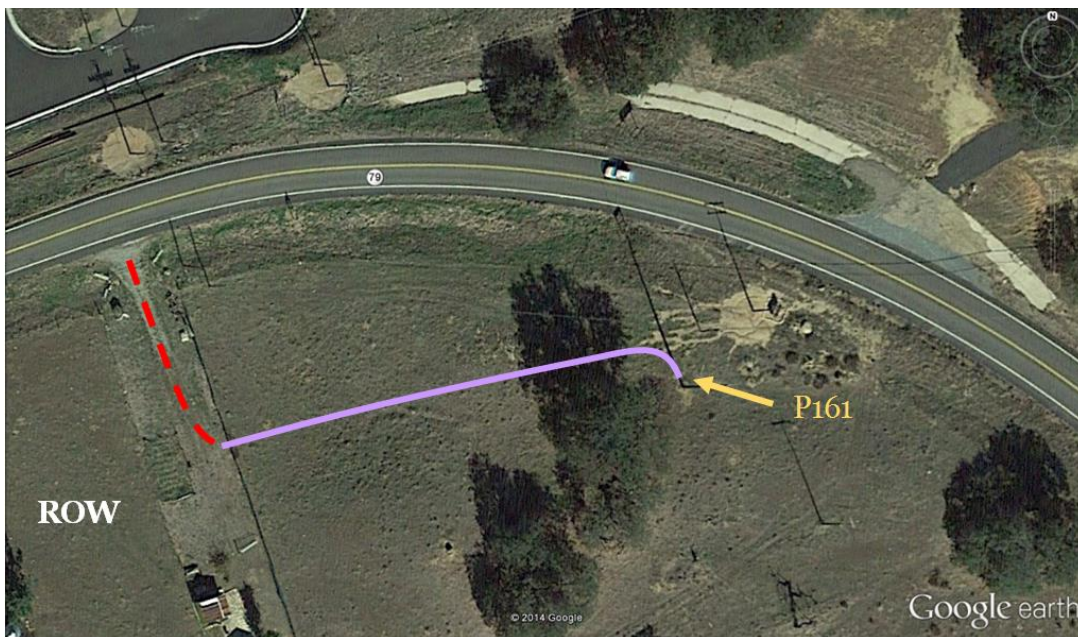


Figure 2: Aerial image of proposed shifted overland travel route (purple line) to Structure No. P161 via an existing private road (dashed red line).



Photograph 1: View of existing private access road (dashed red line) off Highway 78, facing north.



Photograph 2: View of proposed overland travel access (purple line) to P161 (yellow arrow), facing east.

Environmental Impact:

Utilization of the shifted overland travel route in place of the originally identified overland travel route 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 to Structure No. P161, utilizes an existing private access road that is located on private property (refer to Figure 2). The property owner has approved the proposed construction modifications for overland travel use. No additional concurrence is required for the proposed MPR.

Resources:

Biological

No Resources Present

Resources Present

N/A

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 to Structure No. P161 has been re-evaluated for biological resources. The proposed impact area occurs within native and non-native grassland habitat within the understory of Engelmann oak savannah habitat. 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 to Structure No. P161.

Aquatic Resources:

As designed, the new proposed overland travel route to Structure No. P161 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 and the nearest potentially jurisdictional water is an unnamed ephemeral drainage located approximately 180 feet to the south which drains into the wet meadow west of the proposed overland travel route (refer to Attachment A). No additional minimization measures or aquatic resource monitoring would be required beyond what was included within the TL 637 Final MND.

Cultural

No Resources Present

Resources Present

Within Project Component

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. The proposed area was re-surveyed on May 26, 2014 for potential resources by an approved archaeological monitor and no cultural resources were observed in the area. No further mitigation measures are recommended and no monitoring will be required to utilize the modified temporary workspace 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 previously contemplated overland travel access to Structure No. P161 would have resulted in a total disturbance area of approximately 1,890 square feet (13135 feet long by 14 feet wide) (refer to Figure 1).</p> <p>New Disturbance Acreage: The new proposed overland travel route to Structure No. P161 is anticipated to result in a disturbance area of approximately 3,920 square feet (approximately 280 feet long by 14 feet wide). The proposed modification would result in an additional disturbance area of 2,030 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 new proposed overland travel route to Structure No. P161 would not affect any of the CEQA criterion relating to geology, soils, or seismicity. No grading, blading, grubbing or dirt work would be required to establish the overland travel route.</p> <p>Site preparation would consist of vegetation trimming and/or mowing 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. Additionally, nearby rocky outcroppings will be avoided during utilization and overland travel use.</p> <p>The new proposed overland travel route to Structure No. P161 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 is 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 new proposed 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	Utilization of the new proposed overland travel route to Structure No. P161 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. The proposed overland travel route will reduce potential hazards for the Project by providing construction personnel and equipment a safer access point to Structure No. P161. The originally contemplated overland travel route occurred directly off of SR 78 in the proximity of a sharp curve in the roadway. 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.

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 new proposed overland travel route would not require agency consultation relating to hazards or hazardous materials.
Hydrology	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Utilization of the new proposed overland travel route to Structure No. P161 in place of the originally planned overland travel route off of SR 78 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. Applicable APMs and mitigation measures relating to hydrology and water quality 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 new or more severe impacts would result.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed 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 has been re-surveyed for potential resources by an approved archaeological monitor on May 26, 2014 and no cultural materials were encountered within the area. No further mitigation measures are recommended and no monitoring would be required to utilize the overland travel route to Structure No. P161.</p> <p>No impacts to paleontological resources are anticipated to occur as a result of 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	Utilizing the new proposed overland travel route to Structure No. P161 would not affect traffic and circulation in a manner different from the impacts assessed as part of the CEQA review process. The modified overland travel route would be constructed utilizing construction crews and equipment that are already present on the project. No new traffic on public roadways would be generated. The modification to the overland travel access would ensure that Project-related vehicles would access the work site from an existing private access road, instead of the previously contemplated overland travel route that provides access to Structure No. P161 directly from SR 78 (refer to Figure 1). Therefore, no new or more severe impacts would occur.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed 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 new proposed overland travel route to Structure No. P161 would be established utilizing construction crews and equipment that are already active on the TL 637 project and the activities required for utilization would be identical as the activities that were originally proposed. 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 new proposed 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 new proposed overland travel route to Structure No. P161 is not located within 50 feet of any noise sensitive areas. 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 new proposed 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 utilization of the proposed overland travel route to Structure No. P161. Temporary impacts would be similar to those analyzed and disclosed within the CEQA review process.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed 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 to Structure No. P161. Vegetation trimming/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 proposed overland travel route to Structure No. P161 is located within grassland habitat within the understory of Engelmann oak savannah habitat. Anticipated temporary impacts as a result of the proposed overland travel route would include both native and non-native vegetation. Grassland habitat within the proposed overland travel route is dominated by native plant species including common sandaster (<i>Corethrogyne filaginifolia</i>), blue-eyed grass (<i>Sisyrinchium bellum</i>), ragweed (<i>Ambrosia psilostachya</i>) and non-native species including red-stem filaree (<i>Erodium cicutarium</i>), ripgut brome (<i>Bromus diandrus</i>), wildoat (<i>Avena fatua</i>), Italian rye grass (<i>Lolium multiflorum</i>), cheatgrass (<i>Bromus tectorum</i>), black mustard (<i>Brassica nigra</i>), and foxtail (<i>Hordeum murinum</i>). A single individual of the sensitive (CNPS 1B.2) San Diego gumplant (<i>Grindelia hallii</i>) is located approximately 50 feet north of the overland travel entrance. This plant will be avoided during utilization of the access route. Additionally, equipment parking will not occur underneath the drip line of a nearby Engelmann oak tree.</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>The originally contemplated overland travel route to Structure No. P161 was approximately 135 feet in length within disturbed and grassland habitat that would have resulted in approximately 1,890 square feet of temporary impacts. The new proposed overland travel route to Structure No. P161 is approximately 280 feet in length within grassland habitat resulting in approximately 3,920 square feet of temporary impacts. There would be an overall increase of 2,030 square feet of temporary impacts.</p> <p>All impacts to sensitive habitats will be documented as per the SDG&E Subregional Natural Community Conservation Program (NCCP) in the Post Construction Report (PCR). No blading or grubbing is proposed; therefore temporary impacts to grassland habitat 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 to Structure No. P161 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 and the nearest potentially jurisdictional water is an unnamed ephemeral drainage located approximately 180 feet to the south which drains into the wet meadow west of the proposed overland travel route (refer to Attachment A). 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 new proposed 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