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## CHAPTER 4 – ENVIRONMENTAL IMPACT ASSESSMENT

### 4.14 TRANSPORTATION AND TRAFFIC

Would the project:	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Measures	Less-Than-Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in substantial safety risks caused by a change in air traffic patterns, including either an increase in traffic levels or a change in location?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 4.14.0 Introduction

This section describes the existing transportation and traffic conditions within the San Diego Gas & Electric Company (SDG&E) East County (ECO) Substation Project (Proposed Project) area and evaluates potential project-related transportation and traffic impacts. A summary of existing roadways, transit and rail service, airports, and bicycle facilities, as well as a description of the

regulatory setting for transportation and traffic are presented. Also, an analysis of transportation and traffic impacts that will result from the Proposed Project is provided. The Proposed Project will cross one county highway and several public local roadways and dirt access roads, but will not have a significant impact on transportation and traffic in the area and will not conflict with any adopted alternative transportation policies.

#### **4.14.1 Methodology**

Transportation and traffic data was obtained primarily through relevant literature and Internet research. The County of San Diego General Plan, the Mountain Empire Subregional Plan (which encompasses the communities of Boulevard and Jacumba), and the San Diego Association of Government (SANDAG) 2030 Regional Transportation Plan were reviewed. Additional information was gathered through personal communication with county engineering and planning staff. Site visits were conducted to all public roadways that could be directly affected by the Proposed Project.

#### **4.14.2 Existing Conditions**

##### **Regulatory Background**

Construction projects that cross public transportation corridors are subject to local, state, and federal encroachment permits. Use or obstruction of navigable air space also requires permits. The following summarizes transportation and traffic regulations that are applicable to the construction of electric facilities such as the Proposed Project.

##### ***Federal***

All airports and navigable airspace not administered by the Department of Defense are under the jurisdiction of the Federal Aviation Administration (FAA). Federal Regulation Title 14 Section 77 establishes the standards and required notification for objects affecting navigable airspace. In general, construction projects exceeding 200 feet in height above ground level or extending at a ratio greater than 50 to one (horizontal to vertical) from a public or military airport runway less than 3,200 feet long out to a horizontal distance of 20,000 feet are considered potential obstructions and require notification to the FAA. In addition, the FAA requires a Helicopter Lift Plan for operating a helicopter within 1,500 feet of residential dwellings.

##### ***State***

The use of California state highways for other than normal transportation purposes may require written authorization or an encroachment permit from the California Department of Transportation (Caltrans). Caltrans has jurisdiction over the state's highway system and is responsible for protecting the public and infrastructure. Caltrans reviews all requests from utility companies that plan to conduct activities within its right-of-way (ROW). Encroachment permits may include conditions or restrictions that limit when construction activities can occur within or above roadways under the jurisdiction of Caltrans.

##### ***Local***

San Diego County Code of Regulatory Ordinances Section 71 governs the placement of any structures on, over, or under county roads. The county requires an encroachment permit for the

construction of any tower, pole, pole line, private pipe, private pipeline, nonstandard driveway, private road, fence, billboard, stand or building, or any structure or object of any kind or character, which is placed in, under, or over any portion of a county roadway.

The Circulation Element of the San Diego County General Plan provides guidance to help achieve efficiency and economy in the transportation system, and to facilitate the planning required to maintain and expand the existing transportation network.

The 2030 San Diego Regional Transportation Plan: Pathways for the Future, approved in 2007, serves as a blueprint for greater San Diego’s transportation system. The plan’s goal is to better connect the existing transportation network of freeways, public transit, and roads to the existing and future community.

### **Existing Roadway Network**

The Proposed Project is to be located in a rural area of eastern San Diego County and will cross a sparse network of state, county, and private roadways. Figure 3-1: Project Location Map in Chapter 3 – Project Description depicts the Proposed Project area roadway network. Table 4.14-1: Public Access Roadways and Table 4.14-2: Public Roadways Spanned lists the major and local roadways that will be used for access during construction and those that will be spanned by the transmission line, respectively, along with their classification, number of lanes, and Level of Service (LOS)<sup>1</sup> information, where available. Other roadways anticipated to be affected by the Proposed Project include a vast network of unnamed dirt access roads.

Interstate (I-) 8 is a major east/west transportation corridor on the north side of the Proposed Project area. It is a four-lane divided freeway with a posted speed limit of 70 miles per hour and will serve as the main access route to the Proposed Project area from both San Diego and Imperial counties. I-8 has limited access in eastern San Diego County, via a small number of on-and-off-ramps. The ramps in the vicinity of the Proposed Project include Ribbonwood Road (Highway 94) and Carrizo Gorge Road. Secondary access to the Proposed Project area is possible via Highway 94 and Old Highway 80, which serve to connect the rural towns on the south side of I-8. Highway 94, a primarily west/east route, connects the City of San Diego with eastern San Diego County and terminates at I-8, approximately 1.5 miles from Boulevard. Old Highway 80, another primarily west/east route, begins near the town of Descano, approximately 30 miles from downtown San Diego. This highway generally parallels I-8 until terminating near the San Diego-Imperial County border.

According to the County of San Diego Mountain Empire Subregional Plan, the current road network can accommodate existing and anticipated increases in population without encountering capacity problems for the foreseeable future. Although large portions of the Mountain Empire are not currently served by roads, the Proposed Project area is located within close proximity to existing power line transmission or distribution access roads or unimproved county roads.

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<sup>1</sup> LOS is based on traffic congestion, measured by dividing traffic volume by roadway capacity. The resulting number, known as the volume-to-capacity (V/C) ratio, usually ranges from 0 to 1.0. The V/C ratings are divided into six LOS categories, A through F, representing conditions ranging from unrestricted traffic flow (A) to extreme traffic congestion (F).

**Table 4.14-1: Public Access Roadways**

Roadway	Classification	Number of Lanes	Level of Service (LOS) <sup>2</sup>
Interstate 8	Expressway/Freeway/Interchange	4	A–C
Rainbow Road	Light Collector	2	D
McCain Valley Road	Local	2	Information Not Available (INA)
Old Highway 80	Light Collector	2	A–C, D
Highway 94	Community Collector	2	A–C
Tule Jim Lane	Local	1	INA

**Table 4.14-2: Public Roadways Spanned**

Roadway	Approximate Milepost (MP)	Classification	Number of Lanes	Level of Service (LOS) <sup>2</sup>
Old Highway 80	0.3	Light Collector with Improvement Options	2	A–C
Jacumba National Coop	0.5	Local	1	INA
Carrizo Creek Road	1.4	Local	2	A–C
Carrizo Gorge Road	2.4	Light Collector with Improvement Options	2	INA
Old Highway 80	5.6	Light Collector with Improvement Options	2	A–C
Jewell Valley Road	11.2	Local	2	INA
Tule Jim Lane	11.9	Local	1	INA
Tule Jim Lane	13.2	Local	1	INA

<sup>2</sup> The County of San Diego does not actively maintain traffic counts for these roadways.

## **Railway**

The San Diego and Arizona Eastern (SD&A) Railway, owned and operated by the San Diego Metropolitan Transit System within San Diego County, runs from downtown San Diego to Plaster City, near El Centro. The railway crosses into Mexico through Tijuana and back into the United States (U.S.) between Tecate and Campo. At Plaster City, the line connects with the Union Pacific Railroad, providing rail links to the entire U.S. and Mexico. However, segments of the track between Tecate and El Centro, known as the “Desert Line,” have been out of service since 1983 due to damaged tunnels, bridges, and tracks. The Proposed Project’s 138 kilovolt (kV) transmission line will span the Desert Line segment at three locations—near MP 3.3, MP 7.5, and MP 10.1. The crossing locations are shown in Figure 3-1: Project Location Map.

## **Bus**

The Proposed Project area is serviced by the San Diego Metropolitan Transit System. Bus service in the area is limited; however, Route 888 provides daily bus service to Boulevard and Jacumba five days per week (Monday through Friday) via Old Highway 80. Transfer points in Boulevard and Jacumba are located on Old Highway 80 near the intersections of Highway 94 and Campo Street, respectively.

## **Air**

Jacumba Airport is located near Old Highway 80, approximately 300 feet north of the U.S.-Mexican border, one mile east of Jacumba, and 75 miles east of San Diego. The approximate 1.3-acre airport was acquired from the federal government in 1953, and it is owned and operated by the County of San Diego. It consists of a single gravel runway, 2,508 feet long and 100 feet wide. The runway is unlighted and has no instrument approach procedures. According to the Jacumba Airport Land Use Compatibility Plan adopted on December 4, 2006, no airport improvements are planned.

Jacumba Airport is a low-activity facility, with an estimated 2,500 total annual aircraft operations as of April 2003. The airport is mainly used as a glider facility by single-engine aircraft and sailplanes. Aircraft activity is most predominant on the weekends during the fall and winter months. Given the proximity to the U.S.-Mexican border, the only traffic pattern is north of the airfield. The Proposed Project’s 138 kV transmission line will be located approximately one mile north of the airport. Jacumba Airport also has the closest helipad to the Proposed Project area.

The closest private airstrip to the Proposed Project is located on Empire Ranch, near the intersection of Jewel Valley Road and Tule Jim Lane. The airstrip is oriented in a northwest to southeast direction and runs parallel to Jewel Valley Road at a distance of approximately 250 feet to the south. The airstrip measures approximately 0.9 mile long. The southeastern end of the runway is approximately 300 feet from the nearest proposed aboveground transmission line pole, which is located perpendicular to the centerline of the runway at approximate MP 11.9.

## **Bicycle Facilities**

According to the San Diego County Plan’s Circulation Element, Old Highway 80 between Boulevard and Jacumba is considered part of the Bikeway Network System. The General Plan

defines the “Bikeway Network” as the corridors required to provide a connecting link between population centers and recreational and scenic areas. Old Highway 80 falls within the classification of a Class III Bikeway as it has limited signage and permanent markings and it is shared with pedestrians and motorists. No other designated bicycle facilities exist in the vicinity of the Proposed Project.

### **4.14.3 Impacts**

#### **Significance Criteria**

The Proposed Project is more likely to affect transportation facilities or increase traffic during the construction phase than during actual operation and maintenance because typically only a very limited amount of surface activity is required to operate a transmission line and substations. On average, less than one vehicle trip per day will be required to operate the Proposed Project. Consequently, the transportation analysis focuses on the construction phase. Where applicable, operational impacts are described following the discussion of impacts associated with construction of the Proposed Project.

Aviation impacts, on the other hand, could occur during either construction or operation and maintenance of the proposed 138 kV transmission line because such impacts are caused by encroachment into navigable airspace, such as by a crane, wire, or tall structure. Potential impacts to air traffic are described for construction as well as operation and maintenance in response to Question 4.14c.

According to Appendix G of the California Environmental Quality Act Guidelines, the Proposed Project will have a significant impact if it:

- Results in a substantial increase in traffic that affects existing traffic flows
- Results in the exceedance of an established LOS standard
- Causes a change in air traffic patterns
- Results in a substantial increase in hazards due to design feature or incompatible uses
- Results in inadequate emergency access
- Results in inadequate parking capacity
- Conflicts with adopted policies, plans, or programs supporting alternative transportation

#### **Question 4.14a – Traffic Increases**

##### ***Construction – Less-Than-Significant Impact***

###### *East County Substation and Southwest Powerlink Loop-In*

Proposed Project construction personnel will generally drive to the worksite at the beginning of the day and leave at the end of the day, with few people traveling to and from the worksite throughout the day. This will result in approximately 50 to 60 personal vehicle trips each day during peak construction times. SDG&E will encourage carpooling to the construction site to reduce personal vehicle traffic in the Proposed Project area to the greatest extent possible.

Construction of the ECO Substation could potentially require approximately 140,000 cubic yards or an estimated total of 10,000 haul truckloads of imported fill to develop the proposed

substation site. The haul trucks will run periodically and as needed to facilitate the grading phase of construction. Some days will have more truck trips than others but, in general, no more than 60 truck trips per day for an estimated eight months will be required to complete the proposed substation grading. In addition, approximately 200 additional trips are anticipated for delivery of materials and equipment for the duration of the construction.

Construction of the ECO Substation may require up to 30 million gallons of water. SDG&E will attempt to obtain this water from wells that will be drilled in the vicinity of the proposed ECO Substation. If enough water cannot be located on site or at other nearby sources, water will be imported from Imperial County. If it must be imported from Imperial County, a maximum of 20 truck trips per day, delivering approximately 375,000 gallons of water, will be required to supply water to the Proposed Project. Therefore, a total of approximately 3,000 trips will be required over 5 months in order to supply the required 30 million gallons of water.

All vehicles and equipment will enter the ECO Substation site from Old Highway 80. Some traffic disruptions may occur when trucks ingress or egress, as trucks slowly pull into or out of the construction driveway. Signs warning motorists and/or flagmen will be used to minimize traffic impacts and maintain a safe transportation corridor during construction. Old Highway 80 is classified as having a LOS of A–D, indicating that traffic can travel at a “free flow” rate and is well below capacity. The current average daily traffic rate near the ECO Substation site is approximately 14,800 vehicles per day. In the city of El Centro, where water may be obtained from, the average daily traffic rate is approximately 34,000 vehicles per day. The additional traffic due to the substation construction—a peak of approximately 70 vehicles per day—will account for an increase of approximately 0.5 and 0.2 percent in San Diego and Imperial counties, respectively. The periodic nature of access to the ECO Substation site for construction vehicles and equipment, combined with the adequate capacity of Old Highway 80 and the surrounding road network, assures that impacts resulting from traffic increases will be less than significant.

### *138 kV Transmission Line*

As described previously, Proposed Project-related traffic will result in a slight increase in the existing daily traffic. The roadways to be used to access or spanned by the new transmission line all operate at a LOS better than D, indicating that traffic flows freely and the roads are below capacity. In addition, this increase in traffic will be dispersed over the 13.3-mile-long line, and they will be short-term (lasting a maximum of 9 months).

Once the transmission line structures have been installed, road closures may be required at Old Highway 80 during wire-pulling activities. The road may be closed for 10 to 15 minutes during the pull of each conductor, for a total of six closures at each crossing. Traffic flow may also be disrupted during the installation and removal of clearance structures, or if flaggers are used during pulls instead of temporary clearance structures. SDG&E will obtain encroachment permits from the County of San Diego to cross these roadways, as required, and will perform work according to permit requirements. Because these closures will be isolated, temporary, short in duration, and coordinated with the local regulatory agencies, construction of the 138 kV transmission line is not anticipated to significantly disrupt traffic. In addition, all trenching activities required to construct the underground portion of the 138 kV transmission line will

occur outside of public roadways, and as a result will not require any road closures. Thus, all impacts will be less than significant.

#### *Boulevard Substation Rebuild*

Impacts to traffic during the reconstruction of the Boulevard Substation will be similar to that described for the ECO Substation in terms of construction workers traveling to and from the site from outside the immediate area. A new, paved driveway from Old Highway 80 to the rebuilt Boulevard Substation, approximately 400 feet in length and 25 feet wide, will be used to access the substation.

Construction of the substation rebuild may require up to approximately 4,000 cubic yards or an estimated total of 280 to 340 haul truckloads of imported fill and up to approximately 24,000 cubic yards or an estimated total of 1,710 to 1,980 haul truckloads of exported material. Some days will have more truck trips than others but, in general, no more than 30 truck trips per day for an estimated three months will be required to complete the substation expansion. In addition, an average of six truck trips per day are expected for delivery of materials and equipment for the duration of construction.

The periodic nature of access to the Boulevard Substation site for construction vehicles and equipment, combined with the adequate capacity of Old Highway 80 and the surrounding road network will assure that impacts resulting from traffic increases will be less than significant.

#### *White Star Communication Facility Rebuild*

Construction of the White Star Communication Facility is expected to take one month, and construction-related traffic will be limited to two or three pickup trucks to transport the construction crew and less than three trips per day to deliver materials to the site. No impacts to the existing traffic levels are expected from this limited volume of traffic.

### ***Operation and Maintenance – Less-than-Significant Impact***

#### *East County Substation*

Operation of the ECO Substation will require that a single pickup truck visit the site several times a week for switching. Routine maintenance is expected to necessitate approximately six trips per year. Routine maintenance will require one or two workers in a light utility truck to visit the substation on a weekly basis. Typically, a major maintenance inspection will take place annually, requiring approximately 20 personnel for approximately one week. On average, operation and maintenance activities will require less than one vehicle trip per day. This additional traffic will have a less-than-significant impact on traffic.

#### *Southwest Powerlink Loop-In*

Operation and maintenance activities for the new loop-in will include routine inspection, maintenance, and repair activities, similar to those already being conducted for the existing Southwest Powerlink (SWPL) transmission line. These activities will include both routine preventive maintenance and emergency procedures to maintain loop-in integrity. Some of the inspection work may include the use of helicopters for aerial patrol of the facilities, as well as ground patrol. At a minimum, routine land or aerial inspections will take place on an annual

basis. Because these activities are already being performed on the existing SWPL, operation and maintenance of the new SWPL loop-in will have no impact on traffic.

#### *138 kV Transmission Line*

The 138 kV transmission line will be regularly inspected, maintained, and repaired following completion of its construction. Operation and periodic maintenance activities will involve both routine preventive maintenance and emergency procedures to maintain service continuity. Aerial and ground inspections will be performed. Because these inspections already occur in the area from SDG&E's existing facilities and the new transmission line's access roads will be used as the primary method of access, the impacts to traffic will be less than significant.

#### *Boulevard Substation Rebuild*

The rebuild of the Boulevard Substation will have a minor effect on the operation and maintenance practices currently employed at the site. The rebuilt substation will still operate unmanned and be monitored and controlled by a remote control center. Maintenance activities will be performed by the same number of crew and at the same frequency as the existing substation. Because the reconstruction of the Boulevard Substation will not increase the number of vehicle trips to perform operation and maintenance activities, no impact will occur.

#### *White Star Communication Facility Rebuild*

SDG&E personnel will conduct a single, annual inspection of each communication tower for tower corrosion, proper grounding, and tilt. This annual inspection will have no impact on the traffic levels in the vicinity because it will require only one vehicle and is so infrequent.

### **Question 4.14b – Level of Service Changes**

#### ***Construction – No Impact***

As previously discussed in the response to Question 4.14a –Traffic Increases, the Proposed Project-related construction traffic will result in a less-than-significant increase in the existing daily traffic. Roads spanned by the Proposed Project, identified in Table 4.14-2: Public Roadways Spanned, may require temporary closure to through traffic (for approximately 10 to 15 minutes at a time), but this will occur during non-peak traffic times to the extent possible. In addition, traffic delays could occur when large trucks enter and exit the roadway at designated access points. Because the existing LOS standards for roads identified in Table 4.14-1: Public Access Roadways all range from LOS A–D (indicating free flowing traffic), the existing network of roads in the Proposed Project area have adequate capacity to handle the increase in traffic volume due to construction. The Proposed Project will not result in changes to the current LOS in the Proposed Project vicinity; therefore, no impact will occur.

#### ***Operation and Maintenance – No Impact***

As previously discussed, less than one vehicle trip per day will be required to operate and maintain the Proposed Project. This negligible amount of traffic will not impact traffic in or around the Proposed Project area or alter traffic patterns. Therefore, the operation and maintenance will not have an impact on the current LOS.

### **Question 4.14c – Air Traffic Changes**

#### ***Construction – No Impact***

##### *Temporary*

Helicopters will be used for line work, particularly while installing new structures and stringing the new conductor, which will temporarily increase air traffic and encroach on navigable air space during construction. SDG&E or its contractor will coordinate flight patterns with local air traffic control and the FAA prior to construction to prevent any adverse impacts due to increased air traffic. In addition, a Helicopter Lift Plan will be prepared and implemented for the construction phase of the Proposed Project, as required by the FAA.

Cranes will be used to set substation equipment, as well as to install the poles along the proposed 138 kV transmission line route. The tallest structure that will be installed as part of the Proposed Project will be the riser pole along the 138 kV transmission line, located approximately 440 feet southwest of the rebuilt Boulevard Substation. The structure will measure approximately 140 feet above the ground surface. Because all work associated with structure installation will be below 200 feet and outside of the flight path for the Jacumba Airport and the private airstrip located on Empire Ranch, no impacts will occur.

##### *Permanent*

The Jacumba Airport will be the closest public airstrip to the Proposed Project, as it is located approximately one mile from the proposed 138 kV transmission line. The transmission line structures will be installed at a height of approximately 115 feet above grade. At this distance, the 115-foot-tall structures will conform to the required 50:1 horizontal to vertical slope and will not be classified as an obstruction. The remainder of the Proposed Project components, including the 138 kV transmission line poles adjacent to the private airstrip, will each be less than 200 feet above grade; therefore, no permanent impact will occur.

#### ***Operation and Maintenance – No Impact***

The Proposed Project maintenance activities will require the periodic use of a helicopter for transmission line inspection which SDG&E already implements for its existing facilities in the area. SDG&E will notify the FAA and any additional local agencies, as necessary, prior to conducting maintenance activities requiring a helicopter. Thus, no impact will occur.

### **Question 4.14d – Increase in Hazards**

#### ***Construction – No Impact***

Construction of the Proposed Project will not necessitate any modification to existing public roadways. As previously discussed, temporary road or lane closures may be required to provide safety to the public and workers during certain activities. Road closures and encroachment into public roadways could increase hazards if appropriate safety measures are not in place, such as proper signage, orange cones, and flaggers. SDG&E will obtain the required encroachment permits from the County of San Diego and implement traffic control measures accordingly. No new structures will be installed within roads and no modifications to public roads will occur; consequently, no hazards impacts will result.

***Operation and Maintenance – Less-Than-Significant Impact***

Operation and maintenance activities associated with the Proposed Project will occur within SDG&E's ROW. Access for these activities will be provided from existing public roads and newly constructed dirt access roads. The majority of the approximately 115-foot-tall 138 kV transmission line will be located parallel to the taller, existing SWPL 500 kV transmission line at a distance of approximately 150 feet. As a result, impacts will be less than significant.

**Question 4.14e – Emergency Access Effects*****Construction – Less-Than-Significant Impact***

Emergency access will not be directly impacted during construction because all streets will remain open to emergency vehicles at all times throughout construction. Increased vehicle traffic and brief closures (approximately 10 to 15 minutes in duration) may occur while pulling the conductor across roadways, if flaggers are used, or during the installation and removal of guard structures. Although this can indirectly impact emergency access, as described previously, the increase in traffic will be less-than-significant and emergency vehicles will be provided access even in the event of temporary road or lane closures. Thus, impacts will be less than significant.

***Operation and Maintenance – No Impact***

As discussed previously, the operation and maintenance of the Proposed Project will result in a minimal amount of additional traffic as compared to pre-project conditions and will not require any planned road closures. Therefore, no impacts to emergency vehicle access will occur from operation and maintenance activities.

**Question 4.14f – Parking Capacity*****Construction – No Impact******East County Substation and Southwest Powerlink Loop-In***

No businesses, residents, or recreational facilities are near the ECO Substation site. Parking of crew vehicles and equipment will occur within the substation site limits or along designated access roads and staging areas. Therefore, parking required for construction of the substation will have no impact on existing parking capacity.

***138 kV Transmission Line***

Construction of the 138 kV transmission line will necessitate parking vehicles and construction equipment along its proposed route. In most cases, parking will occur within the ROW, but on occasion, a few cars may park on the side of a public roadway. Construction of the transmission line will occur in a linear fashion, and parking will generally be in different locations each day. If construction related parking occurs outside of the ROW, only a few cars will be parked for a short time; this is not expected to displace any parking area given the rural setting of the Proposed Project. Therefore, no impact will occur.

### *Boulevard Substation Rebuild*

Three residences are in close proximity to the existing Boulevard Substation. Reconstruction of the substation will not require the use of parking areas currently used by residents. All parking is anticipated to occur within the substation site or along designated access roads. Thus, no impact will occur.

### ***Operation and Maintenance – No Impact***

The operation and maintenance of the substations, transmission line, and associated equipment will not require any additional parking spaces compared to pre-project conditions. Therefore, no impact will occur.

## **Question 4.14g – Alternative Transportation Conflicts**

### ***Construction – No Impact***

The Proposed Project is in a rural area with limited alternative transportation corridors. The SD&A railway is inactive and bicycle routes are shared with motorists. Construction will occur within an existing transmission corridor and will not involve any activities that will conflict with transportation policies, plans, or programs, including bus transportation in the area. SDG&E will obtain encroachment permits to conduct work in the public ROW and will ensure that access for motorists and bicyclists remains open during construction. Therefore, no impact will occur.

### ***Operation and Maintenance – No Impact***

As discussed previously, the Proposed Project is located in a rural area with limited alternative transportation corridors. The operation and maintenance activities for the Proposed Project will require less than one vehicle trip, on average, per day. Rail, bus, and bicycle traffic will not be altered by operation and maintenance activities. No impact will occur.

## **4.14.4 Applicant-Proposed Measures**

The Proposed Project will not result in any significant impacts to traffic or transportation resources; therefore, no avoidance or minimization measures are proposed.

## **4.14.5 References**

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