

Appendix E: Minor Project Refinement Form

Provide basic information:			
MPR Request Number:	MPR#5		
Date Submitted to CPUC:	8/2/19	Requested Approval Date:	8/9/19
Anticipated Start Date for Proposed Action:	8/15/19	Anticipated End Date for Proposed Action:	End of Construction
Describe the proposed minor Project refinement, including an explanation for why the refinements are necessary:			
<p>Realignment of the Underground Duct Bank for the 230kV Transmission Line</p> <p>On October 19, 2018, Horizon West Transmission, LLC (HWT) submitted a request to the California Public Utilities Commission (CPUC) for a Notice to Proceed (NTP) with construction of the Suncrest Dynamic Power Support Project (Project). As part of the compliance documentation provided as part of the NTP package, HWT provided disturbance maps for the static var compensator (SVC) and underground duct bank/overhead 230 kV alignment, which included the underground work areas, riser and intermediate poles. The CPUC subsequently issued an NTP on December 12, 2018.</p> <p>Following the issuance of the NTP from the CPUC, HWT negotiated an easement with San Diego Gas and Electric Company (SDG&E) to install the duct bank along and within Bell Bluff Truck Trail (BBTT), a paved roadway extending west from Japatul Valley Road. During this process, SDG&E requested HWT to move the underground alignment further north to avoid the underground position SDG&E is planning to use for its own underground utilities to be installed at a future date. These underground areas that SDG&E is reserving for future use partly occur within the westbound land (i.e., northern portion) of BBTT between HWT's SVC and the existing SDG&E Suncrest Substation. SDG&E already has installed underground line in the eastbound lane (i.e., southern half) of BBTT.</p> <p>As a result of the easement negotiations with SDG&E, HWT proposes to make the following revisions to the duct bank alignment:</p> <ul style="list-style-type: none"> • Moving the underground alignment approximately 5 feet north along BBTT from the SVC (approximately Station 47+00 per Attachment 1) westward to the location where BBTT forks with SDG&E's substation access road in a westerly direction (i.e., approximately 450 feet east of the existing water tower located along the upper/northwest roadway near Station 15+75 per Attachment 1). This segment represents the 30-foot-wide portion of BBTT. • Moving the underground alignment approximately 5 feet south along BBTT from the road fork (approximately Station 15+75) west to where the underground line terminates at the riser pole (Station 00+00) on the north side of the paved roadway. This segment represents the 12-foot-wide portion of BBTT. • Reduction of the number of vaults from five presented in the Final Environmental Impact Report 			

(FEIR) to one singular vault location (at approximately Station 29+00) within the northern portion of BBTT. This will result in a reduction to temporary impacts to areas outside of the existing BBTT of 0.051 acre. The single vault excavation (including over-excavation to install the vault itself) will result in minor temporary impacts beyond the paved roadway on the north side of the road by several feet. These impacts are accounted for in the acreage calculations provided below.

Although the underground duct bank and vault will be installed entirely within the paved roadway as originally specified in the FEIR, construction personnel and equipment must now temporarily utilize additional portions of the unpaved road shoulders of BBTT for construction and installation of the duct bank. For example, one side of the excavator tread or wheels will need to extend past the road edge and into the road shoulder during underground duct bank installation.

The Proposed Project Refinements include:

- Reducing the work area within the 30-foot-wide portion of BBTT to 18-foot-wide to reflect the easement boundaries agreed upon with SDG&E. As a result of the revised easement boundaries, the work area will be shifted northward to reflect the easement agreed upon with SDG&E, resulting in approximately 0.50 acre of temporary disturbance into areas only on the unpaved northern road shoulder that was not previously identified as a temporary work area. This shift also includes portions of the existing concrete-lined and/or dirt gutters that run parallel to BBTT. However, impacts to these gutters are not anticipated as the gutters will be either avoided or protected during construction.
- Shifting the work area within the 12-foot-wide portion of BBTT to reflect the easement boundaries agreed to with SDG&E. The width of the work area would remain the same at 12 feet. The northern easement boundary for this portion of the alignment is defined as the northern curb of BBTT; however, additional work area will be needed on both the north and south sides of the road to facilitate construction. This change results in approximately 0.23 acre of temporary disturbance into the road shoulder on the north and south sides of the 12-foot wide portion of BBTT that was not previously identified. An additional temporary construction easement (TCE) may be required from SDG&E on the south side of the road shoulder to facilitate use of this area during construction. This section of road shoulder consists primarily of gravel and bare dirt. This section of roadway also contains a section of existing guardrail along the southern shoulder that will not need to be removed for construction.
- Acquiring a TCE from SDG&E for the use of a small, existing approximately 140 square foot graveled area (approximately 0.003 acres) immediately west of the water tower adjacent to the alignment (Attachment 1). The area will be used as an equipment and vehicle turn-out, and for the purpose of staging equipment and materials (similar to and consistent with its current use by SDG&E). A portion of this area was previously part of the work area for one of the five vaults originally planned to be installed for the project (as identified in the project's FEIR).

The proposed project refinements will not affect or change the originally calculated permanent impacts for the project as described in the FEIR.

Resources

As shown in Attachment 1, potential sensitive resources along the 30-foot-wide segment of roadway on BBTT include the following resources, which are discussed in detail within the respective resource topics that follow:

- Engelmann Oak habitat (trees and vegetation associations/understory)
- Felt-leaved monardella
- San Diego sunflower
- Other oak tree species
- Hermes copper butterfly habitat
- Two jurisdictional drainages that intersect and flow under BBTT
- One known (i.e., recorded and mapped) ineligible archaeological site

As shown in Attachment 1, potential sensitive resources along the 12-foot-wide segment of roadway on BBTT include the following resources, which are discussed in detail within the respective resource topics that follow:

- Engelmann Oak habitat (trees and vegetation associations/understory)

Describe the dimensions and area of any additional work areas and land disturbance associated with the proposed refinements. Include/attach photos, maps, or other documentation illustrating the existing conditions in the area:

See Attachment 1.

Provide a summary list of applicable Project requirements (e.g., APMs, MMs, etc.) for which the refinements are being requested:

Standard Project mitigation measures, per the Project's Mitigation Monitoring and Reporting Program (MMRP), to be used to reduce or avoid impacts to resources include but are not limited to:

1. All temporary disturbance areas requested herein have been previously surveyed for natural and cultural resources during the preparation of the Proponent's Environmental Assessment (PEA), California Environmental Quality Act (CEQA) process, and prior to construction.
2. Biological surveys conducted between 2017 and 2019 covered the following areas beyond the edge of the roadway (i.e., outside the Project work area boundary) for underground work: bat surveys (per BIO-13) that included areas 100 feet beyond the original approved boundary; Hermes Copper Butterfly surveys (per BIO-8) that included areas 150 meters (492 feet) beyond the original approved boundary and botanical surveys (per BIO-2) that included areas 100 feet beyond the original approved boundary. As such, biological surveys have been conducted for all new areas that will be affected by the duct bank shift.
3. Preconstruction sweeps (per BIO-13) of temporary impact areas will be performed prior to beginning any ground disturbing activities.
4. Per BIO-3 and BIO-11, sensitive resources, including but not limited to special status plants, cultural resources, and waterways will be staked / flagged or fenced for avoidance prior to

beginning underground work.

5. Initial ground disturbing activities will be monitored by cultural and Native American monitors (CR-1), and all ground disturbing activities with potential for impacts to sensitive resources will be monitored by a biological monitor (BIO-11).
6. Project limits will be clearly marked and flagged prior to beginning work along BBTT.
7. The construction crew will install necessary erosion control devices and BMPs as identified in the Stormwater Pollution Prevention Plan (SWPPP) (HYD/WQ-1), including at drainages and downslope areas to prevent offsite sedimentation.
8. If blasting is required along the underground duct bank, including at the location of the underground vault near station 29+00, the contractor will adhere to MM HAZ-2, including following the Project’s approved blasting plan to ensure protection of resources.
9. Following completion of construction and demobilization, all temporarily disturbed work areas will be restored to their pre-construction conditions per the FEIR Section 2.4.2.1. Areas that were disturbed by equipment movement will be recontoured to their original contours. Work areas will be de-compacted, and salvaged topsoil materials (as applicable) will be re-spread following recontouring to aid in restoration of disturbed areas.

Would the proposed refinements conflict with any of the above-listed APMs, MMs, or other Project requirements or applicable laws, regulations, or policies?	No	Yes
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<i>Explain proposed refinements consistency/inconsistency with applicable Project requirements below.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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See proposed refinements’ consistency with applicable Project requirements below.

Would the Proposed Project refinements result in a new impact, or increase the severity of a previously analyzed impact on:	No	Yes
<p>Aesthetics (e.g., damage scenic resources or vistas, degrade the existing visual character of the site and its surroundings, or create sources of light or glare)? of the site and its surroundings, or create sources of light or glare)?</p> <p><i>FEIR Significance: Less than Significant with Mitigation</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Project Refinement Impacts on Aesthetics:</p> <p>Along the 30-foot-wide portion of BBTT, the Proposed Project Refinement would require an additional approximately 0.50 acre of temporary disturbance along the northern road shoulder. Along the 12-foot-wide portion of BBTT, the Proposed Project Refinement would require 0.23 acre of temporary disturbance along the southern and northern road shoulder. However, because the number of vaults will be reduced from five vaults to one vault (see above for details), the total new temporary disturbance to areas outside of BBTT (i.e., disturbance to the shoulder of BBTT, including the additional proposed turn-out described above) will be approximately 0.68 acre. Following construction, temporary disturbance areas will be restored to preconstruction conditions and re-vegetated as required per methods described in the Project’s FEIR. While the Proposed Project Refinements would result in a temporary increase of approximately 0.68 acre total of disturbance to areas outside of the paved BBTT roadway, the BBTT is a gated roadway that is not visible from public areas, and the edge of the roadway would be restored after construction. Therefore, no impact will occur.</p>		
<p>Agriculture and Forestry (e.g., convert Farmland to nonagricultural use, or create a conflict with existing agricultural zoning or a Williamson Act)?</p> <p><i>FEIR Significance: Less than Significant</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Project Refinement Impacts on Agriculture and Forestry:</p> <p>For both the 12-foot-wide and 30-foot-wide segments of the underground alignment along BBTT, the Proposed Project Refinements occur on land mapped as “Other Land” by the Farmland Mapping and Monitoring Program, and are not located on land zoned for forest land, timberland, or timberland zoned for Timberland Production. Therefore, the proposed refinements will have no impacts on Agriculture or Forestry.</p>		

Air Quality (e.g., produce criteria air pollutant emissions, or expose sensitive receptors to addition pollutants)? *FEIR Significance: Less than Significant with Mitigation***Summary of Proposed Project Refinement Impacts on Air Quality:**

The Project's construction air pollutant emissions will occur for a short period and will be well below the magnitude that will cause air quality standard violations or contribute substantially to existing or Projected air quality standard violations that are measured in San Diego County. The ground disturbance analyzed in the FEIR included 3.13 acres of temporary disturbance of temporary disturbance for the underground transmission line work. The Proposed Project Refinements for the 12-foot-wide roadway, the 30-foot-wide roadway, and the two overhead pole locations will result in net increase of approximately 0.68 acre of total disturbance to unpaved / dirt areas outside of BBTT. This change will result in a negligible increase in air quality impacts from Project construction. There will be no change to permanent emissions. Impacts related to air quality will remain less than significant.

Additionally, the Project will adhere to all air quality measures per the Project's MMRP, including AIR-1 Fugitive dust Control: during construction, water or non-toxic soil stabilizers will be applied in sufficient quantities, on dirt areas such as the road shoulder to control fugitive dust.

Biological Resources (e.g., have an adverse effect on sensitive or special-status species; impact riparian, wetland, or any other sensitive habitat; or conflict with local policies or ordinances protecting biological resources)? *FEIR Significance: Less than Significant with Mitigation***Summary of Proposed Project Refinement Impacts on Biological Resources:**

Under the Proposed Project Refinements, the duct bank under BBTT would be moved approximately 5 feet north within the shoulder of the 30-foot-wide portion of the roadway (i.e., section between the SVC pad and the road fork to the west). As a fire prevention measure, the construction crew will need to remove vegetation, where it occurs, within portions of the proposed temporary work areas for this segment of road. This would result in up to approximately 5 feet of temporary disturbance on the northern road shoulder of BBTT, which is mapped in the FEIR as Bigberry Manzanita-Chamise Chaparral as well as Engelmann Oak-Coast Live Oak/Poison Oak/Grass Association. However, the areas into which the revised easement extend were previously disturbed during construction of the paved roadway for BBTT as part of SDG&E's Sunrise Powerlink Project. Therefore, these areas contain vegetation that was introduced as part of the restoration effort by SDG&E following completion of the Project. As such, neither Engelmann oak trees, nor Engelmann oak understory habitat, will be impacted by vegetation removal along the northern shoulder of the roadway within HWT's easement.

Additionally, under the Proposed Project Refinements, the duct bank under BBTT would be moved approximately 2 feet south along the shoulder and 5 feet north along the shoulder of the 12-foot-wide portion of the roadway (i.e., section between the road fork and extending westward to the underground/ overhead transition). This would result in up to 2 feet temporary disturbance on southern road shoulder of BBTT via travel from the excavator tread, and approximately 5 feet of disturbance on the northern shoulder of BBTT via travel from the excavator tread and crew foot traffic. Also, as necessary, some vegetation may need to be removed on the road shoulders in this 12-foot section of roadway. Both the small, 2-foot wide area south of the BBTT and the 5-foot wide area north of the BBTT were mapped in the EIR as Ruderal or Urban/Developed land.

Because the proposed temporary work areas for these segments of road shoulder consist primarily of disturbed, gravel and bare dirt, no vegetation removal will be required along the southern shoulder of the roadway, and only a small amount of vegetation would need to be removed along the northern shoulder of the roadway.

Sensitive biological resources that could be impacted in the above areas would include Engelmann oak habitat, two drainages that cross under the road in corrugated steel pipes (at approximately stations 30+50 and 33+00), and potential individuals of San Diego sunflower. Construction techniques to reduce impacts could include avoidance of Engelmann oak tree habitat, using a smaller excavator, and placing steel plates or mats on the road margin to protect soils from equipment tread in the vicinity of sensitive biological resources. In addition to Mitigation Measures BIO-17 and BIO-18, implementation of Mitigation Measures BIO-3 (Avoid or Minimize Impacts on Special Status Species During Construction), BIO-4 (Compensate for Impacts to Special Status Plants), HYD/WQ-1 (Implement Construction Best Management Practices for Erosion Control), HYD-WQ-2 (Avoidance and Minimization of Impacts to Existing Culverts and Stormwater Conveyance features), and HAZ-1 (Hazardous Materials and Waste Management Plan) would reduce potential impacts to sensitive species and waters to less than significant. Additionally, all temporary impact areas outside the road shoulder will be surveyed by biological monitors prior to initial disturbance, and will be restored per MM BIO-16 (including following the Project’s Restoration Plan) as soon as possible following the end of construction. Although the Restoration Plan will not cover the replanting of individual San Diego sunflower plants, it will include replanting with a seed mix that includes the seeds of this species.

The driplines of all oak trees, including Engelmann oak trees, will be protected and avoided during construction. Additionally, Engelmann oak tree understory habitat along the road shoulders was previously disturbed when BBTT was constructed and no longer reflects the sensitive vegetation community of Engelmann Oak-Coast Live Oak/Poison Oak/Grass Association (*Quercus engelmannii* – *Q. agrifolia*/*Toxicodendron diversilobum* Association) that was once present. As a result, no impacts to this sensitive vegetation community will occur. Per Attachment 1, at least one Engelmann oak tree located approximately 200 feet west of the water tower on the south side of BBTT will need to be trimmed for safe vehicle passage. Any oak tree trimming will be performed by a certified arborist. According to Attachment 1 (which combines findings from botanical surveys conducted in 2017, 2018, and more recently in 2019) no protected plant species occur within 5 feet of BBTT, except the San Diego sunflower. Therefore, clearing of vegetation will not impact any other rare plants. Implementation of Mitigation Measures BIO-3 (Avoid or Minimize Impacts on Special Status Species) and BIO-4 (Compensate for Impacts to Special Status Species) will reduce impacts to San Diego sunflower to a less than significant level.

Cultural Resources (e.g., cause an adverse change to a significant historical, archeological, or paleontological resource)?
FEIR Significance: Less than Significant with Mitigation

Summary of Proposed Project Refinement Impacts on Cultural Resources:

Along the 30-foot-wide portion of BBTT, the duct bank will be moved approximately 5 feet north. Along the 12-foot-wide portion of BBTT, the duct bank will be moved approximately 5 feet south. These changes would result in up to approximately 5 feet of temporary disturbance on the northern shoulder, and up to approximately 2 feet of temporary disturbance on the southern road shoulder. An ineligible cultural resource site is located on top of an escarpment outside of the Project Area north of the road within the 30-foot roadway segment between approximately Stations 27+00 and 28+00 (Attachment 1).

In the FEIR, no impacts to this resource were identified, and thus, HWT would use alternate construction methods, possibly including hand excavation or use of smaller equipment, and installing exclusion fencing in this area to keep construction within paved areas and avoid this environmentally sensitive area. Ensuring that work is confined to within the roadway that is adjacent to the resource area, as well as implementation of Mitigation Measure CR-1 (Conduct Sensitivity Training and Construction Monitoring) and CR-2 (Immediately Halt Construction if Cultural Resources are Discovered, Evaluate all Identified Cultural Resources for Eligibility for Inclusion in the CRHR, and Implement

Appropriate Mitigation Measures for Eligible Resources) would reduce potential impacts to cultural resources to a less than significant level.

There are no known cultural resources mapped along the 12-foot-wide portion of the BBTT for the underground work areas. Implementation of Mitigation Measure CR-2 would reduce impacts related to an unanticipated discovery in this segment to a less than significant level.

Geology, Soils, and Seismicity (e.g., cause or expose people or structures to geologic or soil hazards, including erosion or loss of topsoil, seismic-related ground shaking, landslides)?
FEIR Significance: Less than Significant with Mitigation

Summary of Proposed Project Refinement Impacts on Geology, Soils, and Seismicity:

The Proposed Project Refinements would result in a net increase of 0.68 acre in temporary disturbance in unpaved areas outside of BBTT for the 30-foot-wide and the 12-foot-wide roadway segments combined. Construction techniques to reduce soil disturbance, topsoil loss and prevent erosion from wind or rain could include applying water for dust suppression, retaining 2-3 inches of vegetation allowing the root systems to stay intact, using a smaller excavator, placing steel plates or mats on the road margin to protect soils from equipment treads in the vicinity of two drainages that cross under the road in culverts. These techniques, in addition to Mitigation Measure HYD/WQ-1 (Implement Construction Best Management Practices for Erosion Control), and HYD-WQ-2 (Avoidance and Minimization of Impacts to Existing Culverts and Stormwater Conveyance features) would reduce impacts to less than significant.

Greenhouse Gas Emissions (e.g., generate a substantial amount of greenhouse gas [GHG] emissions, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions or GHGs)?

FEIR Significance: Less than Significant

Summary of Proposed Project Refinement Impacts on Greenhouse Gas Emissions:

The Proposed Project Refinements for both the 30-foot-wide and the 12-foot-wide roadway segments would have minimal impact on greenhouse gas emissions. There are no changes to the length of the construction period, and minimal changes to construction equipment use. Total GHG emissions identified in the EIR were 507.3 metric tons of CO₂e, well below the County of San Diego threshold of 900 Metric Tons CO₂e. Minor changes in GHG emissions will not change the level of significance under CEQA.

Hazards and Hazardous Materials (e.g., create or increase the exposure of people or structures to hazardous materials, involve the use of additional hazardous materials or equipment, or interfere with an adopted emergency plan)?

FEIR Significance: Less than Significant with Mitigation

Summary of Proposed Project Refinement Impacts on Hazards and Hazardous Materials:

The Proposed Project Refinements for both the 30-foot-wide and the 12-foot-wide roadway segments would not change the routine transport, use, and disposal of hazardous materials or the fire risk analyzed in the EIR. Changes to the alignment for both the 30-foot-wide and the 12-foot-wide roadway segments of the underground duct bank under BBTT would have similar impacts on the flow of traffic on BBTT and possible interference with emergency response. Implementation of Mitigation Measures TR-1 (Maintain Traffic Flow), TR-2 (Minimize Effects of Temporary Roadway Disturbances) and TR-3 (Emergency Coordination and Access Considerations) would minimize potential impacts to adopted emergency response and evacuation plans and reduce this impact to a less than significant level.

Hydrology and Water Quality (e.g., degrade water quality, discharge waste or sediment, deplete groundwater, alter the existing drainage pattern, create additional runoff water or polluted runoff, place structure in a 100-year flood hazard area, or expose people or structures to a significant risk involving flooding)?

FEIR Significance: Less than Significant with Mitigation

Summary of Proposed Project Refinement Impacts on Hydrology and Water Quality:

The change in alignment of the underground duct bank for both the 30-foot-wide and the 12-foot-wide roadway segments under BBTT will result in some additional soil disturbance of the road margins, up to approximately 5 feet from the edge of the road. However, wherever possible, the Project would use steel plates or mats placed on the road margin to reduce disturbance from equipment treads, and use alternate construction techniques such as hand excavation in the vicinity of the two drainages that cross under the road in culverts. In addition, implementation of the SWPPP, HYD/WQ-1 (Implement Construction Best Management Practices for Erosion Control), and HYD-WQ-2 (Avoidance and Minimization of Impacts to Existing Culverts and Stormwater Conveyance features) will reduce impacts related to erosion to a less than significant level.

There are two California Department of Fish and Wildlife (CDFW)-jurisdictional, seasonally dry drainages that flow underground, through culverts perpendicular to the alignment. The drainages are variable in width (approximately 15 feet wide) where they intersect and pass under BBTT. However, to avoid impacts to bed or bank of the two drainages, the construction crew will either conduct work by hand through the drainage areas, or will use equipment (such as a mini-excavator) that is sufficiently small so as to avoid the need to create disturbance outside of the paved roadway. Additionally, any vegetation within the bed and bank of the two drainages, will not be removed. The underground transmission line will be installed beneath the drainage culverts. Although culvert removal could be necessary in the instance that blasting is required beneath the culverts (requiring additional agency approval), it is not anticipated that the culverts will need to be removed. As such, the drainages will not be impacted by the proposed Project refinements.

Stormwater Pollution Prevention Plan

The additional temporary impacts to unpaved road shoulder outside of BBTT for both the 30-foot-wide and the 12-foot-wide roadway segments will not affect the overall impacts calculated for the Project's SWPPP. Therefore, the Project will remain at the same/current risk and type levels (i.e., Risk Level 1, Linear Underground/Overhead Project Type 1). However, the SWPPP will be updated to reflect any additional BMPs that would be required due to the new impacts to areas outside of BBTT, including placement of BMPs for both the 30-foot-wide and the 12-foot-wide roadway segments.

Land Use and Planning (e.g., physically divide an established community; conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the Project, or conflict with a habitat conservation plan)?

FEIR Significance: Less than Significant

Summary of Proposed Project Refinement Impacts on Land Use and Planning:

Surrounding BBTT on either side is the Lightner Mitigation Site (established for mitigation for permanent impacts to waters of the U.S. and State from the Sunrise Powerlink Project) and lands managed by the USFS, Cleveland National Forest. The Proposed Project Refinements for both the 30-foot-wide and the 12-foot-wide roadway segments would be located within the easement established with SDG&E and/or located entirely on SDG&E and private property.

The Minor Project Refinements will shift the location of the underground duct bank, but the duct bank will remain within the easement established with SDG&E. The Project is located on open space lands and there is no community in the vicinity, therefore the Minor Project Refinements will not cause the Project to divide an established community. The Project footprint will remain within the easement established with SDG&E, therefore the Minor Project Refinements would not cause the Project to conflict with a land use plan, policy or regulation with an agency with jurisdiction over the Project. The Project is located within the East County Plan Area of the San Diego Multiple Species Conservation Program. However, this plan area has not yet been approved (San Diego County Planning and Development Services 2019). The Minor Project Refinements will move the duct bank by 5 feet, but the duct bank will remain under the BBTT and within the easement already established with SDG&E. No impacts related to an established Habitat Conservation Plan will occur. No impacts to the Lightner Mitigation site or Forest lands managed by Cleveland National Forest will occur.

Mineral Resources (e.g., result in the loss of known mineral resources of regional and/or state value, or availability of locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan)?

FEIR Significance: No Impact

Summary of Proposed Project Refinement Impacts on Mineral Resources:

No mineral resources are known to occur at the Project site, therefore the Proposed Project Refinements would have no impact mineral resources.

Noise and Vibration (e.g., expose sensitive receptors to additional noise or vibration, exposure of persons to or generation of excessive ground-borne noise or vibration)?

FEIR Significance: Less than Significant with Mitigation

Summary of Proposed Project Refinement Impacts on Noise and Vibration:

The Proposed Project Refinements would alter the footprint of the Project but would not change the construction methods and machinery or operational characteristics. Flexibility was built into the initial schedule and the Proposed Project Refinements are unlikely to add additional construction days. Therefore, the Proposed Project Refinements would have no discernable impact on noise or vibration impacts.

Population and Housing (e.g., directly or indirectly induce substantial population growth in an area, or displace substantial numbers of people or existing housing)?

FEIR Significance: Less than Significant

Summary of Proposed Project Refinement Impacts on Population and Housing:

The Proposed Project Refinements would slightly alter the footprint of the Project. It would have no impacts on population or housing.

Public Services and Utilities (e.g., result in substantial adverse physical impacts on government facilities that provide a public service; require or result in the construction of new water, wastewater treatment, or stormwater drainage facilities; have insufficient water supplies or wastewater treatment capacity available to the Project from existing entitlements and resources; be served by a landfill with insufficient permitted capacity to accommodate the Project's need; or fail to comply with federal, state, and local statutes and regulations for solid waste)?

FEIR Significance: Less than Significant with Mitigation

Summary of Proposed Project Refinement Impacts on Public Services and Utilities:

The revised location of the transmission line for both the 30-foot-wide and the 12-foot-wide roadway segments underneath BBTT are not anticipated to alter the existing stormwater drainage system, and the road surface would be restored following trenching. If necessary, the contractor will use alternate construction measures, such as -use of alternative equipment or excavation techniques in the vicinity of the culverts, to reduce impacts to storm drain facilities. In addition, implementation of Mitigation Measure HYD-WQ-2 (Avoidance and Minimization of Impacts to Existing Culverts and Stormwater Conveyance Features) would reduce this impact to a less than significant level. If existing concrete-lined or dirt drainage gutters/culverts that run parallel to BBTT are impacted or damaged during construction, then those features will be restored by the construction contractor as soon as possible following completion of the Project.

Recreation (e.g., increase the use of, or cause adverse effects on, existing parks or other recreational facilities)? *FEIR Significance: Less than Significant***Summary of Proposed Project Refinement Impacts on Recreation:**

The Proposed Project Refinements would slightly alter the footprint of the Project for both the 30-foot-wide and the 12-foot-wide roadway segments. It would have no impacts on recreation.

Transportation and Traffic (e.g., increase traffic congestion or degrade performance of the circulation system, taking into account all modes of transportation, or increase hazards due to a design feature)? *FEIR Significance: Less than Significant with Mitigation***Summary of Proposed Project Refinement Impacts on Transportation and Traffic:**

The Proposed Project Refinements for both the 30-foot-wide and the 12-foot-wide roadway segments would not significantly alter construction traffic volumes. Minor, temporary traffic increases are common for all construction Projects and generally are not considered a significant impact because of the small number of trips, their limited duration, and intermittent activity. Alterations to the underground duct bank alignment in BBTT would require the same volume of excavation in the roadway. Impacts will remain less than significant with mitigation.

Describe any applicable consultation with other governmental agencies conducted for the proposed refinements:

No consultation with other governmental agencies will be required for the proposed refinements.