



## EAST COUNTY SUBSTATION PROJECT MINOR PROJECT REFINEMENT REQUEST FORM

<b>Date Submitted:</b>	12-19-13	<b>Request #:</b>	10	
<b>Date Approval Required:</b>	01-04-14	<b>Landowner:</b>	[This information has been redacted due to its confidential nature]	
<b>APN:</b>	[This information has been redacted due to its confidential nature]			
<b>Refinement from (check all that apply):</b>				
<input type="checkbox"/> Mitigation Measure	<input type="checkbox"/> APM	<input checked="" type="checkbox"/> Project Description	<input type="checkbox"/> Drawing	<input type="checkbox"/> Other
<b>Identify source (mitigation measure, project description, etc.):</b>				
<p>Page B-23, Page B-24, and Figures B-2, B-7, and B-8 in Section B. Project Description of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the East County Substation Project (Project) describe and depict the alignment of the 138 kilovolt (kV) Overhead Transmission Line between Carrizo Gorge Road and Tule Jim Lane. In addition, changes due to the final design of the 138 kV Overhead Transmission Line were discussed and evaluated in Minor Project Refinement (MPR) request #6, which was approved by the California Public Utilities Commission on September 23, 2013. The information in this MPR request describes refinements to the access road to Steel Pole (SP-) 63 and the access road and pad site for SP-64 of the 138 kV Overhead Transmission Line. A description of the refinements is provided on page 2 of this MPR request.</p>				
<b>Attachments (check all that apply):</b>				
<input checked="" type="checkbox"/> Refinement Screening Form (provided as Attachment A: Minor Project Refinement Request Screening Form)	<input checked="" type="checkbox"/> Maps (provided as Attachment B: SP-63 and SP-64 Overview Map; Attachment C: Refinement Area Survey Results Map)	<input checked="" type="checkbox"/> Other (Attachment D: EIR/EIS Study Area Table; Attachment E: Photographs)		
<b>Under Order 3 of the Decision Granting SDG&amp;E Permit to Construct the East County Substation Project (D.12-04-022), the CPUC may approve minor project refinements under certain circumstances. In accordance with Order 3 of the Decision, respond “yes” or “no” to the following questions (a) through (d).</b>				
<p><b>(a) Is the proposed refinement outside the geographic boundary of the EIR/EIS study area?</b> No. The proposed 138 kV Overhead Transmission Line refinements are located within the geographic extent of the EIR/EIS study area, which is summarized in Attachment D: EIR/EIS Study Area Table. Biological, drainage, and cultural surveys of the approved 138 kV Overhead Transmission Line alignment were included in the Final EIR/EIS analysis. In addition, the refinement areas were included in the supplemental rare plant, jurisdictional drainage, and cultural surveys conducted in April 2013. Attachment C: Refinement Area Survey Results Map depicts the boundaries of the areas that were previously surveyed for various resources in the Project vicinity, as well as the areas that were surveyed in April 2013.</p>				
<p><b>(b) Will the proposed refinement result in a new significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the EIR/EIS?</b> No. Attachment A: Minor Project Refinement Request Screening Form provides a detailed assessment.</p>				
<p><b>(c) Does the proposed refinement conflict with any mitigation measure or applicable law or policy?</b> No.</p>				
<p><b>(d) Does the proposed refinement trigger an additional permit requirement?</b> No. The construction of the 138 kV Overhead Transmission Line was contemplated in Section B. Project Description of the Final EIR/EIS; therefore, no additional permits will be required that were not already considered through the approval of the Project.</p>				

<b>Describe refinement being requested (attach drawings and photos as needed):</b>					
<p>The 138 kV Overhead Transmission Line alignment was described on pages B-23 and B-24 in Section B. Project Description and depicted on Figures B-2, B-7, and B-8 in Section B. Project Description of the Project's Final EIR/EIS and the approved MPR request #6. This MPR request proposes to improve the access road at SP-63 and to modify the maintenance pad and access road for SP-64. The SP-63 access road improvements will result in an increase in permanent impacts of approximately 0.02 acre. The changes at SP-64 will result in a reduction in temporary impacts by approximately 0.03 acre and a reduction in permanent impacts by approximately 0.02 acre. Therefore, the proposed refinements will have no net change in the overall permanent impacts of the Project and will decrease the overall temporary impacts of the Project. Attachment B: SP-63 and SP-64 Overview Map depicts the differences in permanent and temporary impacts due the final design of the SP-63 access road and SP-64 pad site and access road described in this MPR request. The existing conditions of the refinement areas are shown in Attachment E: Photographs. The activities associated with the construction and utilization of the refinement areas will occur in the same manner as described in the Final EIR/EIS for construction, operation, and maintenance of the Project.</p>					
<b>Provide need for refinement (attach drawings and photos as needed):</b>					
<p>The minor refinements described in this MPR request are required to accommodate the equipment needed to construct the transmission line, as well as to avoid a recently discovered environmentally sensitive area (ESA). The requested addition of a permanent impact area to the access road to SP-63 is required to accommodate access for all construction vehicles during construction of SP-63. The refinements to the SP-64 maintenance pad and access road are required to avoid the recently discovered ESA. The refinements, depicted in Attachment B: SP-63 and SP-64 Overview Map were included in previous resource surveys conducted for the Project, as shown in Attachment C: Refinement Area Survey Results Map.</p>					
<b>Date refinement is expected to be implemented:</b>				01-06-14	
<b>SDG&amp;E Approvals</b>					
<b>Title</b>	<b>Name</b>	<b>Approval Initials</b>	<b>Date</b>	<b>Conditions (see attached)</b>	
Environmental Project Manager	Don Houston	DFH	12-19-13	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Compliance Lead	Kirstie Reynolds	KR	12-19-13	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Overhead Project Manager	Molly Amendt	MA	12-19-13	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Field Supervisor	Jeffry Coward	JC	12-19-13	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Cultural Resource Specialist	Brian Williams	BW	12-19-13	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Landowner Approval (if required)</b>					
<b>Landowner Name</b>			<b>Signature or Other Consent</b>		
Additional landowner approvals are not required for the proposed refinements as the refinements do not conflict with the original agreements.					
<b>Resource Agency Coordination</b>					
<b>Resource Agency</b>	<b>Name</b>	<b>Action Required</b>	<b>Date</b>	<b>Documentation (see attached if yes)</b>	
Resource agency coordination is not required for the proposed refinements as no jurisdictional resources will be impacted during construction of the refinements.					

**ATTACHMENT A: MINOR PROJECT REFINEMENT REQUEST SCREENING FORM**



# MINOR PROJECT REFINEMENT REQUEST SCREENING FORM

## RESOURCE EVALUATION

The proposed Minor Project Refinement (MPR) request was evaluated to verify that it will not result in a new, significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The following table provides a brief summary of the potential impact for each resource area analyzed in the Final EIR/EIS.

EIR/EIS Section	Summary of Potential Impacts
Visual Resources	<p><i>No Change.</i> This MPR request includes the addition of 0.02 acre of permanent workspace at the access road to Steel Pole (SP-) 63 of the 138 kilovolt (kV) Overhead Transmission Line alignment. In addition, permanent impacts will be reduced by approximately 0.02 acre and temporary impacts will be reduced by approximately 0.03 acre at the SP-64 access road and maintenance pad of the 138 kV Overhead Transmission Line alignment. No new transmission line structures will be constructed and the locations of SP-63 and SP-64 will not be altered as a result of the proposed refinement. Attachment E: Photographs depicts the existing site conditions at each of the refinement areas.</p> <p>There will be no net permanent impact increase from the proposed refinements at SP-63 and SP-64. The approximately 0.02 acre of grading at SP-63 due to the access road improvement will not result in a new visible land scar. Therefore, the visual change due to the proposed refinements will not substantially increase the impacts to visual resources that were analyzed in the Final EIR/EIS and MPR #6, which was issued by the California Public Utilities Commission (CPUC) on September 23, 2013.</p> <p>The activities associated with the construction and utilization of the refinement areas will be consistent with those described in the Final EIR/EIS and MPR #6 for construction of the 138 kV Overhead Transmission Line. The Final EIR/EIS analysis and Attachment B: Minor Project Refinement Request Screening Form in MPR request #6 evaluated potential visual impacts of the construction of the 138 kV transmission line from a number of viewpoints selected to represent the visual quality and sensitivity of the East County Substation Project (Project) area. As discussed previously, the refinements will not represent a noticeable change to the viewpoints. The activities associated with the construction and utilization of the refinement areas will be consistent with those described in the Final EIR/EIS for construction of the 138 kV Overhead Transmission Line and will not alter the significance determinations made in the Final EIR/EIS. In addition, the refinements will not necessitate a change to the treatment of the SP-63 and SP-64 structures as described in the Project’s Amended Surface Treatment Plan, which was submitted to the CPUC on December 2, 2013.</p> <p>Thus, as described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to visual resources, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
Agriculture	<p><i>No Change.</i> The proposed refinements at SP-63 and SP-64 are not located within agricultural or designated farmland areas; therefore, the refinements will not increase the Project’s impacts to agriculture. Thus, as described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to agriculture, which was determined to be less than significant (Class III) in the Final EIR/EIS.</p>

EIR/EIS Section	Summary of Potential Impacts
Air Quality	<p><i>No Change.</i> Activities associated with construction and utilization of the refinement areas will be consistent with those discussed in the Final EIR/EIS and MPR #6 for construction of the 138 kV Overhead Transmission Line. As described in Impact AIR-1 in the Final EIR/EIS, construction of the 138 kV Transmission Line will generate elevated levels of dust and exhaust emissions, particularly from activities such as general construction, access road construction, pole foundation installation, and conductor stringing and sagging. The Final EIR/EIS also states that construction of the 138 kV Overhead Transmission Line will exceed the daily significance thresholds for nitrogen oxide during construction activities. Further, the Final EIR/EIS stated that identified impacts would be unavoidable and adverse under the National Environmental Policy Act (NEPA), as the significance threshold could be exceeded. While mitigation measures (MMs) would be implemented, impacts were determined to be significant (Class I).</p> <p>There will be no net permanent impact increase as a result of the proposed refinements, and temporary impacts will be reduced by 0.03 acre. The amount of heavy equipment utilized and the number of trips needed to construct the 138 kV Overhead Transmission Line are not anticipated to increase beyond what was analyzed in the Final EIR/EIS as a result of the refinements. Therefore, equipment emissions and objectionable odors resulting from the refinements will also not exceed those described in the Final EIR/EIS.</p> <p>The expected construction duration associated with the refinements at SP-63 and SP-64 will not impact the estimated construction schedule in Section 1.3.1, Table 2 of the Mitigation Monitoring, Compliance, and Reporting Program. The refinements will not change the location of any Project component and, therefore, will not be located substantially closer to any sensitive receptors than what was analyzed in the Final EIR/EIS for the 138 kV Overhead Transmission Line, as the 138 kV Transmission Line is remaining in its originally proposed alignment. San Diego Gas &amp; Electric Company (SDG&amp;E) will continue to implement the Project-specific Dust Control Plan and MMs AQ-1 and AQ-2—which include fugitive dust control measures, reduced idling times for construction equipment, cleaner engine technology, and appropriate transport of fill materials—to reduce potential air quality impacts. As a result, the total emissions for the refinements will be consistent with what was analyzed in the Final EIR/EIS.</p> <p>As described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to air quality, which was determined to be significant and unmitigable (Class I) in the Final EIR/EIS.</p>
Climate Change	<p><i>No Change.</i> As previously discussed, the amount of heavy equipment utilized or the number of trips needed to construct the 138 kV Overhead Transmission Line is not anticipated to increase beyond what was analyzed in the Final EIR/EIS due to the proposed refinements. The Climate Change section of the Final EIR/EIS calculates the maximum annual construction-related greenhouse gas (GHG) emissions to be approximately 9,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) per year, which is well under the NEPA threshold of 25,000 MTCO<sub>2</sub>E per year. Because the amount of heavy equipment and number of trips will not increase due to the refinements, GHG emissions will not increase beyond what was analyzed in the Final EIR/EIS; therefore, proposed refinements will not trigger an exceedance of this threshold. In addition, the refinement at the access road to SP-63 is required for constructability of the Project, which assists in the attainment of California’s current Renewable Portfolio Standard goal of 33 percent by 2020; therefore, the refinements will be consistent with state initiatives aimed at reducing GHG emissions. The refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to climate change, which was determined to be less than significant (Class III) in the Final EIR/EIS.</p>

EIR/EIS Section	Summary of Potential Impacts
Biological Resources	<p><i>No Change.</i> The approved 138 kV Overhead Transmission Line alignment—including the SP-63 and SP-64 sites—was surveyed for vegetation, wildlife, and rare plants during the initial jurisdictional surveys that were conducted for the Project and were assessed for impacts in the Final EIR/EIS. The SP-63 and SP-64 sites were also included in the additional limited surveys conducted in April 2013. Rare plant surveys were conducted for the Project between 2009 and 2013. The results of these surveys are detailed in the 2009, 2010, 2011, and 2012 Rare Plant Survey Reports for the Project. The results of the rare plant surveys for 2013 were documented in the 2013 Rare Plant Survey Report, which was submitted to the CPUC on November 14, 2013. The aforementioned resource surveys conducted for the SP-63 and SP-64 sites locations are depicted in Attachment C: Refinement Area Survey Results Map.</p> <p>As shown in Attachment C: Refinement Area Survey Results Map, a number of sensitive plant species were identified in the refinement areas during the rare plant surveys. The refinements will not result in the removal of any additional rare plant individuals. Thus, the proposed refinements will not result in an additional impact to rare plants than what was described in the Final EIR/EIS.</p> <p>A few special-status wildlife species, such as loggerhead shrike (<i>Lanius ludovicianus</i>) and Quino checkerspot butterfly (QCB) (<i>Euphydryas editha quino</i>), have the potential to occur within the refinement areas; however, these species were formerly identified and analyzed in previous wildlife surveys conducted for the Project. No QCB individuals were observed in the refinement areas during the focused surveys conducted for the Final EIR/EIS. SP-63 and SP-64 are not located within QCB critical habitat and no QCB host plants will be impacted as a result of the proposed refinements. Therefore, no additional impact to a United States (U.S.) Fish and Wildlife Service designated critical habitat or to special-status wildlife species will result from the proposed refinements.</p> <p>Impacts from the refinements on nesting birds will be mitigated with the implementation of MMs BIO-1a through BIO-1c, BIO-4a, BIO-7b through BIO-7e, and BIO-7j, which require confining construction to the minimum area necessary, conducting training for construction personnel, conducting biological construction monitoring, preparing a Dust Control Plan, enforcing speed limits in and around all construction areas, and conducting pre-construction nesting bird surveys and implementing appropriate avoidance measures for identified nesting birds. As described in the Final EIR/EIS, there are no known or identified linkages, wildlife movement corridors, fish movement areas, or native wildlife movement sites in the 138 kV Transmission Line area; therefore, the refinements will not constrain wildlife movement. Because the proposed refinements do not include changes to the overhead transmission line structures, the approved Avian Protection Plan for the Project will not need revision based on the changes in this MPR request.</p> <p>No net increase in permanent impacts will result from the proposed refinements, and the temporary impacts will be reduced by approximately 0.03 acre. Therefore, impacts to native vegetation communities will not increase as a result of the proposed refinements.</p> <p>As described previously in the Air Quality section of this MPR request, SDG&amp;E will continue to implement the Project’s Dust Control Plan and MM AQ-1—which includes fugitive dust control measures, reduced idling times for construction equipment, cleaner engine technology, and appropriate transport of fill materials—to reduce potential impacts from dust covering plants within vegetation communities adjacent to construction areas. As a result, the potential impacts from dust due to construction of the refinements will be consistent with what was analyzed in the Final EIR/EIS.</p> <p>As described in the preceding discussion, the refinements will not result in a new, significant impact nor result in a substantial increase in the severity of a previously</p>

EIR/EIS Section	Summary of Potential Impacts
	<p>identified impact to biological resources, which was determined to be significant and unmitigable (Class I) in the Final EIR/EIS.</p>
<p>Cultural and Paleontological Resources</p>	<p><i>No Change.</i> The 138 kV Overhead Transmission Line alignment was surveyed for cultural resources during pre-construction and cultural resources inventory work for the 2010 Final Report, <i>Prehistoric Artifact Scatters, Bedrock Milling Stations, and Tin Can Dumps: Results of a Cultural Resources Study for the SDG&amp;E East County Substation Project</i> (Berryman and Whitaker, 2010). In addition, a supplemental archaeological resources survey was conducted by ASM Affiliates, Inc. between April 15 and 18, 2013 to include areas of the 138 kV Overhead Transmission Line final design that were not previously surveyed. The results of these surveys were included in the evaluation for MPR request #6. Field survey methods were conducted in accordance with the Management Plan for Archaeological Monitoring, Post-Review Discovery, and Unanticipated Effects, which was revised in January 2013. In accordance with the Memorandum of Agreement (MOA) and MM CUL-1A of the Final EIR/EIS, identified cultural resources will be identified as environmentally sensitive areas (ESAs) and will be protected from direct impacts with fencing or other boundary-defining materials during construction.</p> <p>In accordance with the MOA and MM CUL-1A in the Final EIR/EIS, all archaeological sites located within 100 feet of work areas are designated as ESAs and will be fenced or marked with other boundary-defining materials. In addition, Archaeological Monitors and Tribal Cultural Consultants will be present during initial ground-disturbing activities.</p> <p>The proposed refinements are located within the same geological formation as the original 138 kV Transmission Line that was analyzed in the Final EIR/EIS. The paleontological monitoring requirements at the refinement areas will remain unchanged.</p> <p>As described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified potential impact to cultural or paleontological resources, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
<p>Geology, Mineral Resources, and Soils</p>	<p><i>No Change.</i> The refinement areas were included in the evaluation of geology, mineral resources, and soils in the Project area as part of the geotechnical studies performed for the 138 kV Overhead Transmission Line alignment design, and will not result in a new geology or soils characterization that was not previously analyzed in the Final EIR/EIS impacts. The proposed refinements will be subject to the same best management practices (BMPs) that will be implemented for the entire 138 kV Overhead Transmission Line, as required by the Linear Storm Water Pollution Prevention Plan (SWPPP) for the Project. As a result, no additional impacts to soils caused by erosion are anticipated.</p> <p>There are no identified mines located within the refinement areas. The ground-disturbing activities that will be required to construct the 138 kV Overhead Transmission Line will include grading and excavation, which is consistent with the Project's Final EIR/EIS.</p> <p>Thus, as described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to geology, mineral resources, and soils, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>



EIR/EIS Section	Summary of Potential Impacts
Public Health and Safety; Fire and Fuels Management	<p><i>No Change.</i> The activities performed and the materials utilized during construction of the refinement areas will occur in accordance with the description of uses provided in the Project's Final EIR/EIS. The refinement areas will not create new hazards; rather, the refinement to the existing access road to SP-63 is proposed to allow safe use for construction vehicles through expansion of the road width. Construction of the refinement areas will include the use of materials listed in Table D-10.2 of the Project's Final EIR/EIS and Table 1: Hazardous Materials and Uses of the Project's Hazardous Materials and Waste Management Plan. These materials were previously included in the Final EIR/EIS analysis, and all hazardous materials that will be used will be handled and disposed of in accordance with the Project's Hazardous Materials and Waste Management Plan and the Health and Safety Program.</p> <p>As discussed in the Final EIR/EIS, the presence of 138 kV Overhead Transmission Line presents an ongoing source of potential wildfire ignitions. The refinement will include improvements to the existing unpaved access road at SP-63 through widening and brush removal to allow for improved access to Project facilities. As discussed in the Final EIR/EIS, firefighting response times will be facilitated by the widened roads and provided fuel modification resulting from brush removal. Construction in the refinement areas will be conducted in accordance with the Project's Construction Fire Prevention Plan, and all transmission line installations will be steel.</p> <p>As described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to public health and safety or fire and fuels management, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
Water Resources	<p><i>No Change.</i> The approved 138 kV Overhead Transmission Line alignment, including the SP-63 and SP-64 sites, was included in the initial jurisdictional surveys conducted for the Project. In addition, supplemental jurisdictional drainage surveys were conducted at the SP-63 and SP-64 sites from April 8 to 11, 2013. Data collected for each drainage feature was based on the 2005 U.S. Army Corps of Engineers (USACE) Regulatory Guidance Letter No. 05-05 Ordinary High Water Mark Identification and the 2008 Field Guide to the Identification of the Ordinary High Water Mark in the Arid West Region of the Western United States. No drainages are located within the proposed refinement areas. Attachment C: Refinement Area Survey Results Map depicts the surveyed areas.</p> <p>The refinements will not degrade water quality due to erosion, sedimentation, or spills of potentially harmful materials or interfere with the implementation of the Linear SWPPP to reduce erosion and sedimentation and prevent non-storm water from entering surface water or groundwater. No change in the amount of impervious surface will occur because the additional permanent impact area within the access road to SP-63 will not be paved. Water use necessary for construction of the Project was analyzed on a Project-wide basis, and it is not anticipated that the minor changes in areas of potential ground disturbance, which are due to the proposed refinements, will result in an increase in water use during construction of the 138 kV Overhead Transmission Line. The refinements to the access road to SP-63 and the access road and maintenance pad at SP-64 will not increase impacts to California Department of Fish and Wildlife (CDFW-) or USACE-jurisdictional drainages.</p> <p>The refinement areas will be constructed using the same construction practices as those described in the Project's Final EIR/EIS. The BMPs provided in the Linear SWPPP will be implemented to reduce the potential for storm water runoff, erosion, sedimentation, and significant alterations to drainage patterns.</p> <p>As described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified</p>

EIR/EIS Section	Summary of Potential Impacts
	<p>impact to water resources, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
<p>Land Use</p>	<p><i>No Change.</i> As discussed in the Final EIR/EIS, land use impacts would be significant under the California Environmental Quality Act if the Project results in a conflict with an applicable land use plan, policy, or regulations and/or results in a division of an established community or disrupts a recently approved land use. As indicated in the Final EIR/EIS, the land on which the 138 kV Overhead Transmission Line is located is designated as Multiple Rural Use and Specific Plan Area in the County of San Diego General Plan and is currently undeveloped. The refinement areas will also be located on land designated as Multiple Rural Use and Specific Plan Area in the County of San Diego General Plan. As a result, the construction and operation of the refinements will be consistent with the analysis in the Final EIR/EIS and will not conflict with any land use plans, policies, or regulations. The landowner agreements allow for SDG&amp;E to adjust the location of Project components, and the appropriate rights to construct the 138 kV Overhead Transmission Line have been obtained.</p> <p>No additional landowners will be affected, beyond those considered in the Final EIR/EIS, during construction of the 138 kV Overhead Transmission Line. As a result, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to land use, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
<p>Noise</p>	<p><i>No Change.</i> The requested refinements will not change the discussion in the Final EIR/EIS found in Section D.8.3.3, which states that residents in the Project area may experience an increase in temporary noise levels due to helicopter use during construction. As discussed in the Air Quality section of this MPR request, no additional noise-generating activities or heavy equipment will be required to construct the refinements, aside from the activities and equipment analyzed in the Final EIR/EIS. The additional permanent impact area from the refinements will occur in an area already affected by a temporary increase in noise levels therefore, no new sensitive receptors will be affected. The overall construction schedule will not be affected by the refinements. Therefore, the impacts from noise will be consistent with those analyzed for construction of the 138 kV Overhead Transmission Line in the Final EIR/EIS. Thus, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact related to noise, which was determined to be significant and unmitigable (Class I).</p>
<p>Social and Economic Conditions</p>	<p><i>No Change.</i> The refinements will be constructed in accordance with the description provided in the Project's Final EIR/EIS. The refinements will not cause any additional residential displacement nor have an effect on employment of construction personnel beyond what was analyzed in the Final EIR/EIS. As a result, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to social and economic conditions, which were determined to be less than significant (Class III) in the Final EIR/EIS.</p>

EIR/EIS Section	Summary of Potential Impacts
Public Services and Utilities	<p><i>No Change.</i> The refinements will be constructed in accordance with the description provided in the Project’s Final EIR/EIS. Overall permanent impacts of the Project will not increase and no additional water will be necessary for construction of the proposed refinements. Furthermore, the overall construction schedule will not be affected, and no additional water trucks will be required beyond those anticipated for construction of the 138 kV Overhead Transmission Line.</p> <p>The refinements will not be located in closer proximity to any overhead or underground utilities than those which were identified in the Final EIR/EIS. As a result, the potential to disrupt existing utilities will not increase beyond that which was previously identified and analyzed in the Final EIR/EIS. In addition, as discussed in the Final EIR/EIS, implementation of MMs PSU-1a, PSU-1b, and PSU-1c—which include notification of utility service interruption, protection of underground utilities, and coordination with utility providers—will ensure that impacts remain less than significant.</p> <p>Construction of the refinements will generate similar types and volumes of waste as those analyzed in the Final EIR/EIS for construction of the Project.</p> <p>As described in the preceding discussion, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to public services and utilities, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
Wilderness and Recreation	<p><i>No Change.</i> The refinement areas will be located within the approved alignment of the 138 kV Overhead Transmission Line. The refinements will not be located closer to wilderness areas and will not restrict access to any recreation area. As a result, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to wilderness and recreation, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>
Transportation and Traffic	<p><i>No Change.</i> The location of the refinement areas will be within the approved 138 kV Overhead Transmission Line alignment. The only construction vehicles and heavy equipment that will be used for the addition of the refinements are those that were already required for construction of the approved 138 kV Overhead Transmission Line. In addition, all construction activities associated with the refinements will be conducted in accordance with the Project’s Transmission Line Traffic Control Plan. The access road refinement has been designed to allow safe passage of construction vehicles.</p> <p>Therefore, the refinements will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to transportation and traffic, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>



**ATTACHMENT B: SP-63 AND SP-64 OVERVIEW MAP**

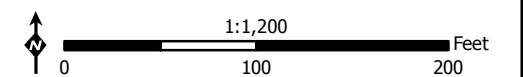
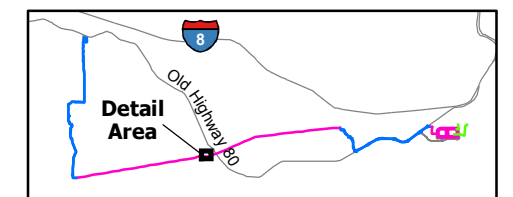




**Attachment B: Overview Map  
SP-63 and SP-64**

**East County Substation Project**

- ◆ 138 kV Pole
- Existing SWPL Structure
- 138 kV Overhead
- - - Existing Transmission Line
- Drainage
- Approved Work Area
- SP-63 and SP-64 Refinements**
- Added Permanent
- Permanent to Temporary
- Removed Permanent/Temporary
- Temporary to Permanent





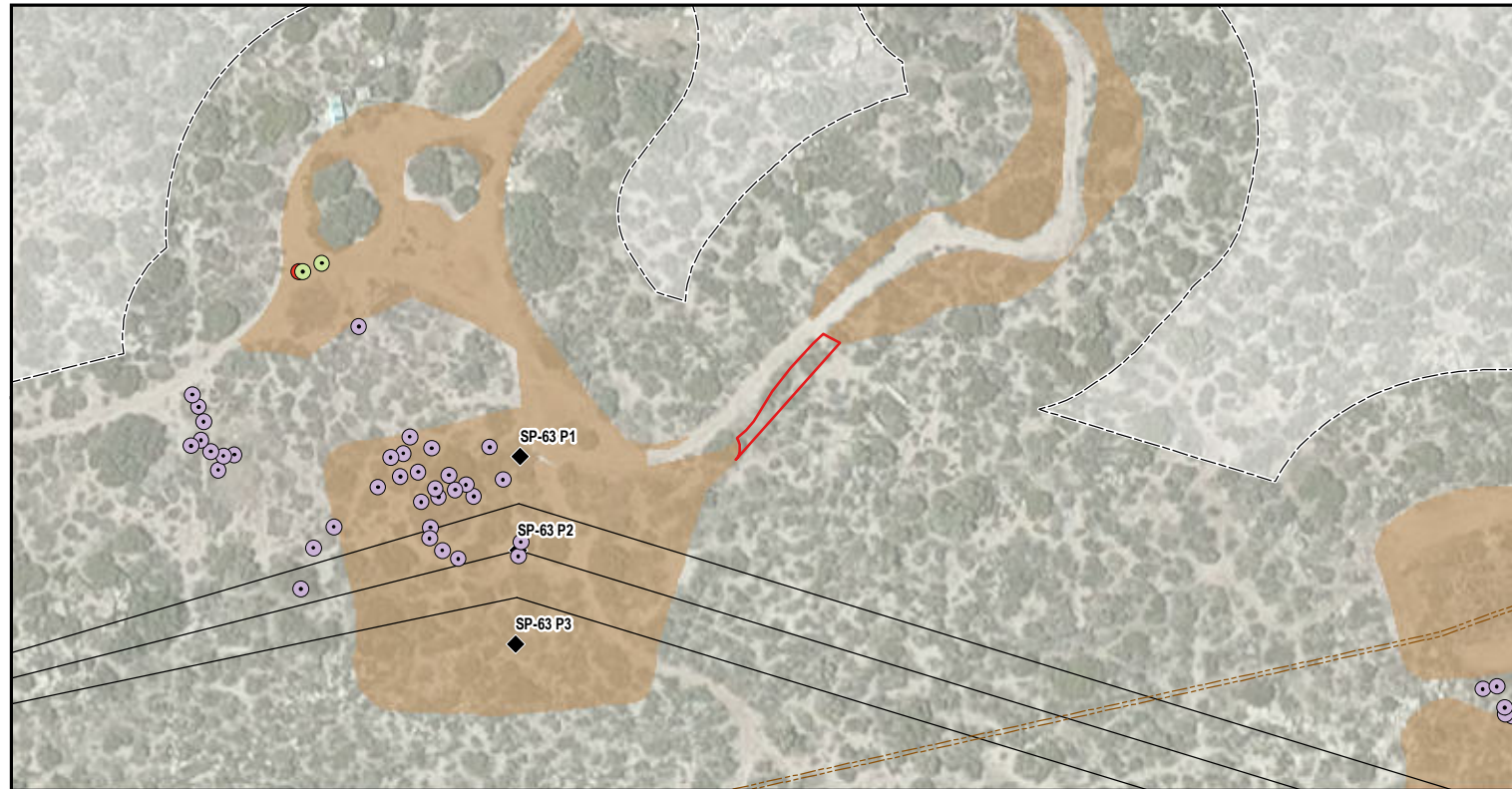




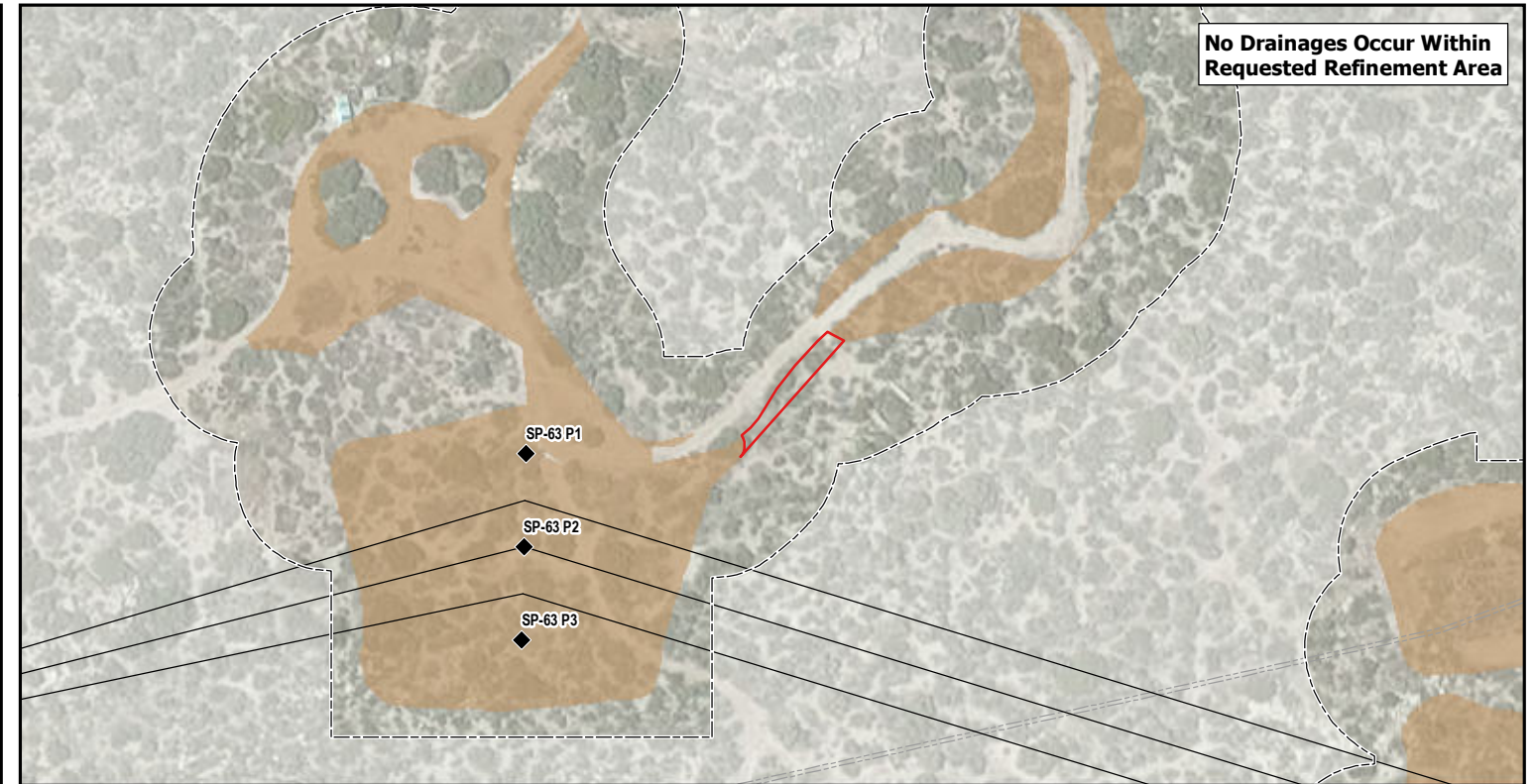
**ATTACHMENT C: REFINEMENT AREA SURVEY RESULTS MAP**



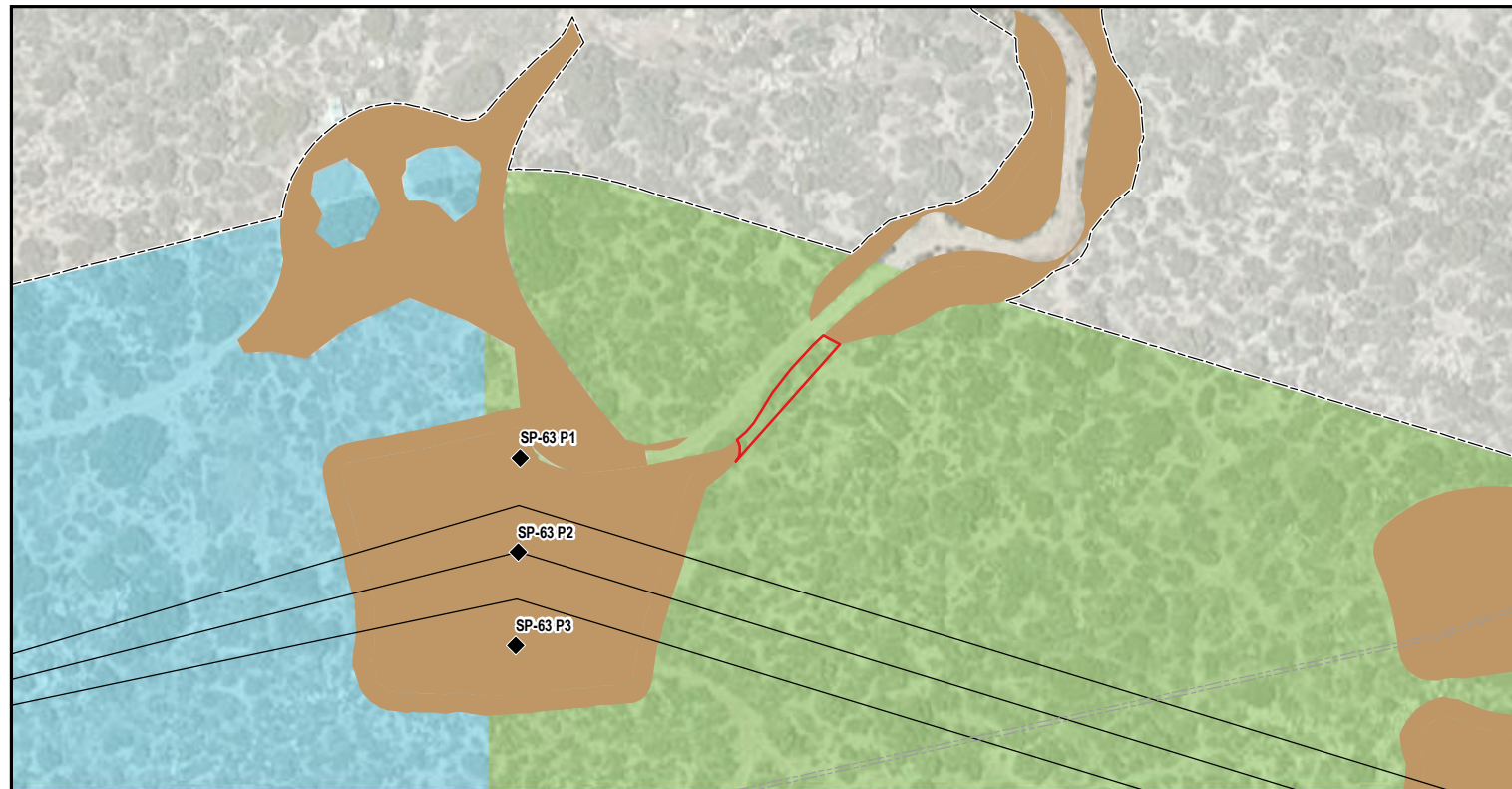
RARE PLANT SURVEY



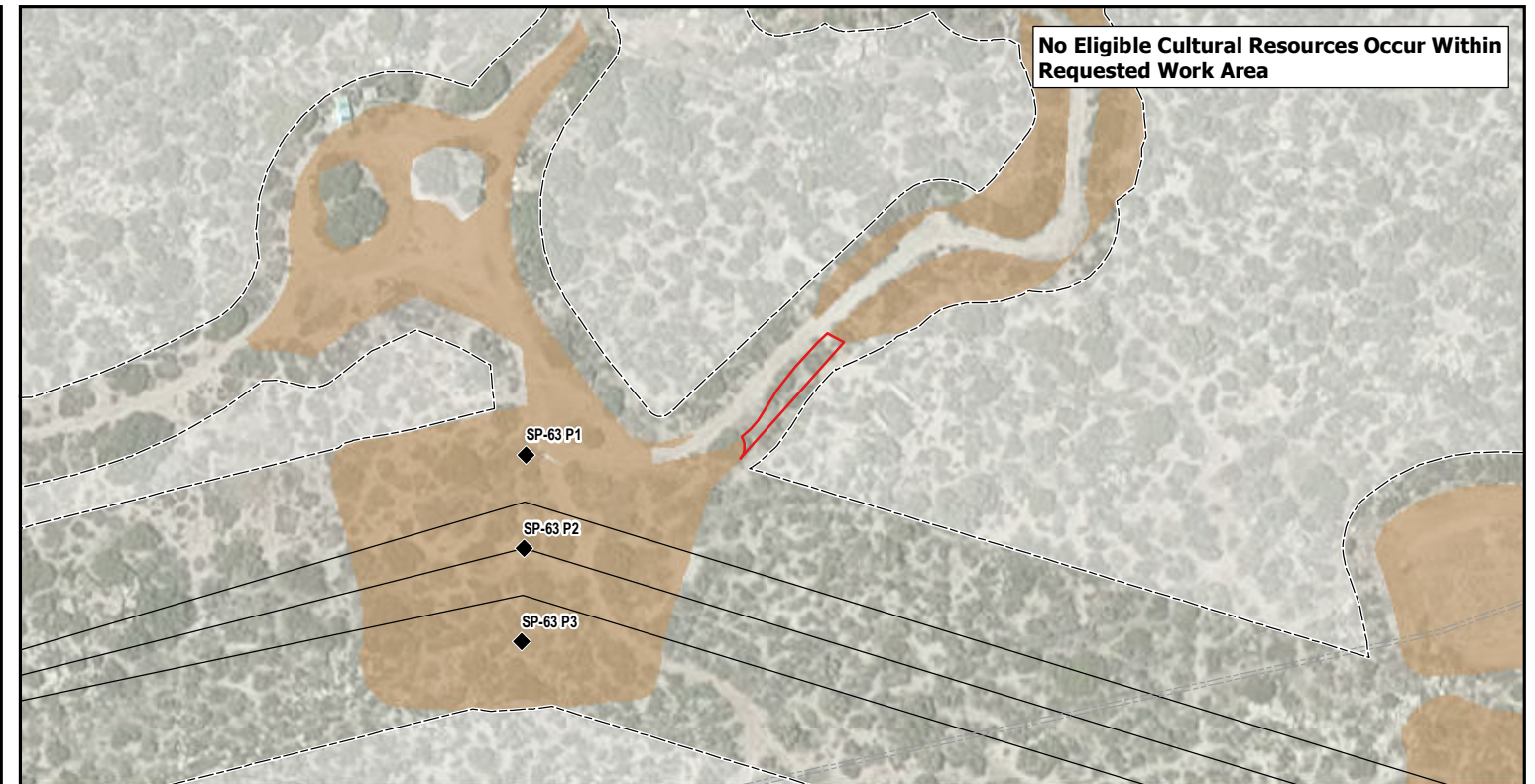
DRAINAGE SURVEY



GENERAL VEGETATION SURVEY



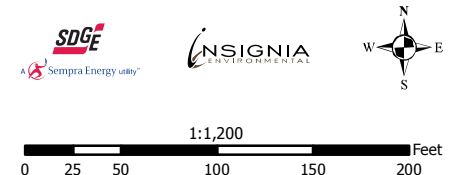
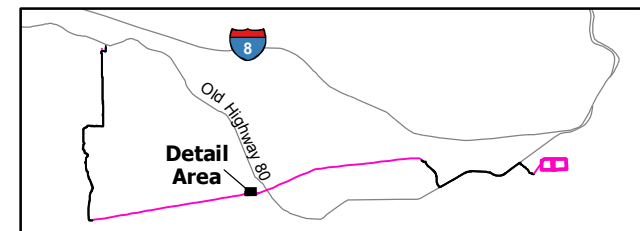
CULTURAL SURVEY



Attachment C: Refinement Area Survey Results Map

East County Substation Project

- Survey Area
- Refinement
- Approved Work Area
- Rare Plants**
- Jacumba milk-vetch
- Oceanblue larkspur
- Sticky geraea
- Vegetation Types**
- Chamise-Redshank Chaparral
- Mixed Desert Scrub





**ATTACHMENT D: EIR/EIS STUDY AREA TABLE**



**ATTACHMENT D: EIR/EIS STUDY AREA TABLE**

**Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Study Area Table**

Resource	Study Area from Final EIR/EIS	Location in Final EIR/EIS
Biological Resources	<ul style="list-style-type: none"> <li>• Six parcels (498 acres total) on which the East County (ECO) Substation/Southwest Powerlink (SWPL) loop-in are located</li> <li>• 400-foot-wide corridor along the originally proposed 13.3-mile-long 138 kilovolt (kV) overhead transmission alignment, between the proposed ECO and Boulevard substation sites</li> <li>• Existing Boulevard Substation (within the fenced limits)</li> <li>• 8.5-acre Boulevard Substation Rebuild site</li> <li>• 377-acre alternative ECO Substation site<sup>1</sup></li> <li>• 40 feet from the edge of the disturbed road on each side of the Old Highway 80 – Carrizo Gorge Road underground transmission line route alternative (ECO Partial Underground 138 kV Transmission Route Alternative)</li> <li>• 60-foot-wide corridor along the SWPL to Boulevard portion of the ECO Partial Underground 138 kV Transmission Route Alternative</li> </ul>	<ul style="list-style-type: none"> <li>• Page D.2-3</li> <li>• Figures D.2-1 through D.2-3</li> <li>• Proponent’s Environmental Assessment (PEA) Page 4.4-3</li> <li>• Page C-25</li> <li>• Old Highway 80 – Carrizo Gorge Road Reroute Biological Resources and Jurisdictional Drainages Surveys Summary Report</li> <li>• Figure A-3 of San Diego Gas &amp; Electric Company’s comments on the Draft EIR/EIS</li> </ul>
Visual Resources	Within five miles of the ECO Substation Project (Project) components and alternatives	Page D.3-3
Land Use	Land underlying and directly adjacent to the Project components and alternatives	Page D.4-1
Wilderness and Recreation	Recreation areas and facilities in southeastern San Diego and southwestern Imperial counties	<ul style="list-style-type: none"> <li>• Page D.5-1</li> <li>• Figure D.5-1B</li> </ul>
Agriculture	All California Department of Conservation Farmland Mapping and Monitoring Program agricultural land in San Diego County	Pages D.6-1 and D.6-2

<sup>1</sup> The approved ECO Substation site is located approximately 700 feet east of the originally proposed location on three parcels totaling 377 acres. Additional information regarding the ECO Substation Alternative Site is provided on page C-25 of the Final EIR/EIS.

Resource	Study Area from Final EIR/EIS	Location in Final EIR/EIS
Cultural and Paleontological Resources	0.5-mile radius from Project components and approved alternatives <sup>2</sup>	<ul style="list-style-type: none"> <li>• Pages D.7-2 through D.7-4 regarding information used (distance provided in the PEA section)</li> <li>• Pages C-25 through C-27</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Distance from closest property line or sensitive receptor from each Project component, including the following:                             <ul style="list-style-type: none"> <li>- Approximately 500 feet from ECO Substation site</li> <li>- Approximately 1,320 feet from SWPL Loop-in site</li> <li>- Approximately 235 feet from the 138 kV transmission line</li> <li>- Approximately 500 feet from the Boulevard Substation site</li> </ul> </li> </ul>	Pages D.8-4 and D.8-5
Transportation and Traffic	<ul style="list-style-type: none"> <li>• Roads in the Project vicinity, including the following:                             <ul style="list-style-type: none"> <li>- Interstate 8</li> <li>- State Route 94</li> <li>- Old Highway 80</li> <li>- Ribbonwood Road</li> <li>- McCain Valley Road</li> <li>- Tule Jim Lane</li> <li>- Jacumba National Cooperative</li> <li>- Carrizo Creek Road</li> <li>- Carrizo Gorge Road</li> <li>- Jewel Valley Road</li> <li>- Several unnamed dirt roads throughout the Project area</li> </ul> </li> <li>• San Diego and Arizona Eastern Railway</li> <li>• Jacumba Airport and Empire Ranch airstrip</li> <li>• San Diego Metropolitan Transit Service Bus Route 888, providing service between El Cajon and Jacumba, California</li> </ul>	Figures D.9-1A and D.9-1B

<sup>2</sup> The approved alternatives include the ECO Substation Alternative Site, as well as the ECO Partial Underground 138 kV Transmission Route Alternative alignments. Additional information regarding the approved alternative areas is provided on pages C-25 through C-27 of the Final EIR/EIS.



Resource	Study Area from Final EIR/EIS	Location in Final EIR/EIS
Public Health and Safety	Within two miles of the ECO Substation site and approximately 14-mile-long overhead transmission line alignment	<ul style="list-style-type: none"> <li>• Page D.10-2</li> <li>• Page ES-1 of the Phase I Environmental Site Assessment of the 377-acre ECO Substation site parcels</li> <li>• Page 5 of the Limited Phase I Environmental Site Assessment for the transmission alignment</li> </ul>
Air Quality	San Diego Air Basin	Page D.11-6
Water Resources	Colorado River Basin	Page D.12-2
Geology, Mineral Resources, and Soils	<ul style="list-style-type: none"> <li>• Within 40 miles for faults</li> <li>• Within 0.5 mile of land underlying Project components and alternatives</li> </ul>	Page D.13-1, Figure D.13-1
Public Services and Utilities	<ul style="list-style-type: none"> <li>• Within 60 miles for landfills</li> <li>• Within five miles for all other public services and utilities</li> </ul>	Page D.14-27
Fire and Fuels Management	Greater eastern San Diego County	Page D.15-1, Figures D.15-1A and D.15-1B
Social and Economic Conditions	Mountain Empire Subregion (Jacumba, Boulevard, Tecate, Potrero, and Campo)	Page D.16-2
Environmental Justice	Mountain Empire Census County Division	Page D.17-1
Climate Change	California	Page D.18-2



**ATTACHMENT E: PHOTOGRAPHS**



**ATTACHMENT E: PHOTOGRAPHS**



**Photograph 1:**  
The dirt access road to Steel Pole (SP-) 63, facing south. The proposed workspace is located along the east side of access road.



**Photograph 2:**  
The refinement area along the dirt access road to SP-63, facing north. The proposed workspace is located along the east side of access road.



**Photograph 3:**  
The location of the environmentally sensitive area to be avoided by the refinements at SP-64.



**Photograph 4:**  
The location of the environmentally sensitive area to be avoided by the refinements at SP-64.