



William Yee
TL6975 Environmental Project Manager
San Diego Gas & Electric Company
(T) 619-857-8922

July 29, 2022

Trevor Pratt
Project Manager
California Public Utilities Commission
505 Van Ness Avenue, 4th Floor
San Francisco, CA 94102

Re: Minor Project Refinement No. 13 for the TL 6975 San Marcos to Escondido Project

Mr. Pratt:

San Diego Gas & Electric (SDG&E) is submitting a Minor Project Refinement No. 13 (MPR-13) at the request of the California Public Utilities Commission (CPUC) for the TL 6975 San Marcos to Escondido Project (Project). MPR-13 documents the use of a helicopter incidental landing area (ILA) within the approved work area for Location 62. MPR-13 would not result in any changes to helicopter use, flight paths, increase in work area, or additional impacts beyond those included in the approved Project. Please refer to **Attachment B, MPR-13 Figure** and **Attachment C, MPR-13 Site Photographs** to view the MPR-13 helicopter ILA.

- Attachment A: MPR-13 Form
- Attachment B: MPR-13 Figure
- Attachment C: MPR-13 Site Photographs
- Attachment D: Public Notification of Helicopter Use

Description of MPR-13 Workspace and Activities

As stated above, SDG&E is submitting MPR-13 to document the use of a helicopter ILA at Location 62 on the TL6975 San Marcos to Escondido Project. The proposed MPR-13 helicopter ILA is located within the work area for Location 62, northeast of the new pole location. Helicopter activities are scheduled from August 15 to September 7, 2022, to facilitate overhead wire installation activities in Segment 2. Helicopter use will not be continuous within this time period and will take place for approximately three non-consecutive days. The proposed MPR-13 helicopter ILA will be utilized for touch down and refueling, as well as attaching or adjusting wire stringing equipment (long line) to the helicopter. No other activities are proposed within the helicopter ILA. There is no ground disturbance or vegetation trimming required for the use of the MPR-13 helicopter ILA. Per MM NOI-1, a notification will be distributed to sensitive receptors within 300 feet of planned helicopter activities no less than one week prior to planned helicopter activities. A copy of the notification that is scheduled to be distributed is included as **Attachment D, Public Notification of Helicopter Use**.

MPR-13 is not anticipated to result in any additional ground disturbance or impacts to habitat; therefore, there would be no deductions from the Low-Effect Habitat Conservation Plan (LE-HCP) “habitat impact limit” or mitigation drawdown from the available mitigation credits.

Preconstruction Requirements and Permit/Approvals

The activities described herein will not change the conditions set forth in the CPUC’s NTP-1 approval letter dated September 9, 2021, nor will it change the type of equipment, number of construction personnel, or the status of any MMRCP pre-construction requirements described in NTP-1. All helicopter activities will comply with the Federal Aviation Administration (FAA) requirements. The Project’s Congested Area Plan (CAP) was submitted to the FAA on July 27, 2022.

MPR-13 Request for Approval

SDG&E respectfully requests the acknowledgement of MPR-13 for the use of a helicopter ILA at Location 62 by Friday, August 12, 2022. MPR-13 activities would take place in accordance with conditions outlined in the CPUC’s NTP-1 approval letter, as well as requirements in the IS/MND and MMRCP. Should you have any questions or need additional information, please do not hesitate to contact me at (619) 857-8922 or by email at wye@sdge.com.

Sincerely,



William Yee
TL6975 Environmental Project Manager

cc: Dave Davis, ESA Associates
Melinda Kimble, SDG&E
Josh Taylor, KP Environmental

ATTACHMENT A
MPR-13 Form



TL6975 San Marcos to Escondido 69 kV Project CPUC Minor Project Refinement Form

Minor project refinements are strictly limited to changes that will not trigger an additional permit requirement (except local government ministerial permits and associated requirements), do not substantially increase the severity of a previously identified significant impact based on criteria used in the IS/MND, create a new significant impact, are located within the geographic boundary of the study area of the IS/MND, and that don't conflict with any mitigation measure or applicable law or policy.

Date Requested: July 29, 2022

Report No.: 13

Date Approved: August 01, 2022

Approval Agency: California Public Utilities Commission (CPUC).

Property Owner(s):

- The Minor Project Refinement No. 13 (MPR-13) helicopter incidental landing area (ILA) is entirely within SDG&E right-of-way (ROW).

Location/Milepost: The proposed MPR-13 helicopter ILA is located within the approved work area for Location 62 east of Rancho Santa Fe Road in the City of San Marcos.

Land Use/Vegetative Cover: The proposed MPR-13 helicopter ILA is within paved/developed land.

Sensitive Resources: There are no sensitive resources within the proposed MPR-13 helicopter ILA.

Modification From: Permit Plan/Procedure Specification Drawing
 Mitigation Measure Other:

San Diego Gas and Electric (SDG&E) is submitting MPR-13 for the purposes of documenting the use of the approved work area at Location 62 as a helicopter ILA for the TL6975 San Marcos to Escondido Project (Project). See **Attachment B, MPR-13 Figure** and **Attachment C, MPR-13 Site Photographs**, for an overview of the proposed MPR-13 helicopter ILA.

The proposed MPR-13 helicopter ILA is located within the work area for Location 62, northeast of the new pole location. Helicopter activities are scheduled from August 15 to September 7, 2022, to facilitate overhead wire installation activities in Segment 2. Helicopter use will not be continuous within this time period and will take place for approximately three non-consecutive days. The proposed MPR-13 helicopter ILA will be utilized for touch down and refueling, as well as attaching or adjusting wire stringing equipment (long line) to the helicopter. No other activities are proposed within the helicopter ILA. There is no ground disturbance or vegetation trimming required for the use of the MPR-13 helicopter ILA. Per MM NOI-1, a notification will be distributed to sensitive

receptors within 300 feet of planned helicopter activities no less than one week prior to planned helicopter activities. A copy of the notification that is scheduled to be distributed is included as **Attachment D, Public Notification of Helicopter Use**. In addition, all helicopter activities will comply with the Federal Aviation Administration (FAA) requirements. The Project's Congested Area Plan (CAP) was submitted to the FAA on July 27, 2022.

Describe how project refinement deviates from current project. Include photos.

Original Condition: The MPR-13 helicopter ILA is located within the geographic study area of the IS/MND and is within the approved work area for Location 62; therefore, it has been previously analyzed. The conditions of the work area and nature of helicopter usage have not changed since the Project was originally designed; however, the Project has identified the need to utilize the MPR-13 helicopter ILA for the reasons described below.

Justification for Change:

While planning the upcoming helicopter activities in Segment 2, it was determined that the Project would need to utilize a helicopter ILA during wire stringing activities for touch down and refueling, as well as attaching or adjusting wire stringing equipment (long line) to the helicopter. The use of a helicopter ILA in Segment 2 minimizes trips to McClellan-Palomar Airport approximately 2.72 miles east of Segment 2 for the purpose of refueling and prevents unnecessary delays to construction. The attachment of wire for the purpose of stringing would need to occur at a location within Segment 2 and an ILA allows this to occur safely. Unnecessary delays are a concern for construction due to the difficulty of scheduling outages associated with the helicopter activities. In addition, if the Project does not utilize the MPR-13 helicopter ILA, this would also increase the number of ingress and egress trips to and from the McClellan-Palomar Airport which would expose nearby sensitive receptors to increased helicopter noise and air emissions. Utilizing the helicopter ILA at Location 62 is the safest and most efficient way to complete helicopter stringing activities in Segment 2.

Maps & Figure: Refer to **Attachment B, MPR-13 Figure**, for a map of the proposed MPR-13 helicopter ILA at Location 62. Refer to **Attachment C, MPR-13 Site Photographs**, for pictures of the current conditions of the MPR-13 helicopter ILA.

Environmental Impact: Utilization of the MPR-13 helicopter ILA would not substantially increase the severity of any impacts disclosed within the IS/MND; would not create a new significant impact, would not result in alteration to Applicant Proposed Measures (APMs) or existing Mitigation Measures (MMs); would not require new mitigation measures; and would not require an additional discretionary approval by the CPUC. No special-status species were identified within the proposed MPR-13 helicopter ILA. MPR-13 is not creating a new work area or disturbance and is not anticipated to result in impacts to habitat; therefore, no deductions from the Low-Effect Habitat Conservation Plan (LE-HCP) "habitat impact limit" or mitigation drawdown from the available mitigation credits are required. The MPR-13 helicopter ILA is located on a paved area which is not within a culturally or paleontologically sensitive area and there is no ground disturbance proposed for the use of the ILA.

Specific discussions for each resource area are provided below.

Concurrence (if appropriate): Concurrence is not required as the proposed MPR-13 helicopter ILA is located within an approved work area for Location 62 and is therefore located within the geographic study area analyzed in the California Environmental Quality Act (CEQA) review process.

Resources:			
Biological	<input checked="" type="checkbox"/>	No Resources Present	<input type="checkbox"/> Resources Present <input type="checkbox"/> N/A, Change would not affect resources
Previous Biological Survey Report Reference:			
<p>Biological resources along the Project alignment were studied, reviewed, and documented as part of the TL6975 Project's Proponent's Environmental Assessment (PEA). Biological Resources were also analyzed within the CPUC-conducted CEQA review process. A pre-construction survey was conducted for the MPR-13 helicopter ILA on July 20, 2022. The Project biologist verified that the current conditions are consistent with the results provided in previous biological studies. There is no habitat located within the MPR-13 helicopter ILA. Consistent with Appendix E of the IS/MND, there is coastal sage scrub (CSS) in the area surrounding Location 62 and the proposed MPR-13 helicopter ILA. Due to the proximity of the MPR-13 helicopter ILA to CSS habitat, biological spot checks will take place as needed (from a safe distance) during MPR-13 activities. There were no special-status plant or animal species observed during the pre-construction survey. Pre-construction nesting bird surveys will take place prior to the use of the MPR-13 helicopter ILA during the nesting season (February 15 – August 31) in accordance with MM BIO-2 and APM BIO-6.</p>			
Cultural	<input checked="" type="checkbox"/>	No Resources Present	<input type="checkbox"/> Resources Present <input type="checkbox"/> N/A, Change would not affect resources
Previous Cultural Survey Report Reference:			
<p>Cultural resources within the Project's study area (including Location 62) were studied, reviewed, and documented as part of the Project's PEA. These resources were also discussed within the CPUC-conducted CEQA review process (see the Project's IS/MND, Section 3.5). Pedestrian surveys were completed for the Project's study area in February 2015 for the PEA and follow-up pedestrian surveys were performed in 2018. The proposed MPR-13 helicopter ILA is not located in a culturally sensitive area and cultural monitoring is not required.</p>			
Disturbance Acreage Changes: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
<p>MPR-13 would not result in a disturbance acreage change as the proposed MPR-13 helicopter ILA is within the previously approved work area for Location 62.</p>			


CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Geology, Soils, Seismicity, Paleontological Resources	<input type="checkbox"/> Y	MPR-13 does not involve the installation of any new facilities or performance of any new construction activities. There is no ground disturbance or vegetation trimming proposed as part of MPR-13 activities. Accordingly, utilization of the MPR-13 helicopter ILA would not create any new geological related hazard not previously disclosed in the Project's IS/MND, Section 3.7. In addition, the proposed MPR-13 helicopter ILA is not located in a
	<input checked="" type="checkbox"/> N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		paleontologically sensitive area per the Project's Paleontological Resources Monitoring and Mitigation Plan (PRMMP).
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to geology, soils, seismicity or paleontological resources.
	<input checked="" type="checkbox"/> N	
Hazardous Materials and Waste	<input checked="" type="checkbox"/> Y	<p>There are no significantly different activities being proposed in MPR-13 that were not previously analyzed in the IS/MND, Section 3.9. The MPR-13 helicopter ILA will be utilized for touch down and refueling, as well as attaching or adjusting wire stringing equipment (long line) to the helicopter. As stated in Section 2.5.7 of the IS/MND, SDG&E would comply with its Aviation Operations Manual that all helicopter operations must follow, which includes standards for helicopter landing and refueling. Although the use of a helicopter ILA was not originally anticipated, the use of helicopters for construction activities in Segment 2 was previously anticipated and analyzed in the IS/MND, Section 3.9. The only change being proposed as part of MPR-13 is the helicopter ILA. Flight paths and operations have not changed.</p> <p>In addition, the proposed MPR-13 helicopter ILA is in a relatively isolated location with few sensitive receptors in the surrounding area, and none within 500 feet. Accordingly, utilization of the MPR-13 helicopter ILA would not create any new hazardous waste that could expose the public to hazards not previously disclosed in the Project's IS/MND. All activities will be performed in accordance with the Project's Health and Safety Plan (APM HAZ-1) as well as the Soil and Dewatering Management Plan (MM HAZ-1).</p>
	<input type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to hazards or hazardous materials.
	<input checked="" type="checkbox"/> N	
Hydrology / Water Quality	<input type="checkbox"/> Y	There are no jurisdictional or non-jurisdictional drainages that would be affected by the use of the MPR-13 helicopter ILA. MPR-13 activities would not impede or redirect flood flow, conflict with any local water quality control plans or otherwise result in impacts to hydrology and water quality that would be different from the impacts assessed in the Project's IS/MND, Section 3.10.
	<input checked="" type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to hazards or hazardous materials.
	<input checked="" type="checkbox"/> N	
Cultural Resources	<input type="checkbox"/> Y	Review of the Project's previous cultural resources survey reports prepared for the PEA determined the area in which the MPR-13 helicopter ILA is located is not culturally sensitive and cultural monitoring is not required. In addition, no ground disturbance is proposed as part of MPR-13 activities and the ILA is located in a paved access road. Therefore, Project impacts would remain similar to those disclosed within the Project's IS/MND, Section 3.5.
	<input checked="" type="checkbox"/> N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency or tribal consultation in relation to cultural resources.
	<input checked="" type="checkbox"/> N	
Tribal Cultural Resources	<input type="checkbox"/> Y	As stated in the previous section, the MPR-13 helicopter ILA is located on a paved access road and is not within a culturally sensitive area; therefore, Native American monitoring is not required for MPR-13 activities. Impacts would be similar to those disclosed within the Project's IS/MND, Section 3.18.
	<input checked="" type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency or tribal consultation in relation to tribal cultural resources.
	<input checked="" type="checkbox"/> N	
Traffic and Circulation	<input checked="" type="checkbox"/> Y	<p>Section 3.17 of the IS/MND states the following regarding helicopter use during construction, "Helicopter flight paths would be limited to the existing SDG&E ROW, except for ingress and egress from the helicopter landing staging area at McClellan-Palomar Airport." The addition of the proposed MPR-13 helicopter ILA would not change the scope described and analyzed within the IS/MND as the ILA is within the SDG&E ROW and within the approved work area for Location 62. Please refer to Attachment B for an overview of the helicopter flight path. In addition, the use of the MPR-13 helicopter ILA will reduce the number of ingress and egress trips needed during helicopter operations.</p> <p>Accordingly, traffic and circulation impacts resulting from MPR-13 are anticipated to be similar to those disclosed in the IS/MND, Section 3.17. In addition, MPR-13 activities would not involve a schedule extension or significantly different construction activities or equipment that would create a change to the number of construction-related trips on local roadways that would not be accounted for in the IS/MND, Section 3.17.</p>
	<input type="checkbox"/> N	
Agency Consultation?	<input checked="" type="checkbox"/> Y	All helicopter activities will be performed in compliance with FAA requirements and a Congested Area Plan, or CAP, was submitted to the FAA on July 27, 2022 for Project helicopter use.
	<input type="checkbox"/> N	
Air Quality	<input checked="" type="checkbox"/> Y	MPR-13 would not result in new significant impacts or a substantial increase in the severity of impacts as analyzed and disclosed within the Project's IS/MND, Section 3.3, as there is no new construction equipment or significantly different activities proposed as part of this MPR-13 request. The use of the MPR-13 helicopter ILA would reduce the number of trips needed for ingress and egress to the McClellan-Palomar Airport; therefore, reducing the overall amount of emissions resulting from helicopter use. In addition, the same requirements regarding fugitive dust mitigation that are described in the Project's IS/MND would apply to the MPR-13 activities. These requirements include, but are not limited to, regular watering of work sites to mitigate fugitive dust (NCCP Section 7.1 Operational Protocol No. 39) and restrictions on fugitive dust and air quality found in the San Diego Air Pollution Control District (SDAPCD)
	<input type="checkbox"/> N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		Regulation IV. Therefore, MPR-13 would not affect air quality or emissions in a manner substantially different from the impacts assessed as part of the Project's IS/MND.
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to air quality.
	<input checked="" type="checkbox"/> N	
Noise and Vibration	<input checked="" type="checkbox"/> Y	<p>The MPR-13 helicopter ILA is not located within 500 feet of a sensitive receptor and the use of the ILA would not be anticipated to create any new impacts related to noise and vibration. Helicopter activities were previously anticipated within the IS/MND for construction activities in Segment 2. The introduction of the MPR-13 helicopter ILA would be expected to reduce the overall public exposure to helicopter noise as the helicopter can touch down when not in use and it will reduce the number of ingress and egress trips to McClellan-Palomar Airport over a highly populated area.</p> <p>As required by MM NOI-1, notifications will be submitted to all sensitive receptors within 300 feet of planned helicopter activities. A copy of the notification is included as Attachment D. MPR-13 would not result in new significant impacts or a substantial increase in severity of any previously identified impacts to noise and vibration that were already analyzed in the Project's IS/MND, Section 3.13. All activities performed within the proposed MPR-13 work areas would take place in accordance with the CNRMP.</p>
	<input type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to noise and vibration.
	<input checked="" type="checkbox"/> N	
Aesthetics/ Visual Resources	<input type="checkbox"/> Y	MPR-13 would not involve the installation of any new facilities, nor would it involve vegetation trimming, ground disturbance, or the use of a new work area. In addition, the MPR-13 helicopter ILA is not located within a Key Observation Point (KOP), scenic vista, or other scenic resource identified in the IS/MND, Section 3.1. Therefore, MPR-13 would not result in a substantial increase in severity or a new significant impact from those analyzed and disclosed within the Project's IS/MND.
	<input checked="" type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to aesthetic and visual resources.
	<input checked="" type="checkbox"/> N	
Vegetation and Wildlife	<input checked="" type="checkbox"/> Y	The MPR-13 helicopter ILA is within a paved access road and is not anticipated to result in any impacts to vegetation. The downdraft from the helicopter could expose the surrounding vegetation to high winds during takeoff and landing but would be minimized as the helicopter is relatively small, with a wingspan of approximately 27 feet (wingspan of commercial helicopters can be 35-50 feet). In addition, the area around the MPR-13 helicopter ILA is primarily disturbed and bare ground and the downdraft would not be

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		<p>expected to damage any of the nearby CSS habitat (see Attachment C, MPR-13 Site Photographs).</p> <p>There are no impacts to habitat proposed in MPR-13; therefore, this MPR request would not result in any new significant impacts or a substantial increase in severity of any previously identified impacts to biological resources. Pre-construction nesting bird surveys will take place prior to helicopter activities associated with MPR-13 during the nesting season (February 15 – August 31) in accordance with APM BIO-6. In compliance with APM BIO-3, cylindrical buffers will be implemented if any active nests are discovered within the helicopter flight path.</p> <p>A biological monitor will spot check MPR-13 activities as needed due to its proximity to CSS habitat. Although no new or altered APMs or MMs would be required, the following APMs and MMs would be implemented for MPR-13 activities, as well as the requirements in the NCCP:</p> <ul style="list-style-type: none"> • APM BIO-1 • APM BIO-2 • APM BIO-3 • APM BIO-4 • APM BIO-5 • APM BIO-6 • APM BIO-7 • APM BIO-8 • APM BIO-9 • MM BIO-1: Project Compliance with the Federal and California Endangered Species Acts. • MM BIO-2: Establishment of Cylindrical Construction Buffers
Agency Consultation?	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to vegetation and wildlife.
	<input checked="" type="checkbox"/> N	
Wildfire	<input checked="" type="checkbox"/> Y	As stated in the IS/MND, Location 62 (and the MPR-13 helicopter ILA) is located within the CPUC Tier 2 High Fire Threat District (HFTD). SDG&E and its contractors will conduct all activities in accordance with the Project's Construction Fire Prevention Plan and MM WIL-1. In addition, there are no significantly new activities proposed, extension in work schedule, or increase in equipment or personnel required as a result of MPR-13. Therefore, MPR-13 would not result in new significant impacts or a substantial increase in severity of any previously identified impacts to wildfire that were already analyzed in the Project's IS/MND, Section 3.20.
	<input type="checkbox"/> N	
Agency Consultation	<input type="checkbox"/> Y	MPR-13 would not require agency consultation relating to wildfire.
	<input checked="" type="checkbox"/> N	

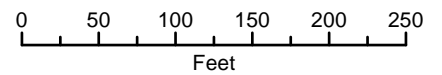
Approvals	Date	Name (print)	Signature	
San Diego Gas and Electric Project Manager	8/1/2022	Melinda Kimble	 <i>Melinda Kimble</i> /s: Approved	<input checked="" type="checkbox"/> Reviewed
San Diego Gas and Electric Environmental Project Manager	8/1/2022	William Yee	<i>William R. Yee</i>	<input checked="" type="checkbox"/> Reviewed
CPUC Project Manager	8/1/2022	Trevor Pratt	<i>Trevor Pratt</i>	<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Approved with conditions (see below) <input type="checkbox"/> Denied
For CPUC Compliance Manager Use Only				
<input checked="" type="checkbox"/> Refinement Approved		<input type="checkbox"/> Refinement Denied		<input type="checkbox"/> Beyond Authority
Conditions of Approval or Reason for Denial:				
Prepared by:			Date:	

ATTACHMENT B
MPR-13 Figure

**TL6975 SAN MARCOS
to ESCONDIDO PROJECT**
MPR 13
Helicopter ILA
San Diego County, CA

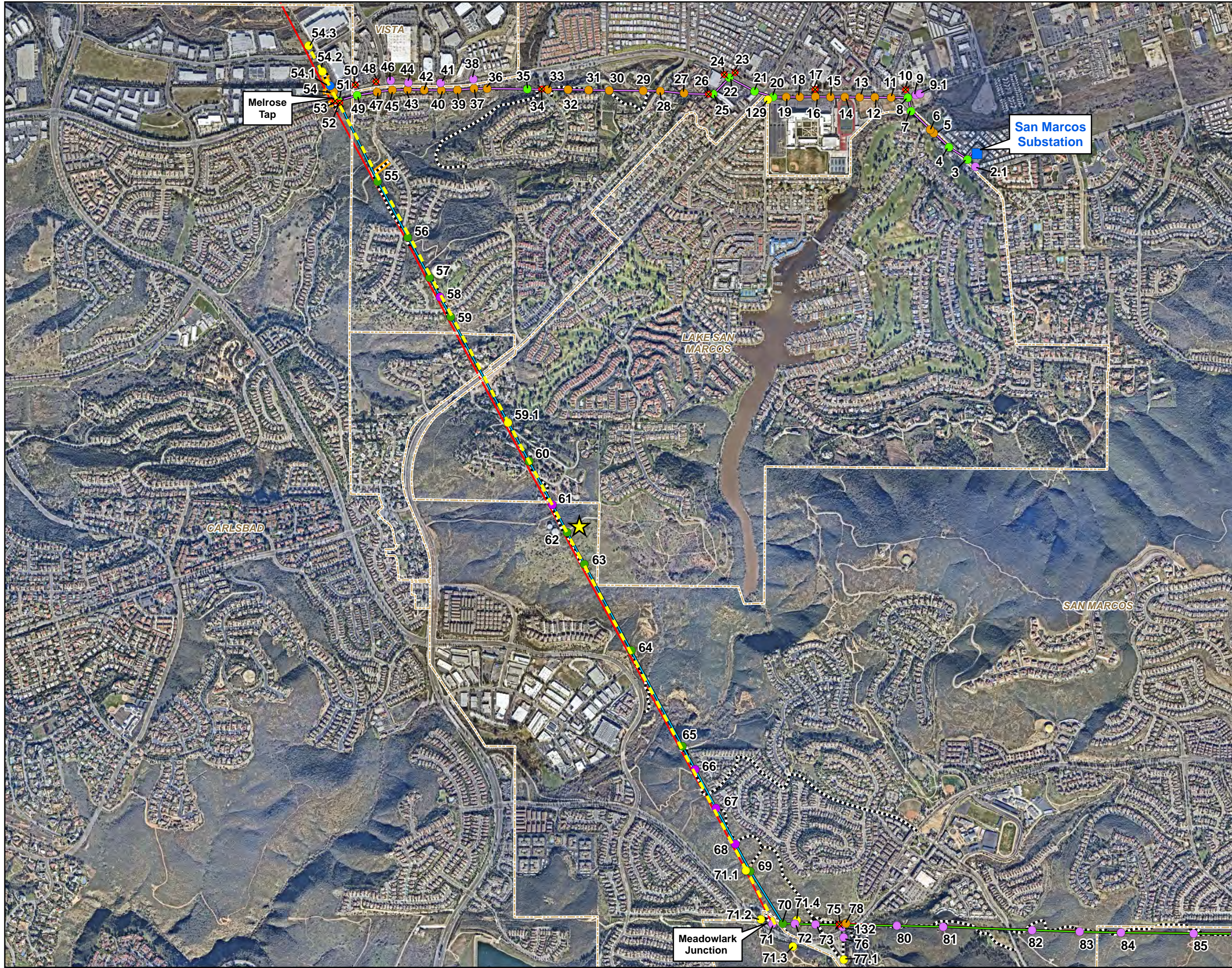
LEGEND

- Existing Structure
- Existing 138kV Transmission Line
- State Highway
- - - JD Stream
- - - Non JD Aquatic Resource
- Municipal Boundary
- Proposed Project**
- New Pier Foundation
- New Direct Bury
- Segment 2 - New Build
- - - Existing Access Road
- Temporary Work Area
- Permanent Work Area or Grading Impacts
- Stringing Site
- Additional Temporary Work Area
- Existing ROW
- MPR Component**
- ★ Helicopter ILA



TL6975 SAN MARCOS to ESCONDIDO PROJECT

MPR 13
Helicopter Flight Path
San Diego County, CA



LEGEND

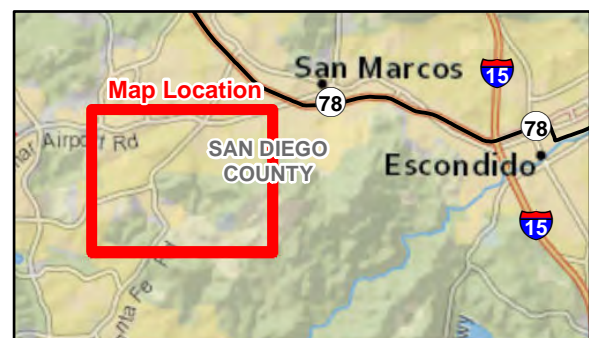
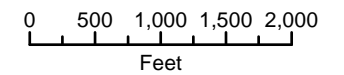
- Substation
- Existing 138kV Transmission Line
- State Highway
- Municipal Boundary

Proposed Project

- Replace Existing with Pier Foundation
- New Pier Foundation
- Replace Existing with Direct Bury
- New Direct Bury
- Overhead Work
- Overhead Work / Anchor Work
- Existing Structure Re-energize Conductors
- No Work / Information Only
- ✗ Remove From Service
- Segment 1 - Rebuild
- Segment 2 - New Build
- Segment 3 - Reconductor / Re-energize
- - - - - Existing Access Road

MPR Component

- ★ Helicopter ILA
- - - - - Flight Path (Structure Loc 51 - Loc 70)

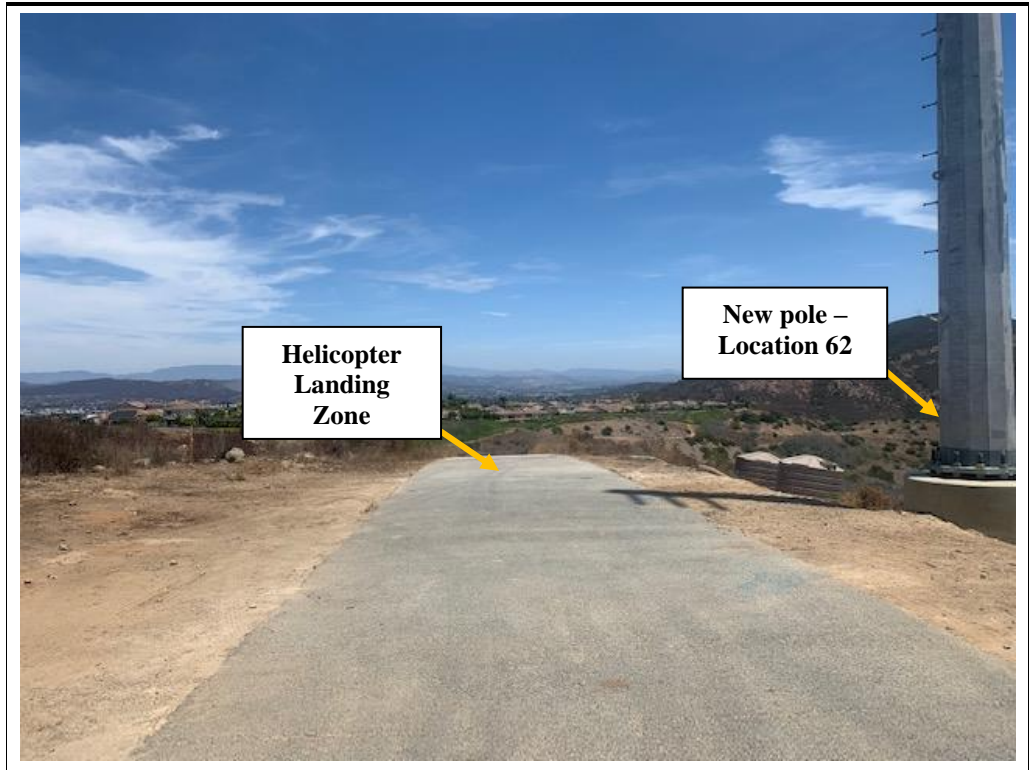


ATTACHMENT C
MPR-13 Site Photographs

MPR-13 PHOTO LOG



Photograph 1:
View of the helicopter LZ within the work area for Location 62.
Facing: West



Photograph 2:
View of the helicopter LZ within the work area for Location 62.
Facing: East

ATTACHMENT D
Public Notification of Helicopter Use



Kevin O'Beirne
Regional Project Affairs Manager

8315 Century Park Court
San Diego, CA 92123

KOBeirne@sdge.com

July 29, 2022

Dear Resident:

San Diego Gas & Electric's highest priority is providing you with safe and reliable natural gas and electric service. As part of our commitment to you, we periodically need to make improvements to our facilities within your community to enhance system reliability. In keeping with that commitment, SDG&E® has commenced construction on the San Marcos to Escondido Tie Line 6975 Project (Project). The California Public Utilities Commission voted unanimously to approve the Project on September 24, 2020.

You may have received previous notices regarding this Project. This notice is to inform you that crews and contractors will be working in your neighborhood in the coming weeks. Specifically, SDG&E and/or its contracted crews will be installing new power lines on the new utility poles with the use of helicopters. Multiple trips will be taken to accomplish this important task with the least amount of impact to the community. Crews will be stationed along the route to assist with the wire installation. Homes in close proximity to this helicopter work will also receive door hangers prior to the work commencing.

In order to reduce impacts and to comply with city permit requirements, the majority of the work will be completed between the hours of 9:00 a.m. and 3:00 p.m. We anticipate that the intermittent helicopter work will be performed from approximately August 15 through September 7.

We apologize in advance for any inconvenience you may experience during construction activities. SDG&E will continue to work closely with local municipalities and community groups to ensure construction activities are as least disruptive as possible. We also plan to keep communities informed during all phases of the Project's construction. We're committed to working with you and local public safety officials to help minimize inconveniences and safeguard a smooth construction process.

If you have any questions or require additional information, or if you would like to be placed on the Project's email distribution list, please contact me at **(844) 765-6388**, or via email at

KOBeirne@sdge.com. Additional project information may be found at <https://www.sdge.com/major-projects> or on the CPUC web page at <https://ia.cpuc.ca.gov/environment/info/esa/TL6975/index.html>.

Sincerely,

A handwritten signature in blue ink that reads "Kevin O'Beirne". The signature is written in a cursive style with a large initial 'K' and 'O'.

Kevin O'Beirne
Regional Project Affairs Manager
San Diego Gas & Electric Company