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March 16, 2022

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

**Re: Minor Project Refinement No. 8 for the TL 6975 San Marcos to Escondido Project**

Mr. Pratt:

San Diego Gas & Electric (SDG&E) is hereby requesting approval of Minor Project Refinement No. 8 (MPR-8) from the California Public Utilities Commission (CPUC) for the TL 6975 San Marcos to Escondido Project (Project). Approval of MPR-8 will authorize the use of existing access roads, which provide access to Locations 65 through 68 in the City of San Marcos and Locations 110, 111 and 112 in the City of Escondido. These are existing utility access roads that were omitted from mapping for the Initial Study/Mitigated Negative Declaration (IS/MND). The MPR-8 access roads are located within the transmission right-of-way (ROW) and are existing access roads, which under the rights provided by existing easements allow SDG&E access to the ROW as a means of ingress/egress. Please refer to **Attachment B, MPR-8 Figure** and **Attachment C, MPR-8 Site Photographs** to view the MPR-8 access road segments.

- Attachment A: MPR-8 Form
- Attachment B: MPR-8 Figure
- Attachment C: MPR-8 Site Photographs
- Attachment D: Construction Notification Letter

**Description of MPR-8 Workspace and Activities**

As stated above, SDG&E is requesting approval of MPR-8 for existing access through Copper Court in the City of San Marcos. This entry will provide safe and efficient access to Locations 65 through 68. In addition, MPR-8 is requesting the use of existing access road segments to existing poles at Locations 110, 111 and 112 in the City of Escondido. The MPR-8 access road segments would not require any maintenance prior to use, and no additional vegetation trimming or ground disturbance is proposed. Please see below for a description of the MPR-8 access road segments.

- **Access to Locations 65 through 68:** The entry through Copper Court is an existing SDG&E access that would be used for access to Locations 65 through 68 to perform grading and pole installation activities. This access will be used for the delivery of concrete, equipment and material that cannot safely travel north of Location 69 from the access road entrance at San Elijo Road. The northern inclined portion of the road leading in and out of Location 68 presents a safety concern for large on-road vehicles; therefore, the Project is proposing the use the Copper Court access for limited on-road vehicle and equipment access (see **Attachment C, MPR-8 Site Photographs**). Most construction ingress and egress will occur at the San Elijo Road access road entrance near Location 73. Copper Court would be utilized on an average of 21 trips per week over three months for activities at Locations 65 through 68. Although damage to the roadway (including Copper Court, Elfin Forest Road, Crescent Place and Sagewood Way) is not anticipated, repairs would occur following its use, if necessary, in accordance with APM PS-4. During the Project's use of the Copper Court entrance, trucks would not park on residential streets.
- **Access to Locations 110, 111 and 112:** MPR-8 is requesting approval for the use of existing access roads to Locations 110, 111 and 112. Construction vehicles would enter and exit the Location 110 work site from the south at Andreasen Drive. Location 111 would be accessed from the south at Citracado Parkway and from the north at Harveson Place. Location 112 would be accessed from the south at Harveson Place. Locations 110, 111 and 112 are existing poles and overhead work is not anticipated to be required for reenergization of the existing line, however if any issues occur or the poles need to be accessed for any reason, it would be important to have approved access. The poles would be accessed using a 40-ton crane with a basket on a boom.

On January 17, 2022 a notice of construction letter was mailed to the neighborhood where Copper Court is located and it notified the residents of upcoming construction activities in their area. In respect to the use of Copper Court, SDG&E has made a commitment to leave the affected public roadways in as good or better condition, and not to impact parking with construction vehicles. The letter provided the SDG&E Regional Public Affairs Manager's contact information and encouraged residents to reach out with any questions or concerns. At the time of this MPR-8 submittal, there have been no responses regarding the use of Copper Court from the residents who were sent the outreach letters. See **Attachment D, Construction Notification Letter**, for a copy of the mailed letter.

It should also be noted, the easements for the parcels on which the Project facilities are located (Locations 65-68 and 110-112) include language which provides SDG&E the right to access their ROW and associated infrastructure by "practical route or routes." The requested MPR-8 access roads are currently, and have been historically, utilized by SDG&E for operation and maintenance of existing SDG&E facilities.

There are no impacts to habitat proposed in MPR-8, so 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.

## **Pre-construction 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 MMRCPP pre-construction requirements described in NTP-1. No permits are anticipated to be required to perform the proposed MPR-8 activities.

### **MPR-8 Request for Approval**

SDG&E respectfully requests approval of MPR-8 for the use of existing access roads by March 18, 2022. MPR-8 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 MMRCPP. 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](mailto: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-8 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:** March 16, 2022

**Report No.:** 8

**Date Approved:** March 18, 2022

**Approval Agency:** California Public Utilities Commission (CPUC).

**Property Owner(s):** The Minor Project Refinement No. 8 (MPR-8) access road segments are located within SDG&E's transmission line right-of-way (ROW) and are existing access roads used by SDG&E to access the ROW.

**Location/Milepost:** The Copper Court access road entrance is in the City of San Marcos northeast of San Elijo Road. The access road segments at Locations 110, 111 and 112 are located in the City of Escondido, east of Citracado Parkway.

**Land Use/Vegetative Cover:** The land use/ground cover for the MPR-8 access roads segments are utility access roads, bare ground/developed.

**Sensitive Resources:** There are no sensitive resources within the MPR-8 access road segments.

**Modification From:**

<input type="checkbox"/> Permit	<input type="checkbox"/> Plan/Procedure	<input type="checkbox"/> Specification	<input type="checkbox"/> Drawing
<input type="checkbox"/> Mitigation Measure	<input checked="" type="checkbox"/> Other:		

San Diego Gas and Electric (SDG&E) is requesting approval of MPR-8 for the use of an existing access roads to Locations 65 through 68 in the City of San Marcos and Locations 110, 111 and 112 in the City of Escondido for the TL6975 San Marcos to Escondido Project (Project). These are existing utility access roads omitted from the mapping in the IS/MND. See **Attachment B, MPR-8 Figure** and **Attachment C, MPR-8 Site Photographs**, for an overview of the proposed MPR-8 access road segments.

The MPR-8 access road segments would not require any maintenance prior to use, and no additional vegetation trimming or ground disturbance is proposed outside of the existing access roads. Please see below for a description of the MPR-8 access road segments.

- **Access to Locations 65 through 68:** The Copper Court access road entrance is an existing SDG&E access for Locations 65 through 68 to perform grading and pole

installation activities. This access will be used for deliveries of concrete, equipment and material that cannot safely travel north of Location 69 from the access road entrance at San Elijo Road. The northern inclined portion of the road leading in and out of Location 68 presents a safety concern for large on-road vehicles; therefore, the Project is proposing the use of the Copper Court access for limited on-road vehicle and equipment access (see **Attachment C, MPR-8 Site Photographs**). Most construction ingress and egress will occur at the San Elijo Road access road entrance near Location 73. Copper Court would be utilized on average of 21 trips per week over three months for activities at Locations 65-68. Although damage to the public roadway (including Copper Court, Elfin Forest Road, Crescent Place and Sagewood Way) is not anticipated, repairs would occur following use, if necessary, in accordance with APM PS-4. During the Project's use of the Copper Court entrance, trucks would not park on residential streets.

- **Locations 110, 111 and 112:** MPR-8 is requesting approval for the use of existing access roads to Locations 110, 111 and 112. Construction vehicles would enter and exit the Location 110 work site from the south at Andreasen Drive. Location 111 would be accessed from the south at Citracado Parkway and from the north at Harveson Place. Location 112 would be accessed from the south at Harveson Place. Locations 110, 111 and 112 are existing poles and overhead work is not anticipated to be required for reenergization of the existing line, however if any issues occur or the poles need to be accessed for any reason, it would be important to have approved access. The poles would be accessed using a 40-ton crane with a basket on a boom.

On January 17, 2022 a notice of construction letter was mailed to the neighborhood in which Copper Court is located and it notified the residents of upcoming construction activities in their area. In respect to the use of Copper Court, SDG&E has made a commitment to leave the affected public roadways in as good or better condition, and not to impact parking with construction vehicles. The letter provided the SDG&E Regional Public Affairs Manager's contact information and encouraged residents to reach out with any questions or concerns. At the time of this MPR-8 submittal, there have been no responses regarding the use of Copper Court from the residents who were sent the outreach letters. See **Attachment D, Construction Notification Letter**, for a copy of the mailed letter.

It should also be noted, the easements for the parcels on which the Project facilities are located (Locations 65-68 and 110-112) include language which provides SDG&E the right to access their ROW and associated infrastructure by "practical route or routes". The requested MPR-8 access roads are currently, and have been historically, utilized by SDG&E for operation and maintenance of existing SDG&E facilities.

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

Original Condition: The MPR-8 access roads are located within the geographic study area of the IS/MND. The conditions of approved work areas at Locations 65-68 have not changed since the Project was originally designed, however, field constructability review revealed the need to utilize the Copper Court access to Locations 65 through 68 for reasons described below. Additionally, access to the existing locations 110, 111 and 112 was not anticipated to be required, but is being requested in the event it is needed during reenergization.

Justification for Change:

- **Access to Locations 65 through 68:** Following the field constructability review, the construction contractor identified the need to utilize the Copper Court entrance to access Locations 65 through 68. This is because the access road that leads from Location 69

to Location 68 has a very steep gradient and presents a safety concern for large on-road vehicles to travel, such as concrete trucks, haul trucks, flatbed trucks and cranes. Therefore, the Project is proposing the use the Copper Court access entrance for limited on-road vehicle access.

- **Locations 110, 111 and 112:** Although locations 110, 111 and 112 are existing poles and overhead work is not anticipated to be required for reenergization of the existing line, if any issues occur or the poles need to be accessed for any reason during reenergization, it would be important to have approved access. Therefore, MPR-8 is proposing the use of the existing access roads as shown in **Attachment B, MPR-8 Figure** for approval.

Maps & Figure: Refer to **Attachment B, MPR-8 Figure**, for a map of the proposed MPR-8 access road segments. Refer to **Attachment C, MPR-8 Site Photographs**, for pictures of the current conditions of the MPR-8 access road segments.

Environmental Impact: Utilization of the MPR-8 access road segments would not substantially increase the severity of any impacts disclosed within the IS/MND; 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 or other agencies. There is no maintenance or road improvements proposed in order to utilize the existing MPR-8 access road segments. No ground disturbance or vegetation trimming is proposed. As MPR-8 is proposing the use of existing utility access roads, this would not result in an increase of temporary or permanent disturbance and would not result in 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.

Concurrence (if appropriate): Concurrence is not required as the proposed MPR-8 access road segments are located within the geographic study area analyzed in the California Environmental Quality Act (CEQA) review process.

<b><u>Resources:</u></b>			
<b>Biological</b>	<input checked="" type="checkbox"/> No Resources Present	<input type="checkbox"/> Resources Present	<input type="checkbox"/> N/A, Change would not affect resources
<b>Previous Biological Survey Report Reference:</b> 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-8 access road segments on February 24, 2022. Consistent with Appendix E of the IS/MND, coastal sage scrub (CSS) and southern maritime chaparral (SMC) is present near the Copper Court access entrance and CSS is also present in the area surrounding Location 112. However, there is no habitat located within the existing access roads as they are regularly maintained. There were no special-status plant or animal species observed during the pre-construction survey. Biological monitoring is not required for the use of the MPR-8 access road segments.			
<b>Cultural</b>	<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:**

Cultural resources within the Project's study area (including the MPR-8 access road segments) 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. Locations 110, 111 and 112 are located in an area with high potential for archaeological deposits, however there are no known sensitive cultural resources within these proposed MPR-8 access road segments. In addition, there are no known sensitive cultural resources within the Copper Court access, nor is it located within a culturally sensitive area. Therefore, cultural and Native American monitoring is not required for the use of the MPR-8 access road segments.

**Disturbance Acreage Changes:**    ☐ Yes    ☒ No

MPR-8 would not result in additional temporary or permanent disturbance as it would be utilizing existing utility access roads and would not require any new improvements or new work areas.

<b>CEQA Section</b>	<b>Applicable</b>	<b>(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.</b>
Geology, Soils, Seismicity, Paleontological Resources	<input type="checkbox"/> Y	MPR-8 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-8 activities. Accordingly, utilization of the MPR-8 access road segments 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-8 access road segments are not located in a paleontologically sensitive area per the Project's Paleontological Resources Monitoring and Mitigation Plan (PRMMP).
	<input checked="" type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 would not require agency consultation relating to geology, soils, seismicity, or paleontological resources.
	<input checked="" type="checkbox"/> N	
Hazardous Materials and Waste	<input type="checkbox"/> Y	There are no new facilities or performance of any new construction activities being proposed in MPR-8 that were not previously analyzed in the IS/MND, Section 3.9. As discussed in Section 3.9.4 of the IS/MND, the use of hazardous materials and substances during construction would be subject to the federal, state, and local health and safety requirements for the handling, storage, transportation, and disposal of hazardous materials. In addition, 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). Accordingly, utilization of the MPR-8 access road segments would not require any new potentially hazardous materials to be used and would not create any new hazardous waste that could expose the public to hazards not previously disclosed in the Project's IS/MND.
	<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-8 would not require agency consultation relating to hazards or hazardous materials.
	<input checked="" type="checkbox"/> N	
Hydrology / Water Quality	<input checked="" type="checkbox"/> Y	<p>The following MPR-8 access roads are near aquatic features (See <b>Attachment B, MPR-8 Figure</b>).</p> <ul style="list-style-type: none"> <li>• <b>Copper Court:</b> The southern end of a jurisdictional aquatic channel runs parallel to the portion of the Copper Court access road segment that merges into the existing approved access road (approximately 12 feet from edge of the road). This channel will be avoided by construction vehicles at this location and would not be affected by the proposed use of the Copper Court access.</li> <li>• <b>Location 110:</b> There is a non-jurisdictional concrete v-ditch approximately 10 feet north of the access to Location 110. This v-ditch would be avoided by construction vehicles and would not be affected by the proposed use of the access road segment at this location.</li> <li>• <b>Location 111:</b> There is a jurisdictional aquatic feature south of the proposed MPR-8 access road segment at this location. The portion of the feature near the road has been developed and the feature would be avoided by construction vehicles and would not be affected by the proposed use of the access road.</li> <li>• <b>Location 112:</b> There is a non-jurisdictional concrete v-ditch that runs parallel to the proposed MPR-8 access road segment at this location. This feature would be avoided by construction vehicles and would not be affected by the proposed use of the access road.</li> </ul> <p>No jurisdictional (or non-jurisdictional) aquatic resources would be impacted by MPR-8 activities. MPR-8 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.</p>
	<input type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 would not require agency consultation relating to hydrology or water quality.
	<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 there are no known sensitive cultural resources within the MPR-8 access road segments. Although Locations 110, 111 and 112 are located in an area with a



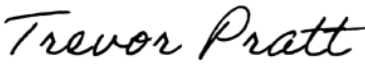
CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
	<input checked="" type="checkbox"/> N	high potential for archaeological deposits, there is no additional ground disturbance proposed and the MPR-8 access road segments are existing utility access roads that are regularly used and maintained. Therefore, cultural monitoring would not be required for the use of the MPR-8 access road segments and impacts would remain similar to those disclosed within the Project's IS/MND, Section 3.5.
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 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, there are no known sensitive cultural resources (including tribal cultural resources) within the MPR-8 access road segments, nor would ground disturbance be proposed as part of MPR-8 activities. Therefore, Native American monitoring would not be required within the MPR-8 access road segments and impacts would remain 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-8 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>MPR-8 proposes the use of the existing Copper Court access road entrance to access Locations 65 through 68 to perform grading and pole installation activities. This access will be used for large on-road vehicles such as concrete trucks, flatbed trucks, haul trucks and cranes that cannot safely travel north of Location 69 from the access road entrance at San Elijo Road. Smaller on-road vehicles, such as pickup trucks, would not use the Copper Court access road entrance unless they are serving a specific purpose, such as a pilot vehicle escorting a large on-road vehicle delivery. The gate will also have a crew member stationed while the gate is in use to avoid vehicles idling while opening the gate. Most construction ingress and egress will occur at the San Elijo Road access road entrance near Location 73. Copper Court would be utilized for an average of 21 trips per week over three months for activities at Locations 65-68. The vehicles that cannot use the access road entrance off San Elijo Road would travel north on Elfin Forest Road to Crescent Place. From Crescent Place, the vehicles would take a right on Sagewood Way and left on Copper Court. This route was decided upon as it is the route that avoids residential streets to the greatest extent practicable. Please see <b>Attachment B, MPR-8 Figure</b> for an overview of this route.</p> <p>Although the use of Copper Court was not originally included in the IS/MND Mapping, traffic impacts to San Elijo Road and Elfin Forest Road were expected and analyzed in the IS/MND, Section 3.17. The use of Copper Court for construction activities would be limited to the extent practicable and would be temporary in nature. In addition, there would be no concrete trucks or construction vehicles</p>
	<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.
		<p>staged on Copper Court or within the contiguous residential roads, and emergency access to the residences would be maintained at all times. In compliance with APM PS-4, SDG&amp;E would repair any damage to public roads (i.e., Copper Court, Elfin Forest Road, Crescent Place, and Sagewood Way) following construction activities at Locations 65 through 68.</p> <p>The approved construction hours for grading and foundation work are 7:00 AM – 4:30 PM, Monday – Friday, per the San Marcos Grading Permit. Overhead pole installation activities are not covered by the Grading Permit and therefore would adhere to the City of San Marcos designated construction hours, which are 7:00 AM – 6:00 PM Monday – Friday and 8:00 AM – 5:00 PM on Saturdays. However, large on-road vehicles that require the use of Copper Court during overhead pole installation activities would also plan to be demobilized by 4:30 PM whenever feasible to avoid peak traffic hours. As mobilization would not begin until after 7:00 AM regardless of the activity, construction vehicles would not typically utilize the Copper Court entrance until 7:30 AM at the earliest.</p> <p>MPR-8 activities would not require traffic control and would not involve a schedule extension or 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 and NTP-1. The MPR-8 access road segments at Locations 110, 111 and 112 would be accessed from public roads and their use would not affect traffic or circulation.</p>
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 would not require agency consultation relating to traffic and circulation.
	<input checked="" type="checkbox"/> N	
Air Quality	<input type="checkbox"/> Y	MPR-8 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 new activities proposed as part of this MPR-8 request. In addition, the same requirements regarding fugitive dust mitigation that are described in the Project's IS/MND would apply to the MPR-8 access road segments. These requirements include but are not limited to limiting vehicle speed to 15 miles per hour on work sites, 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) Regulation IV. Therefore, MPR-8 would not affect air quality or emissions in a manner substantially different from the impacts assessed as part of the Project's IS/MND.
	<input checked="" type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 would not require agency consultation relating to air quality.
	<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.																				
Noise and Vibration	<input checked="" type="checkbox"/> Y	<p>Although the Copper Court access road entrance is less than 50 feet from the sensitive receptors on either side, there will be no stationary equipment, continuous vehicle idling, or other equipment operation that would cause there to be an exceedance above the threshold of significance from the IS/MND, an hourly average of 75 dBA leq, and as required by the Construction Noise Reduction and Mitigation Plan (CNRMP). The use of the MPR-8 access road segments would comply with the CNRMP including limiting travel on Copper Court to designated construction hours.</p> <p>It should be noted that the Copper Court access road entrance is an existing SDG&amp;E utility access; therefore it is regularly utilized by non-Project related trucks and utility vehicles for maintenance of existing facilities. Most operation and maintenance activities occur annually such as road refreshing, vegetation trimming and inspections while others occur periodically for survey work and repairs. The noise generated from operation and maintenance vehicles would be similar to the noise generated by the MPR-8 vehicles as demonstrated in the below table which includes Lmax dBA data at 50 feet from Table 3.13-12 in the IS/MND:</p> <table><tr><th>Equipment</th><th>Lmax Noise Level</th></tr><tr><td colspan="2">Operation and Maintenance</td></tr><tr><td>Pickup Truck</td><td>75 dBA</td></tr><tr><td>Boom Truck</td><td>75 dBA</td></tr><tr><td>Flatbed Truck</td><td>74 dBA</td></tr><tr><td colspan="2">Project Construction</td></tr><tr><td>Boom Truck</td><td>75 dBA</td></tr><tr><td>Flatbed Truck</td><td>74 dBA</td></tr><tr><td>Crane</td><td>81 dBA</td></tr><tr><td>Concrete Truck</td><td>79 dBA</td></tr></table>	Equipment	Lmax Noise Level	Operation and Maintenance		Pickup Truck	75 dBA	Boom Truck	75 dBA	Flatbed Truck	74 dBA	Project Construction		Boom Truck	75 dBA	Flatbed Truck	74 dBA	Crane	81 dBA	Concrete Truck	79 dBA
	Equipment	Lmax Noise Level																				
Operation and Maintenance																						
Pickup Truck	75 dBA																					
Boom Truck	75 dBA																					
Flatbed Truck	74 dBA																					
Project Construction																						
Boom Truck	75 dBA																					
Flatbed Truck	74 dBA																					
Crane	81 dBA																					
Concrete Truck	79 dBA																					
	<input type="checkbox"/> N	<p>The MPR-8 access road segments for Locations 110, 111 and 112 are not within 100 feet of a sensitive receptor. Therefore, MPR-8 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.</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.
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 would not require agency consultation relating to noise and vibration. All activities would be in compliance with the Grading Permit issued by the City of San Marcos.
	<input checked="" type="checkbox"/> N	
Aesthetics/ Visual Resources	<input type="checkbox"/> Y	No permanent change in impacts to aesthetics/visual resources would result from utilization of the MPR-8 access road segments, and there is no vegetation trimming or ground disturbance proposed. In addition, the MPR-8 access road segments are not located within a Key Observation Point (KOP), scenic vista, or other scenic resource identified in the IS/MND. Therefore, MPR-8 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-8 would not require agency consultation relating to visual resources.
	<input checked="" type="checkbox"/> N	
Vegetation and Wildlife	<input type="checkbox"/> Y	<p>There is no vegetation trimming or ground disturbance proposed as part of MPR-8 activities and there are no impacts to habitat that would result from the use of the existing MPR-8 access road segments. Therefore, no deductions from the LE-HCP "habitat impact limit" or mitigation drawdown from the available mitigation credits will occur.</p> <p>Biological monitoring will not be required during the use of the MPR-8 access road segments, and impacts would remain similar to those analyzed and disclosed in the IS/MND, Section 3.4. Although no new or altered APMs or MMs would be required, the following APMs and MMs would be implemented for MPR-8 activities, as well as the requirements in the NCCP:</p> <ul style="list-style-type: none"> <li>• APM BIO-1</li> <li>• APM BIO-2</li> <li>• APM BIO-3</li> <li>• APM BIO-4</li> <li>• APM BIO-6</li> <li>• APM BIO-7</li> <li>• MM BIO-1: Project Compliance with the Federal and California Endangered Species Acts.</li> <li>• MM BIO-2: Establishment of Cylindrical Construction Buffers</li> </ul>
	<input checked="" type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	MPR-8 would not require agency consultation relating to vegetation and wildlife.
	<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.
Wildfire	<input type="checkbox"/> Y	The Copper Court access road entrance is located within a CPUC Tier 2 High Fire Threat District (HFTD). Locations 110, 111 and 112 are located outside of the HFTD. There are no new activities proposed, extension in work schedule, or increase in equipment or personnel required as a result of MPR-8. SDG&E and its contractors will conduct all activities in accordance with the Project's Construction Fire Prevention Plan and MM WIL-1. Therefore, MPR-8 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 checked="" type="checkbox"/> N	
Agency Consultation	<input type="checkbox"/> Y	MPR-8 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	3/18/2022	Melinda Kimble		<input checked="" type="checkbox"/> Reviewed
San Diego Gas and Electric Environmental Project Manager	3/18/2022	William Yee		<input checked="" type="checkbox"/> Reviewed
CPUC Project Manager	3/18/2022	Trevor Pratt		<input checked="" type="checkbox"/> Approved <input type="checkbox"/> Approved with conditions (see below) <input type="checkbox"/> Denied
<b>For CPUC Compliance Manager Use Only</b>				
<input checked="" type="checkbox"/> Refinement Approved		<input type="checkbox"/> Refinement Denied		<input type="checkbox"/> Beyond Authority
<b>Conditions of Approval or Reason for Denial:</b>				
<div>Prepared by:</div> <div>Date:</div>				

**ATTACHMENT B**  
**MPR-8 Figure**



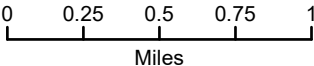
MPR-8 Mapbook

PROJECT OVERVIEW

San Diego County, CA

LEGEND

- Interstate
- State Highway
- Major Road
- Railroad
- Mapbook Page
- Municipal Boundary
- Waterbody
- Proposed Project
  - Existing Substation
  - Segment 1 - Rebuild
  - Segment 2 - New Build
  - Segment 3 - Reconductor / Re-energize
  - Staging Yard



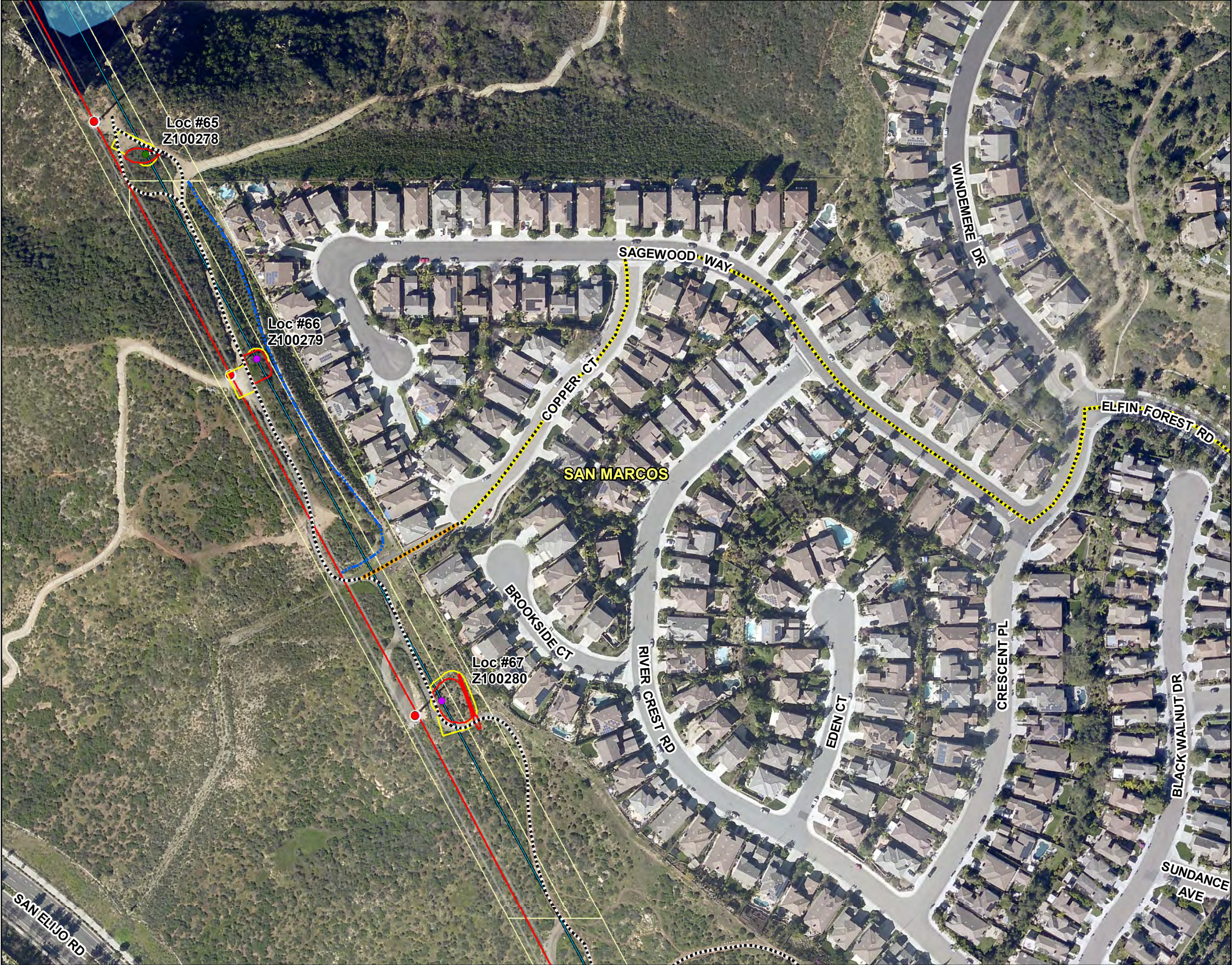
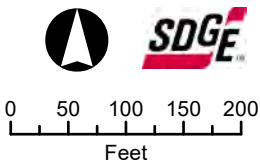
Data Sources: CalTrans, CPUC, ESRI, SANDAG, SanGIS, SDG&E, USDA.  
F:\Projects\SDG&E MPR-8 Mapbook Key 030122.mxd  
03/01/22 RNC





LEGEND

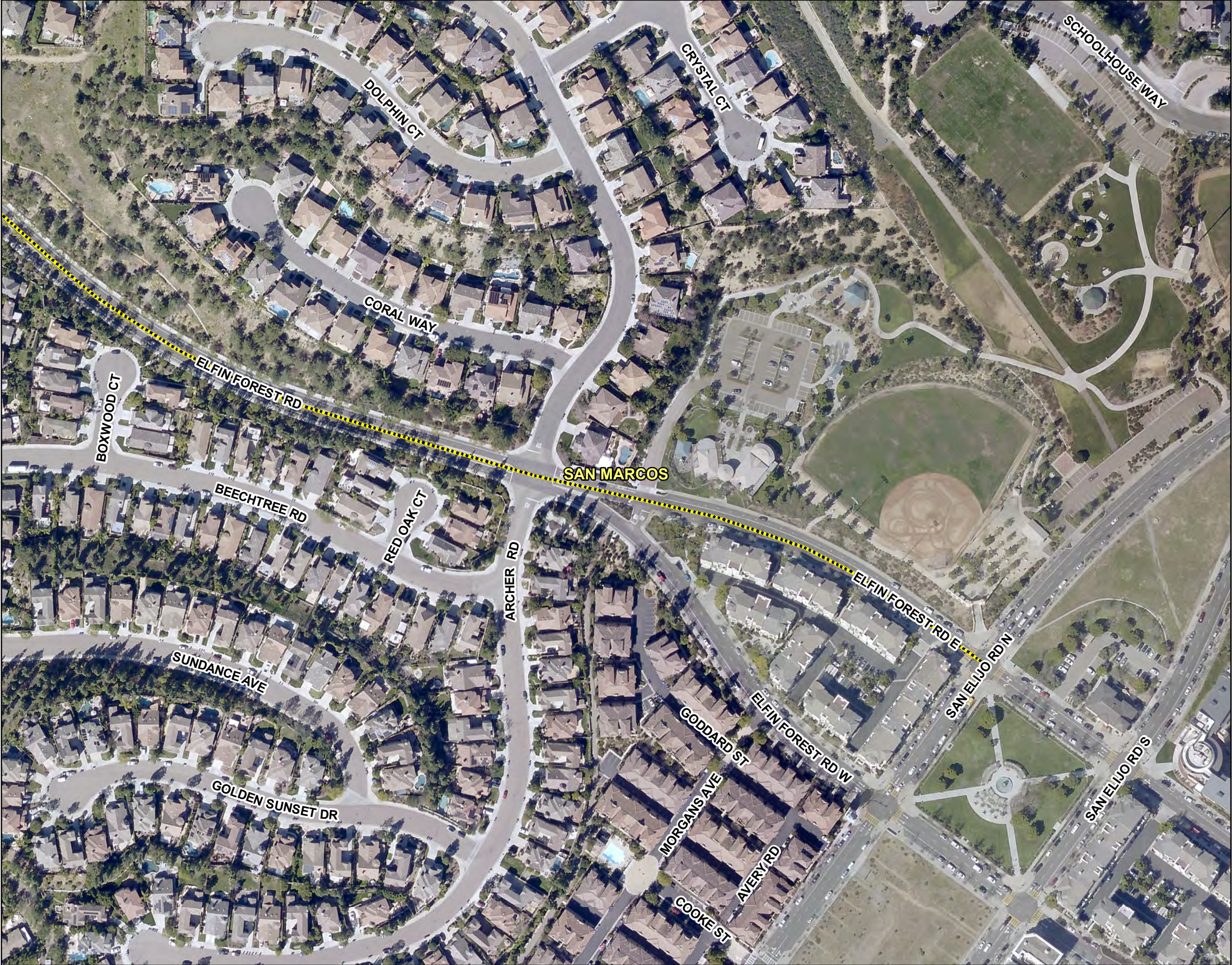
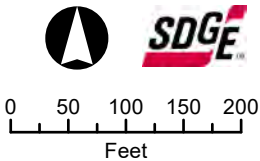
- Existing Structure
- Existing 138kV Transmission Line
- State Highway
- Municipal Boundary
- MPR
  - MPR-8 Access Road Map Correction
  - Proposed MPR-8 Route
- Proposed Project
  - New Pier Foundation
  - New Direct Bury
  - Existing Structure Re-energize Conductors
  - Guard Structures
  - Segment 1 - Rebuild
  - Segment 2 - New Build
  - Segment 3 - Reconductor / Re-energize
- Existing Access Road
- Existing ROW
- Alignment in Franchise
- Permanent Work Area or Grading Impacts
- Temporary Work Area
- Aquatics Resources
  - Culvert
  - JD Stream
  - Non JD Aquatic Resource
  - Wetland / Riparian





LEGEND

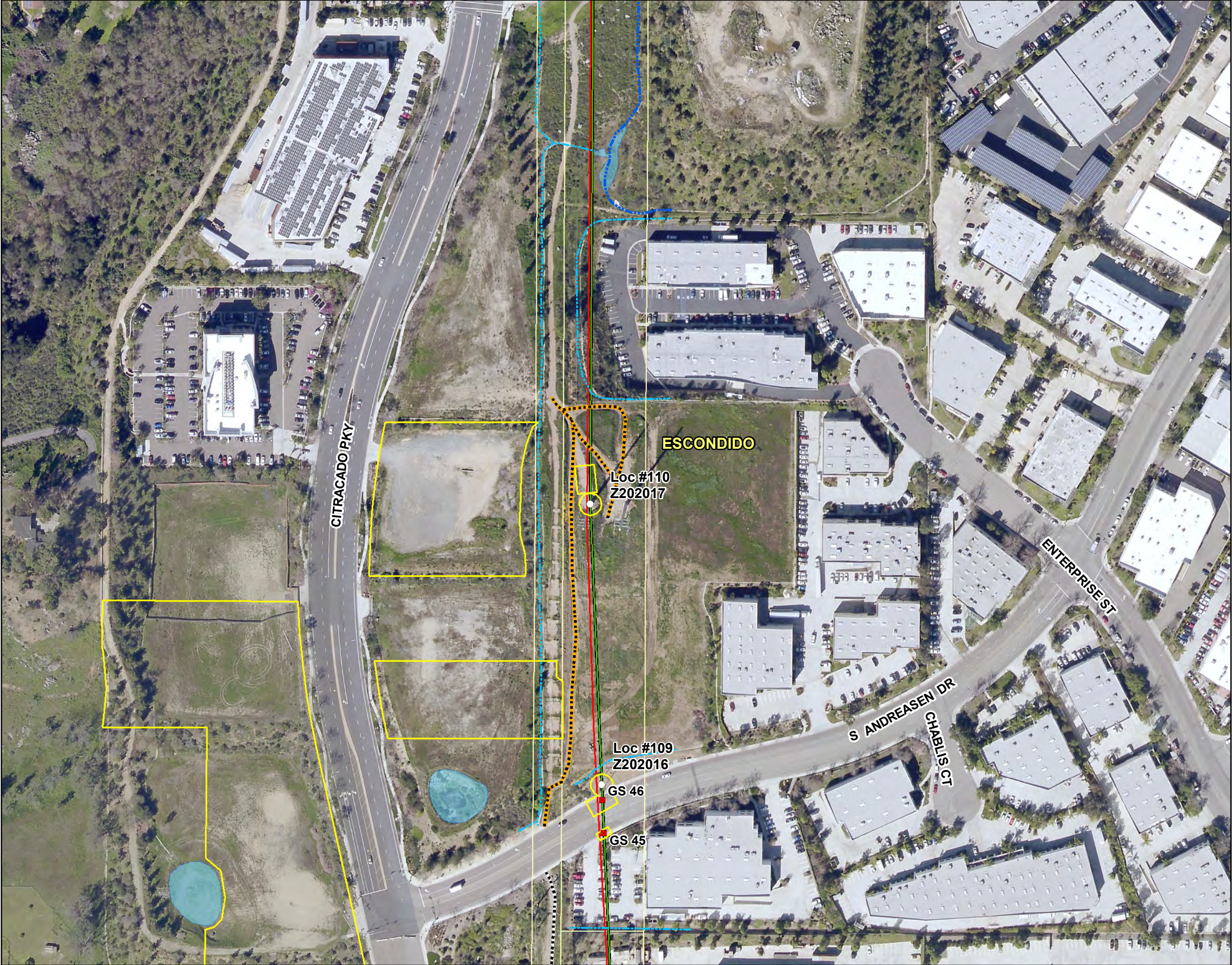
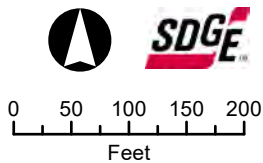
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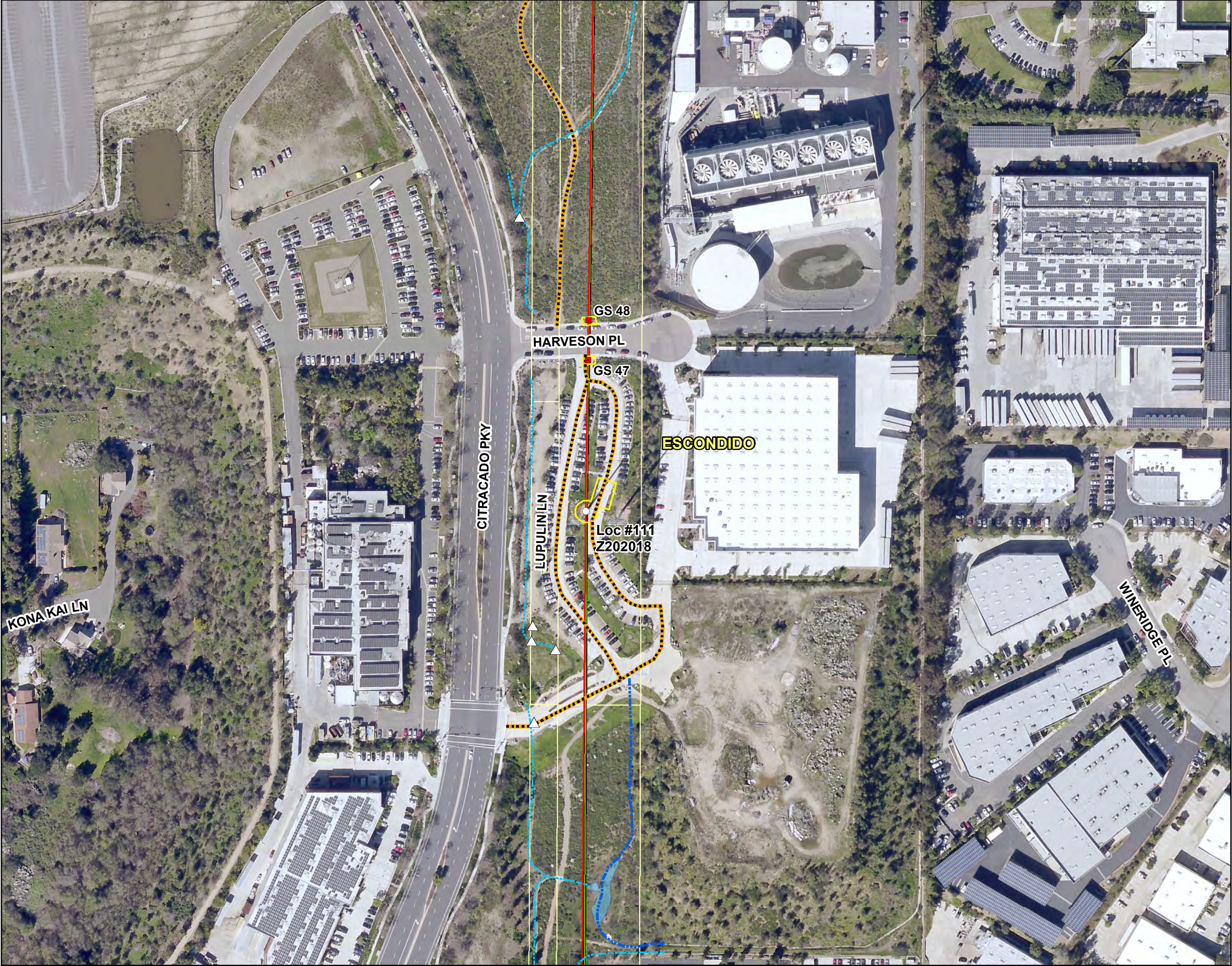
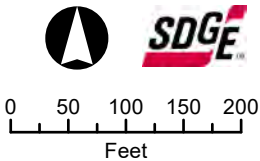
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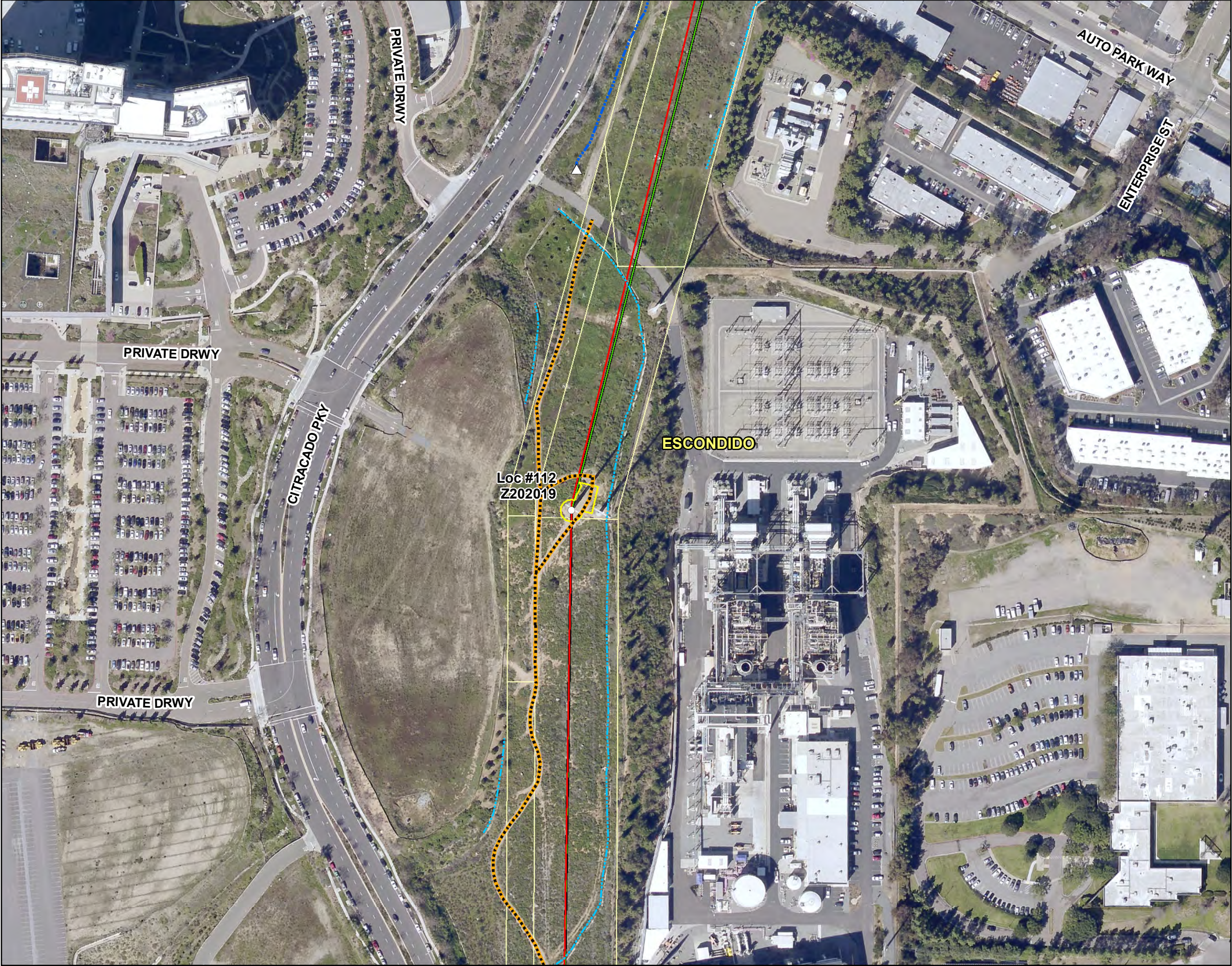
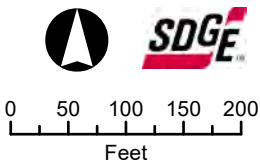
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  - JD Stream
  - Non JD Aquatic Resource
  - Wetland / Riparian





**ATTACHMENT C**  
**MPR-8 Site Photographs**

**MPR-8 PHOTO LOG**



**Photograph 1:**  
View of the  
Copper Court  
access road  
entrance. Facing:  
SW



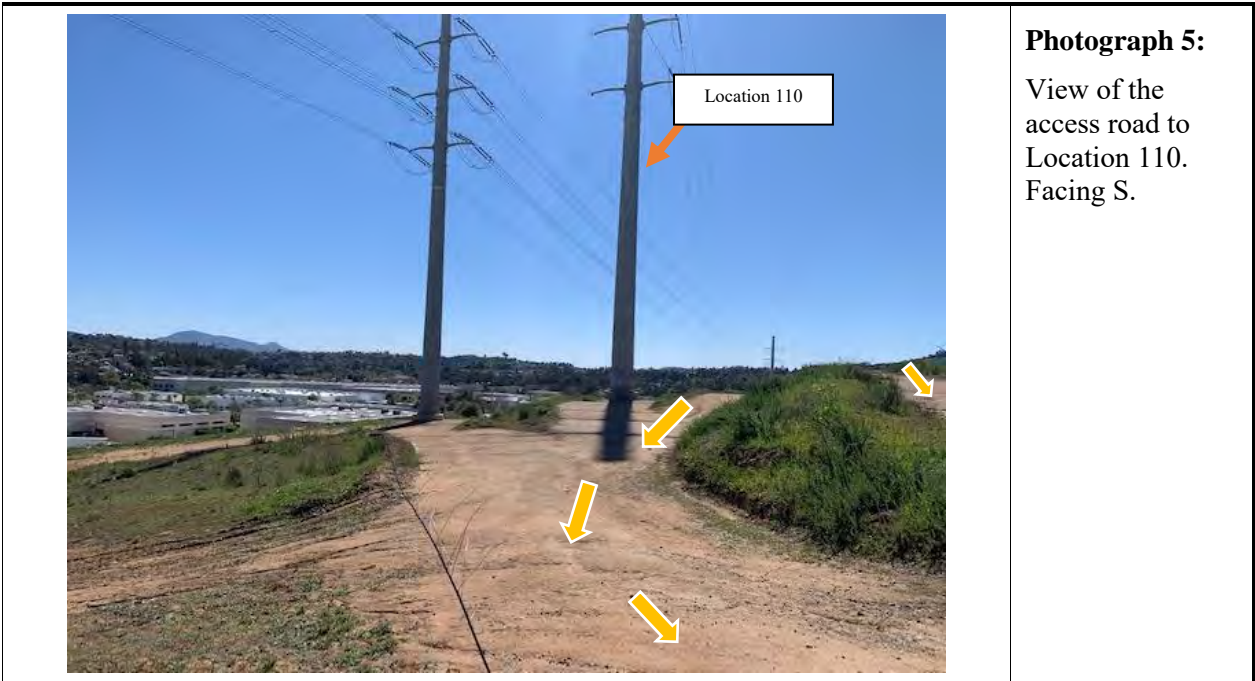
**Photograph 2:**  
View of the  
Copper Court  
access road  
entrance. Facing:  
NE

**MPR-8 PHOTO LOG**





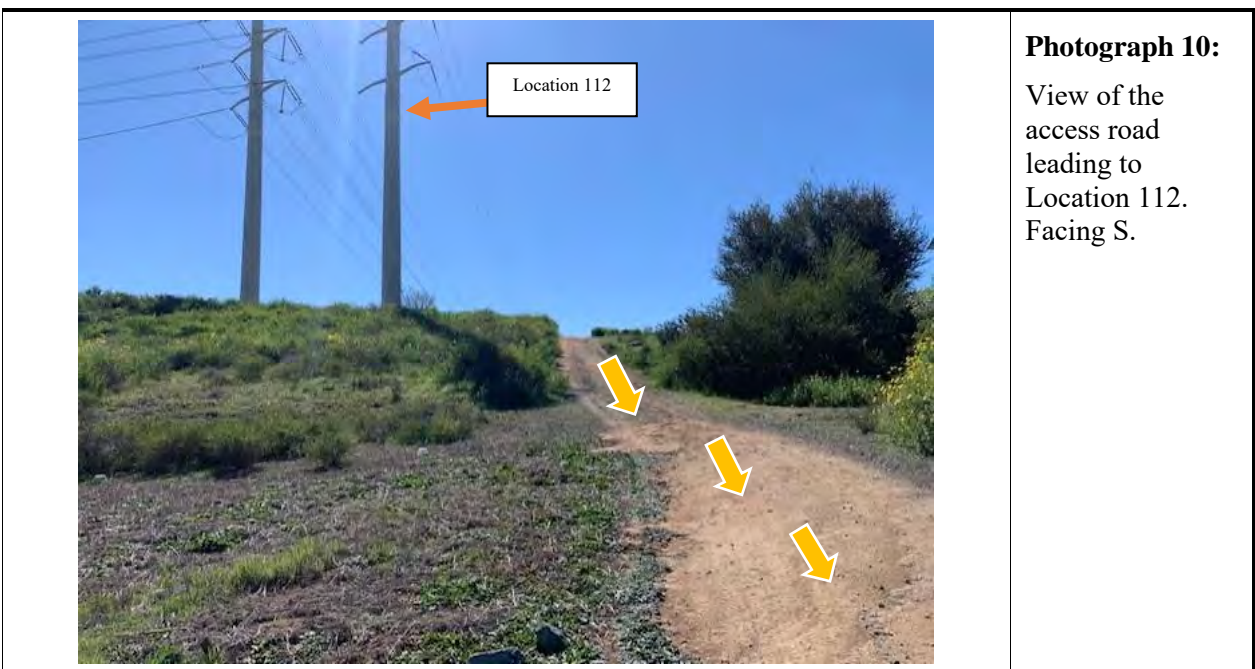
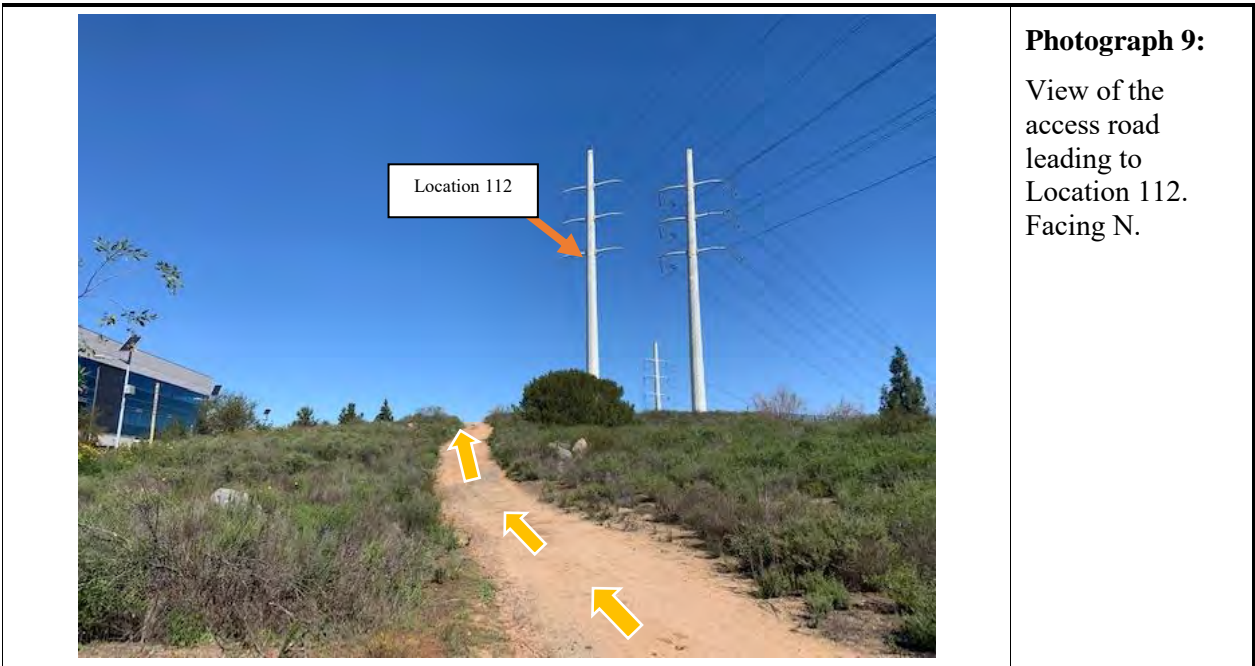
**MPR-8 PHOTO LOG**



**MPR-8 PHOTO LOG**



**MPR-8 PHOTO LOG**



**ATTACHMENT D**  
**Construction Notification Letter**





**Todd Voorhees**  
Regional Public Affairs Manager

8315 Century Park Court  
San Diego, CA 92123

Tel: 619-756-3578  
[tvoorhees@sdge.com](mailto:tvoorhees@sdge.com)

January 7, 2022

Dear Resident or Property Owner:

San Diego Gas & Electric's (SDG&E®) 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 will commence construction on the San Marcos to Escondido Tie Line 6975 Project (Project) within the next several weeks. The California Public Utilities Commission (CPUC) 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 SDG&E crews and contractors will be utilizing Copper Court as an access point to our existing transmission Right-of-Way. This will be utilized only for work in the immediate vicinity, not for the entire Project and will not impact area parking. It is our commitment to leave Copper Court in as good as, or better, condition than when we commenced this project.

Construction activities may take place in phases. This means work along the route will often occur intermittently and all construction activities required in a certain area will not be completed concurrently. Also, there will be multiple construction locations and activities taking place simultaneously, with work hours, traffic control measures, and noise restrictions for each area established by local jurisdictions. Please note, construction dates are subject to change according to compliance requirements, inclement weather, or other unforeseen circumstances. Additional project updates will be forthcoming.

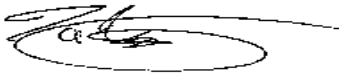
We apologize in advance for any inconvenience you may experience during construction activities. SDG&E will continue to work closely with local municipalities and community groups to ensure construction activities are as least disruptive as possible. We also plan to keep communities informed during all 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.

During this COVID-19 outbreak, we ask for your support in helping us maintain a healthy work environment for our employees, contractors and community. We ask customers not to approach or interact with our field crews. We want to maintain healthy business operations during

challenging times like these and continue safely providing essential services like electricity and natural gas. We appreciate our customers' understanding.

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 [tvoorhees@SDGE.com](mailto:tvoorhees@SDGE.com). Additional project information may be found at <https://www.sdge.com/major-projects> or on the California Public Utilities Commission web page at <https://ia.cpuc.ca.gov/environment/info/esa/TL6975/index.html>.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Voorhees', with a long horizontal line extending to the right.

Todd Voorhees  
Regional Public Affairs Manager  
San Diego Gas & Electric Company