PROJECT PROTOCOLS

1. Except when not feasible, all project vehicle movement would be restricted to existing access roads and access roads constructed as a part of the project and determined and marked by San SDG&E in advance for the contractor, contractor-acquired accesses, or public roads. New access road construction for the project would be allowed year-round. However, when feasible every effort would be made to avoid constructing roads during the nesting season. When it is not feasible to keep vehicles on existing access roads or to avoid constructing new access roads during the nesting, breeding, or flight season, SDG&E would perform three site surveys in the area where the work is to occur. The surveys would be performed to determine presence or absence of endangered nesting birds, or other endangered species in the work area. Endangered species for which surveys would be performed include the least Bell's vireo, arroyo southwestern toad, coastal California gnatcatcher, Quino checkerspot butterfly, San Diego fairy shrimp, Southern California rufous-crowned sparrow, grasshopper sparrow, coastal cactus wren, Cooper's hawk, golden eagle, western burrowing owl, southern mule deer, orange-throated whiptail, and San Diego horned lizard. SDG&E would submit results of those surveys to the USFWS and CDFG in accordance with its NCCP and consult on reasonable mitigation measures to avoid or minimize for potential impacts, prior to vehicle use off existing access roads or the construction of new access roads. However, these site surveys would not replace the need for SDG&E to perform detailed on-the-ground surveys as required by Protocols 20, 21, 42, 43 and 44. Parking or driving underneath oak trees is not allowed in order to protect root structures. In addition to regular watering to control fugitive dust created during clearing, grading, earth-moving, excavation and other construction activities which could interfere with plant photosynthesis, a 15 mph speed limit shall be observed on dirt access roads to allow reptiles and small mammals to disperse and reduce dust.

2. The area limits of project construction and survey activities would be predetermined based on the temporary and permanent disturbance areas noted on the final design engineering drawings to minimize environmental effects arising from the project, with activity restricted to and confined within those limits. Survey personnel shall keep survey vehicles on existing roads. During project surveying activities, brush clearing for footpaths, line-of-sight cutting, and land surveying panel point placement in sensitive habitat would require prior approval from the project biological resource monitor in conformance with Protocols 20 and 21. Hiking off roads or paths for survey data collection is allowed year-round as long as other Protocols are met. Stringing of new wire and reconductoring for the project would be allowed year-round in sensitive habitats if the conductor is not allowed to drag on the ground or in brush and all vehicles used during stringing remain on project access roads. Where stringing requires that conductor drag on the brush or ground or vehicles leave project access roads, SDG&E would perform three site surveys to determine presence or absence of endangered nesting birds or other endangered species in the work area. Endangered species for which surveys would be performed include the least Bell's vireo, arroyo southwestern toad, coastal California gnatcatcher, Quino checkerspot butterfly, San Diego fairy shrimp, Cooper's hawk, Southern California rufous-crowned sparrow, grasshopper sparrow, golden

eagle, coastal cactus wren, western burrowing owl, southern mule deer, orange-throated whiptail, and San Diego horned lizard. SDG&E would submit results of those surveys to the USFWS and CDFG in accordance with its NCCP and consult on reasonable and feasible mitigation measures for potential impacts, prior to dragging wire on the ground or through brush, or taking vehicles off project access roads. However, these site surveys would not replace the need for SDG&E to perform detailed on-the-ground surveys as required by Protocols 20, 21, 42, 43, and 44. No paint or permanent discoloring agents would be applied to rocks or vegetation to indicate limits of survey or construction activity where any sensitive cultural resources or wildlife habitats are encountered in the field.

3. Project construction activities shall be designed and implemented to avoid or minimize new disturbance, erosion on manufactured slopes, and off-site degradation from accelerated sedimentation, and to reduce maintenance and repair costs. Maintenance of cut and fill slopes created by project construction activities would consist primarily of erosion repair. In situations where revegetation would improve the success of erosion control, planting or seeding with native hydroseed mix may be done on slopes.

4. In areas where recontouring is not required, vegetation would be left in place wherever feasible and original ground contour would be maintained to avoid excessive root damage and allow for resprouting.

5. In areas where ground disturbance is substantial or where recontouring is required (e.g., marshaling yards, tower sites, spur roads from existing access roads), surface restoration would occur as required by the governmental agency having jurisdiction. The method of restoration normally would consist of returning disturbed areas back to their original contour, reseeding (if required), installing cross drains for erosion control, placing water bars in the road, and filling ditches for erosion control. Erosion would be minimized on access roads and other locations primarily with water bars. The water bars would be constructed using mounds of soil shaped to direct the flow of runoff and prevent erosion. Soil spoils created during ground disturbance or recontouring shall be disposed of only on previously disturbed areas, or used immediately to fill eroded areas. However, material for filling in eroded areas in roads or road ruts should never be obtained from the sides of the road that contain habitat without the approval of the on-site biological resource monitor. Cleared vegetation would be hauled off-site to a permitted disposal location. To limit impact to existing vegetation, appropriately sized equipment (e.g., bulldozers, scrapers, backhoes, bucket-loaders, etc.) would be used during all ground disturbance and recontouring activities.

6. Potential hydrologic impacts would be minimized through the use of best management practices (BMPs) such as water bars, silt fences, staked straw bales, and mulching and seeding of all disturbed areas. These measures will be designed to minimize ponding, eliminate flood hazards, and avoid erosion and siltation into any creeks, streams, rivers, or bodies of water.

7. Prior to construction, all SDG&E, contractor, and subcontractor project personnel would receive training regarding the appropriate work practices necessary to effectively implement the Protocols and to comply with the applicable environmental laws and regulations

including, without limitation, hazardous materials spill prevention and response measures, erosion control, dust suppression, and appropriate wildlife avoidance, impact minimization procedures, and Stormwater Pollution Prevention Plan (SWPPP) BMPs. To assist in this effort, the training would address: (a) federal, state, local, and tribal laws regarding antiquities, fossils, plants, and wildlife, including collection and removal; (b) the importance of these resources and the purpose and necessity of protecting them; and (c) methods for protecting sensitive cultural, paleontological, and ecological resources.

8. SDG&E would respond to third-party complaints of radio or television interference generated by operation of the transmission line by investigating the complaints and by implementing feasible and appropriate measures. As a part of SDG&E's repair inspection and maintenance program, the transmission line would be patrolled and damaged insulators or other transmission line materials, which could cause interference, would be repaired or replaced.

9. A bundled configuration of the conductors would be used on the 230kV line and relocated 69kV and 138kV lines to limit the audible noise, radio interference, and television interference due to corona. Caution would be exercised during construction to try to avoid scratching or nicking the conductor surface, which may provide points for corona to occur. In addition to the bundled configuration conductors, special hardware design would also be used to limit corona potential.

10. At the time of construction, SDG&E would conduct a good faith investigation to identify the existing potential for induced currents and voltage hazards which may arise from the operation of the transmission facilities and educate property owners and occupants concerns regarding the probability of induced currents and voltage hazards within conductive objects sharing or within reasonable proximity to the existing right-of-way.

11. To the extent feasible, access roads would be built at right angles to the streambeds and washes. Where it is not feasible for access roads to cross at right angles, SDG&E would limit roads constructed parallel to streambeds or washes to a maximum length of 500 feet at any one transmission line crossing location. Such parallel roads would be constructed in a manner that minimizes potential adverse impacts on "waters of the U.S." or "waters of the state." Streambed crossings and roads constructed parallel to streambeds would require review and approval of necessary permits from the ACOE, CDFG, and RWQCB. Culverts would be installed where needed for right angle crossings, but rock crossings would be utilized across most right angle drainage crossings. All construction and maintenance activities would be conducted in a manner that would minimize disturbance to vegetation, drainage channels, and streambanks (e.g., towers would not be located within a stream channel; construction activities would avoid sensitive features). Prior to construction in streambeds and washes, SDG&E would perform three pre-activity surveys to determine the presence or absence of endangered riparian species. Endangered riparian species for which surveys would be performed include; the least Bell's vireo, arroyo southwestern toad, and San Diego fairy shrimp. However, these site surveys would not replace the need for SDG&E to perform detailed on-the-ground surveys as required by Protocols 20, 21, 42, 43, and 44. In addition, road construction would include dust-control measures (e.g., watering of construction areas

to suppress dust) during construction in sensitive areas, as required (see Chapter 6). Erosion control during construction in the form of intermittent check dams and culverts should also be considered to prevent alteration to natural drainage patterns and prevent siltation.

12. In the construction and operation of the project, SDG&E would comply with all applicable environmental laws and regulations including, without limitation, those regulating and protecting air quality, water quality, wildlife and its habitat, and cultural resources.

13. Fences and gates would be installed or repaired and replaced to their original condition to the extent agreed upon between the owner of the fences or gates and SDG&E if they are damaged or destroyed by construction activities. Any temporary gates located outside of the right-of-way would be installed only with the permission of the landowner and, to the extent feasible, would be restored to original condition following construction.

14. Littering is not allowed. Project personnel would not deposit or leave any food or waste in the project area, and no biodegradable or nonbiodegradable debris would remain in the right-of-way following completion of construction.

15. If paleontological resources were encountered, appropriate field mitigation efforts would be implemented to protect the resources. For example, if significant resources were discovered, such as vertebrate fossils, construction would be stopped in this area while SDG&E and its designated paleontologist determine the appropriate method and schedule to recover or protect the resource. When it is not feasible to avoid paleontological sites, SDG&E would consult with the appropriate federal, state, and resource agencies and specialists to either develop alternative construction techniques to avoid paleontological resources or develop appropriate mitigation measures. Appropriate mitigation field measures may include actions such as protection-in-place by covering with earthen fill, removal and cataloging, and/or removal and relocation.

16. Hazardous materials would not be disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment would be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products and other potentially hazardous materials, would be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.

17. Prior to construction, the boundaries of plant populations designated as sensitive by USFWS or CDFG, cultural resources, and other resources designated sensitive by SDG&E and the resource agencies would be clearly delineated with clearly visible flagging or fencing (see Chapter 6). The flagging and fencing shall remain in place for the duration of construction. Flagged areas would be avoided to the extent practicable during construction and maintenance activities. Where these areas cannot be avoided, focused surveys for covered plant species shall be performed in conformance with Protocol 21, and the responsible resource agency(ies) would be consulted for appropriate mitigation and/or revegetation measures prior to disturbance. Notification of the presence of any covered plant species to be removed in the work area would occur within ten (10) working days prior to the project activity, during which time the USFWS or CDFG may remove such plant(s) or recommend

measures to minimize or reduce the take. If neither USFWS nor CDFG has removed such plant(s) within the ten (10) working days following the written notice, SDG&E may proceed with the work and cause a take of such plant(s), if minimization measures are not implemented.

18. To the extent feasible, transmission line facilities (e.g., the transmission right-of-way, access roads, tower sites, and other facilities) would be designed to avoid or minimize impact to agricultural land operations and production. Where project facilities cannot be relocated or redesigned to avoid impacts to agricultural lands or operations, SDG&E would pay just compensation to owners of agricultural lands where those lands or operations are permanently impacted (i.e., removed from practical use) by project facilities.

19. Wildfires shall be prevented or minimized by exercising care when operating utility vehicles within the right-of-way and access roads and by not parking vehicles on or in close proximity to dry vegetation where hot catalytic converters can ignite a fire. In times of high fire hazard, it may be necessary for construction vehicles to carry water and shovels or fire extinguishers. Fire protective mats or shields would be used during grinding or welding to prevent or minimize the potential for fire.

20. Brush clearing around any project facilities (e.g., towers, poles, substations) for fire protection, visual inspection, or project surveying in areas which have been previously cleared or maintained within a two-year or shorter period shall not require a pre-activity survey. In areas not cleared or maintained within a two-year period, brush clearing shall not be conducted during the breeding season (March through August) without a pre-activity survey for vegetation containing active nests, burrows, or dens. The pre-activity survey performed by the on-site biological resource monitor would make sure that the vegetation to be cleared contains no active migratory bird nests, burrows, or active dens prior to clearing. If occupied migratory bird nests are present, fire protection or visual inspection brush clearing work would be avoided until after the nesting season or until the nest becomes inactive. If no nests are observed, clearing may proceed. Where burrows or dens are identified in the reconnaissance level survey, soil in the brush clearing area would be sufficiently dry before clearing activities occur to prevent mechanical damage to burrows that may be present.

21. In the event that SDG&E identifies a threatened, endangered, or species of special concern species of plant not previously identified in surveys performed for the project within the 10-foot radius for brush clearing around project facilities, SDG&E shall 1) notify the USFWS (for ESA listed plants) and CDFG (for CESA listed plants) in writing of that plant's location and identity and 2) of the nature of the project activity that may affect the plant. Notification would occur within ten (10) working days prior to the project activity, during which time the USFWS or CDFG may remove such plant(s) or recommend measures to minimize or reduce the take. If neither USFWS or CDFG have removed such plant(s) within the ten (10) working days following the written notice, SDG&E may proceed with the brush clearing for fire protection purposes or visual inspection and cause a take of such plant(s), if minimization measures are not implemented.

22. No wildlife, including rattlesnakes, may be harmed except to protect life and limb.

23. Firearms shall be prohibited in all project areas except for those used by security personnel.

24. Feeding of wildlife is not allowed.

25. Project personnel are not allowed to bring pets to any project area in order to minimize harassment or killing of wildlife and to prevent the introduction of destructive animal diseases to native wildlife populations.

26. Plant or wildlife species may not be collected for pets or any other reason.

27. Project supplies or equipment (e.g., foundation excavations, steel pole sections) where wildlife could hide shall be inspected prior to moving or working on them to reduce the potential for injury to wildlife. Supplies or equipment that cannot be inspected, or from which wildlife cannot escape or be removed, shall be covered or otherwise made secure from wildlife intrusion or entrapment at the end of each workday. Supplies or excavations that have been left open shall not be covered or otherwise made secure from wildlife intrusion or entrapment until inspected and any wildlife found therein is allowed to escape. If any wildlife are found entrapped in supplies, equipment, or excavations, those supplies, equipment, or excavations shall be avoided and the wildlife left to leave on their own accord, except as otherwise authorized by the USFWS and CDFG. Where project construction activities require that supplies, equipment, or excavations proceed despite the presence of hiding or entrapped wildlife, SDG&E may request that the USFWS and CDFG allow the on-site biological resource monitor, or a recognized wildlife rescue agency (such as Project Wildlife), to remove the wildlife and transport them safely to other suitable habitats.

28. All steep-walled trenches or excavations used during construction shall be inspected twice daily (early morning and evening) to protect against wildlife entrapment. If wildlife is located in the trench or excavation, the on-site biological resource monitor shall be called immediately to remove them if they cannot escape unimpeded. The on-site biological resource monitor would make the required contacts with the USFWS and CDFG resource personnel and obtain verbal approval prior to removing any entrapped wildlife. If the biological resource monitor is not qualified to remove the entrapped wildlife, a recognized wildlife rescue agency (such as Project Wildlife) may be employed to remove the wildlife and transport them to safely to other suitable habitats.

29. SDG&E, its contractors, subcontractors and their respective project personnel shall refer all environmental issues, including wildlife relocation, sick or dead wildlife, hazardous waste or questions about environmental impacts, to the on-site biological construction monitors. Experts in wildlife handling (such as Project Wildlife) may need to be brought in by the project biological construction field monitor for assistance with wildlife relocations.

30. Emergency repairs may be required during the construction and maintenance of the project to address situations (e.g., downed lines, slides, slumps, major subsidence, etc.) that potentially or immediately threaten the integrity of the project facilities. During emergency repairs the

Protocols shall be followed to the fullest extent practicable. Once the emergency has been abated, any unavoidable environmental damage would be reported to the project biological construction monitor, who would promptly submit a written report of such impacts to the USFWS and CDFG and any other government agencies having jurisdiction over the emergency actions. If required by the government agencies, the biological construction monitor would develop a reasonable and feasible mitigation plan consistent with the Protocols and any permits previously issued for the project by the governmental agencies.

31. When critical habitat exists on either side of the project's existing right-of-way, SDG&E would not oppose dedication by the fee owner of the underlying property for conservation purposes provided that it shall acknowledge and except them from SDG&E's continued use of the property in a manner sufficient to reliably install, operate, maintain, and repair its existing and necessary public utility facilities within the right-of-way.

32. A hazardous substance management, handling, storage, disposal, and emergency response plan would be prepared and implemented.

33. Hazardous materials spill kits would be maintained on-site for small spills.

34. In areas where soils and vegetation are particularly sensitive to disturbance (as defined in this PEA), existing access roads would be repaired only in areas where they are otherwise impassable or unsafe.

35. To minimize ground disturbance impacts to streams in steep canyon areas, access roads in these areas would avoid streambed crossings to the extent feasible. Where it is not feasible for access roads to avoid streambed crossings in steep canyons, such crossings would be built at right angles to the streambeds. Where such crossings cannot be made at right angles, SDG&E would limit roads constructed parallel to streambeds to a maximum length of 500 feet at any one transmission line crossing location. Such parallel roads would be constructed in a manner that minimizes potential adverse impacts on "waters of the U.S." Streambed crossings or roads constructed parallel to streambeds would require review and approval of necessary permits from the ACOE, CDFG, and RWQCB.

36. Environmentally sensitive tree trimming locations for the project would be identified in SDG&E's existing vegetation management tree trim database utilized by tree trim contractors. The biological field construction monitor shall be contacted prior to trimming in environmentally sensitive areas. Whenever feasible, trees in environmentally sensitive areas, such as areas of riparian or native scrub vegetation, would be scheduled for trimming during non-sensitive (i.e., outside of breeding or nesting) times. Where trees cannot be trimmed during non-sensitive times, SDG&E would perform three site surveys to determine presence or absence of endangered nesting bird species in riparian or native scrub vegetation. Endangered nesting bird species for which surveys would be performed include the least Bell's vireo, coastal California gnatcatcher, Southern California rufous-crowned sparrow, grasshopper sparrow, coastal cactus wren, Cooper's hawk, and golden eagle. SDG&E would submit results of those surveys to the USFWS and CDFG in accordance with its NCCP and consult on mitigation measures for potential impacts prior to tree trimming in

environmentally sensitive areas. However, these site surveys would not replace the need for SDG&E to perform detailed on-the-ground surveys as required by Protocol 43. Where riparian areas with overstory vegetation are crossed, tree removal (i.e., clear-cut) widths would be varied where feasible to minimize visual landscape contrast and to maintain habitat diversity at established wildlife corridor edges. Where tree removal widths cannot be varied, SDG&E would consult with the USFWS and CDFG to develop alternative tree removal options that could reasonably maintain edge diversity.

37. All new access roads constructed as part of the project that are not required as permanent access for future project maintenance and operation would be permanently closed. Where required, roads would be permanently closed using the most effective feasible and least environmentally damaging methods appropriate to that area with the concurrence of the underlying landowner and the governmental agency having jurisdiction (e.g., stock piling and replacing topsoil or rock replacement). This would limit new or improved accessibility into the area. Mowing of vegetation can be an effective method for protecting the vegetative understory while at the same time creating access to the work area. Mowing should be used when permanent access is not required since, with time, total revegetation is expected. If mowing is in response to a permanent access need, but the alternative of grading is undesirable because of downstream siltation potential, it should be recognized that periodic mowing would be necessary to maintain permanent access. The project biological construction monitor shall conduct checks on mowing procedures to ensure that mowing for temporary or permanent access roads is limited to a 12 foot wide area on straight portions of the road (slightly wider on turns) and that the mowing height is no less than 4 inches from finished grade.

38. Secure any required General Permit for Storm Water Discharges Associated With Construction Activity (NPDES permit) authorization from the SWRCB and/or the RWQCB to conduct construction-related activities to build the project and establish and implement a SWPPP erosion control measures during construction to minimize hydrologic impacts in areas sensitive from flooding or siltation into water bodies.

39. To the extent feasible, where the construction of access roads would disturb sensitive features, the route of the access road would be adjusted to avoid such impacts (see Chapter 6). Examples of sensitive features include, without limitation, cultural sites, identified habitats of endangered species, and streambeds. As another alternative, construction and maintenance traffic would use existing roads or cross-country access routes (including the right-of-way), which avoid impacts to the sensitive feature. To minimize ground disturbance, construction traffic routes must be clearly marked with temporary markers such as easily visible flagging. Construction routes, or other means of avoidance, must be approved by the authorized officer or landowner before use. When it is not feasible to avoid constructing access roads in sensitive habitats, SDG&E would perform three site pre-activity surveys to determine the presence or absence of endangered or threatened species, or species of special concern, in those sensitive habitats. SDG&E would submit results of those surveys to the USFWS and CDFG in accordance with its NCCP and consult on reasonable and feasible mitigation measures for potential impacts prior to access road construction. However, these pre-activity surveys would not replace the need for SDG&E to perform detailed on-the-

ground surveys as required by Protocols 20, 21 42, 43, and 44. Where it is not feasible for access roads to avoid streambed crossings in steep canyons, such crossings would be built at right angles to the streambeds. Where such crossings cannot be made at right angles, SDG&E would limit roads constructed parallel to streambeds, to a maximum length of 500 feet at any one transmission line crossing location. Such parallel roads would be constructed in a manner that minimizes potential adverse impacts on "waters of the U.S." Streambed crossings or roads constructed parallel to streambeds would require review and approval of necessary permits from the ACOE, CDFG, and RWQCB. When it is not feasible to avoid cultural sites, SDG&E would consult with the appropriate federal and state SHPO and local (indigenous Native American tribes) cultural resource agencies and specialists to either develop alternative construction techniques to avoid cultural resources or develop appropriate mitigation measures. Appropriate mitigation measures may include actions such as removal and cataloging and/or removal and relocation.

40. To minimize ground disturbance and/or reduce scarring (visual contrast) of the landscape, the alignment of any new access roads (i.e., bladed road) or cross-country route (i.e., unbladed route) would follow the landform contours in designated areas to the extent feasible, providing that such alignment does not additionally impact sensitive features (e.g., riparian area, habitat of sensitive species, cultural site). To the extent feasible, new access roads would be designed to be placed in previously disturbed areas and areas that require the least amount of grading in sensitive areas. Whenever feasible, in areas where there are existing access roads, preference shall be given to the use of new spur roads rather than linking facilities tangentially with new, continuous roads. Where it is infeasible to locate roads along contours, or in previously disturbed areas, or use spur roads to limit grading, the revegetation/seeding plans for the project would incorporate plant species in areas adjacent to access roads that are capable of screening the visual impacts of the roads.

41. In areas designated as sensitive by SDG&E or the resource agencies (see Chapter 6), to the extent feasible structures and access roads would be designed to avoid sensitive and/or to reduce visual contrast. These areas of sensitive features include but are not limited to high-value wildlife habitats and cultural sites, and/or to allow conductors to clearly span the features, within limits of standard tower or pole design (also see Protocol 52 for avoidance of sensitive water resource features). If the sensitive features cannot be completely avoided, poles and access roads would be placed to minimize the disturbance to the extent feasible. When it is not feasible to avoid constructing poles or access roads in high value wildlife habitats, SDG&E would perform three site surveys to determine presence or absence of endangered species in those sensitive habitats. SDG&E would submit results of those surveys to the USFWS and CDFG in accordance with its NCCP and consult on mitigation measures for potential impacts, prior to constructing poles or access roads. However, these site surveys would not replace the need for SDG&E to perform detailed on-the-ground surveys as required by Protocols 20, 21 42, 43, and 44. Where it is not feasible for access roads to avoid sensitive water resource features such as streambed crossings, such crossings would be built at right angles to the streambeds. Where such crossings cannot be made at right angles, roads constructed parallel to streambeds would be limited to a maximum length of 500 feet at any, one transmission line crossing location. Such parallel roads would be constructed in a manner that minimizes potential adverse impacts on "waters of the U.S." Streambed crossings or

roads constructed parallel to streambeds would require review and approval of necessary permits from the ACOE, CDFG, and RWQCB. When it is not feasible for poles or access roads to avoid cultural sites, SDG&E would consult with the appropriate federal, state SHPO and local (indigenous Native American tribes) cultural resource agencies and specialists to either modify the project or develop alternative construction techniques to avoid cultural resources or develop appropriate mitigation measures. Appropriate mitigation measures may include actions such as data recovery studies, cultural resource removal and cataloging, and/or cultural resource removal and relocation.

42. Conduct detailed on-the-ground surveys (focused or protocol surveys), as required by the applicable government environmental resource agencies, to determine whether the Quino checkerspot butterfly and arroyo southwestern toad habitat are present within the project's route. If these species habitats are determined to be potentially affected by project activities, specific alternative strategies to avoid such habitat and, where avoidance of such impacts is unavoidable, specific mitigation measures would be determined through consultation, in accordance with SDG&E's NCCP, with the USFWS and CDFG. If it is determined that it is not feasible to avoid such habitat impacts, the project biologist would recommend mitigation in consultation with applicable resource agencies. In those situations where more than one site visit may be necessary to identify a given species, no more than three site visits shall be required. It is expected that the typical USFWS search protocols would not be utilized in most situations due to the priority of these protocols to avoid where feasible.

43. Conduct surveys as required by the applicable government environmental resource agencies to determine whether least Bell's vireo, coastal California gnatcatcher, Southern California rufous-crowned sparrow, grasshopper sparrow, coastal cactus wren, Cooper's hawk, and golden eagle are present within the project route. If these species are present and unavoidable impacts to suitable habitat would occur, SDG&E would, to the extent feasible, cause such impacts to suitable habitat to occur during the non-breeding season for each species. Specific alternative mitigation measures (e.g., offsite restoration or enhancement of these species' habitats) would be determined through consultation, in accordance with SDG&E's NCCP, with the USFWS and CDFG. If it is determined that it is not feasible to avoid habitats during the breeding season, the project biologist would recommend an alternative mitigation approaches to SDG&E, and a decision on how to proceed would be made in consultation with the applicable resource agencies. In those situations where more than one site visit may be necessary to identify a given species or its habitat, such as certain birds, no more than three site visits shall be required. It is expected that the typical USFWS search protocols would not be utilized in most situations due to the priority of these protocols to avoid where feasible.

44. Conduct surveys as required by the applicable government environmental resource agencies to determine whether vernal pools containing San Diego fairy shrimp are present within the project route. If vernal pools and/or San Diego fairy shrimp are determined to be potentially affected by project activities, specific avoidance strategies and mitigation measures would be identified through consultation, in accordance with SDG&E's NCCP, with the USFWS and CDFG and ACOE (if necessary). Project facilities and activities shall be planned to avoid disturbance to vernal pools, their watersheds, or impacts to their natural regeneration.

Continued maintenance of the project's facilities, utilizing existing access roads and access routes constructed as a part of the project, are allowed to continue in areas containing vernal pool habitats. Construction and maintenance of the project's facilities, which span vernal pool habitats, is allowed as long as the placement of the facilities or location of associated construction activities in no way impacts vernal pools.

45. To the extent feasible, project facilities would be installed along the edges or borders of private property, open space parks, and recreation areas. When it is not feasible to locate project facilities along property borders, SDG&E would consult with affected property owners to identify facility locations that create the least potential impact to property and are mutually acceptable to property owners. When SDG&E cannot mutually resolve facility locations with property owners, SDG&E would pay just compensation to those property owners based on the facility locations identified by SDG&E.

46. To the extent feasible during final engineering design, coordinate the installation location of the project facilities line with landowners and/or the government agency having jurisdiction and/or the local government having an interest in the location of the facilities. When SDG&E cannot resolve facility locations in coordination with affected property owners that create the least potential impact to property and that are mutually acceptable to property owners, SDG&E would pay just compensation to those property owners based on the facility locations identified by SDG&E.

47. High-visibility devices, where required by the Federal Aviation Administration, would be used to minimize the potential for aircraft to collide with the transmission line.

48. Non-specular conductors would be used to reduce visual impacts.

49. Dulled-finish poles may be used to reduce visual impacts.

50. Where necessary to avoid significant protected environmental land use impacts, limit potential visual impacts and reduce the footprint of structures, use steel pole support structures in place of steel lattice tower structures.

51. To minimize perching opportunities for raptors near habitats supporting sensitive prey species, select structures incorporating a design to discourage raptor perching.

52. To the extent feasible, design structure locations to avoid wetlands, streams, and riparian areas. These sensitive water resource features include riparian areas, habitats of endangered species, streambeds, cultural resources, and wetlands. If these areas cannot be avoided, a qualified biological contractor shall conduct site-specific assessments for each affected site. These assessments shall be conducted in accordance with ACOE wetland delineation guidelines, as well as CDFG streambed and lake assessment guidelines, and shall include impact minimization measures to reduce wetland impacts to a less than significant effect (e.g., creation and restoration of wetlands). Though construction or maintenance vehicle access through shallow creeks or streams is allowed, staging/storage areas for equipment and materials shall be located outside of riparian areas. Construction of new access through

streambeds that require filling for access purposes would require a Streambed Alteration Agreement from CDFG and/or consultation with the ACOE. Where filling is required for new access, the installation of properly sized culverts and the use of geotextile matting should be considered in the CDFG/ACOE consultation process.

53. Known and potential cultural and biological resources, which may be affected by the project, would be monitored during project implementation. This would involve pedestrian surveys (i.e., Class III) to inventory and evaluate these resources along the selected route and any impacted area (e.g., access roads, substation sites, staging areas, etc.) beyond the right-of-way. In consultation with appropriate land managing agencies, SHPO officers, and applicable resource agencies, specific avoidance strategies and mitigation measures would be developed and implemented to avoid or mitigate identified adverse impacts on private, state, BLM, tribal, or other lands. The primary goal is to avoid impacts to environmental resources, and secondarily to mitigate for unavoidable impacts. These may include project modifications to avoid adverse impacts, monitoring construction activities, or data recovery studies.

54. In addition to the restoration and habitat enhancement, mitigation measures developed during the consultation period under Section 7.

55. An *Erosion Control and Sediment Transport Control Plan* would be included with the project grading plans submitted to San Diego County for review and comment. The sediment transport control plan would be prepared in accordance with the standards provided in the *Manual of Erosion and Sedimentation Control Measures* and consistent with practices recommended by the Resource Conservation District of San Diego County. Implementation of the plan would help stabilize soil in graded areas and waterways and reduce erosion and sedimentation. The plan would designate BMPs that would be implemented during construction activities. Erosion control efforts, such as hay bales, water bars, covers, sediment fences, sensitive area access restrictions (e.g., flagging), vehicle mats in wet areas, and retention/settlement ponds, would be installed before extensive soil clearing and grading begins. Mulching, seeding, or other suitable stabilization measures would be used to protect exposed areas during construction activities. Revegetation plans, the design and location of retention ponds and grading plans would be submitted to the CDFG and ACOE for review in the event of construction near waterways.

56. Although the release of particulate matter (PM_{10}) associated with project construction is insignificant relative to ambient PM_{10} levels, the following protocols would be employed:

    a. Prohibiting construction grading on days when the wind is significant, where feasible.

    b. Covering all trucks hauling soil and other loose material, or require at least 2 feet of freeboard.

    c. Erecting snow-fence type windbreaks in areas identified as needed by SDG&E.

    d. Limiting vehicle speeds to 15 mph on unpaved roads.

e. Treating unpaved roads with chemical stabilizers or by watering as necessary.

f. Applying soil stabilizers to inactive construction areas on an as-needed basis.

g. Placing perimeter silt fencing, watering as necessary, or adding soil binders to exposed stockpiles of soil and other excavated materials.

57. To minimize mud and dust from being transported onto paved roadway surfaces, pave or apply chemical stabilization at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface and extending for a centerline distance of at least 100 feet and a width of at least 20 feet.

58. To the extent feasible, any other air pollution control measures approved by the district and the EPA as equivalent may be used.

59. If suitable park and ride facilities are available in the project vicinity, construction workers would be encouraged to carpool to the job site to the extent feasible. The ability to develop an effective carpool program for the project would depend upon the proximity of carpool facilities to the job site, the geographical commute departure points of construction workers, and the extent to which carpooling would not adversely affect worker show-up time and the project's construction schedule.

60. To the extent feasible, unnecessary construction vehicle and idling time would be minimized. The ability to limit construction vehicle idling time is dependent upon the sequence of construction activities and when and where vehicles are needed or staged. Certain vehicles, such as large diesel-powered vehicles, have extended warmup times following startup that limit their availability for use following startup. Where such diesel-powered vehicles are required for repetitive construction tasks, these vehicles may require more idling time. The project would apply a "common sense" approach to vehicle use, if a vehicle is not required for use immediately or continuously for construction activities, its engine would be shut off. Construction foremen would include briefings to crews on vehicle use as a part of preconstruction conferences. Those briefings would include discussion of a "common sense" approach to vehicle use.

61. To reduce visual contrast, new pole locations would correspond with spacing of existing transmission line structures where feasible and within the limit of pole design. The normal span would be modified to correspond with existing towers where feasible, but not necessarily at every new pole location.

62. To reduce potential visual impacts at highway, canyon, and trail crossings, poles would be placed at the maximum feasible distance from the crossing within limits of pole design.

63. In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie the adjacent human remains until the remains have been investigated, as outlined in Section 10564.5 of the CEQA Guidelines, the Native

American Grave Protection Act and its implementing regulations, California Health and Safety Code 7050.5, and California Public Resources Code Section 5097.98.

64. During construction, SDG&E would remove boulders uphill of structures that pose potentially high risk of landslide damage to those structures and would position structures to span over potential landslide areas to the greatest extent feasible.

65. In disturbed areas where construction equipment has caused compaction of soils (e.g., staging areas, structure sites, temporary spur roads), soils would be decompacted as necessary prior to seeding and reclamation would occur to enhance revegetation and reduce potential for erosion.

66. Underground Service Alert would be notified a minimum of 48 hours in advance of earth-disturbing activities in order to identify buried utilities.