

PEA Corrections

Section 1.4- PEA Summary

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1.4.0 California Department of Transportation

The Applicants met with representatives of the California Department of Transportation (Caltrans) several times to receive preliminary input on the potential for parallel encroachment of within Caltrans facilities as well as specific crossings of Interstate (I-) 15. The meetings took place in October 2014, November 2014, February 2015, and ~~June~~-July 2015. As a result of those discussions, the Applicants did not pursue the Infrastructure Corridor Alternative, and the crossing of I-15 was rerouted to a different location. In addition, the Applicants obtained an encroachment permit to conduct biological and cultural surveys where the survey corridor encroached on Caltrans property. The encroachment permit was issued by Caltrans on March 26, 2015, and is valid through September 30, 2015. Additional meetings with Caltrans are anticipated.

Section 1.8- PEA Summary

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Email invitations for the open houses were sent to local elected officials and local government staff who had been previously briefed on the Proposed Project between January and September 2015. In addition, public notices were mailed to residences within 300 feet of the Proposed Project and residences within 100 feet of each of the Proposed Project alternatives, totaling over ~~223~~,000 invitations.

Section 3.7- Construction Schedule and Proposed Project Cost

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Table 3-7 Estimated Construction Costs

Component	Estimated Cost^{24,25,26}
Materials	\$90,293,711
Construction	\$246,446,192
Construction Oversight	\$8,021,298
Engineering, Design, and Project Management	\$6,127,678
SCADA	\$1,520,495
Surveying	\$2,578,731
ROW Acquisition and Labor	\$6,027,638
Environmental Review and Permits	\$26,480,663
Preliminary Engineering and Design	\$1,365,000

Insurance	\$11,261,250
Public Outreach and Education	\$3,480,000
Outside Legal Counsel	\$5,000,000
Southern California Gas Company Labor	\$18,161,316
Escalators	\$51,574,660 <u>48,998,362</u>
Loaders	\$54,031,631 <u>52,737,376</u>
<u>Capitalized</u> Property Tax	\$6,188,078 <u>8,584,012</u>
Allowance for Funds Used During Const.	\$57,078,443 <u>63,113,714</u>
 TOTAL	 \$595,636,784 <u>600,197,436</u>

Section 4.13- Population and Housing

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City of San Diego

In 2013, the City of San Diego had an estimated population of 1,355,896 residents, or approximately 42 percent of the 3,211,252 total population of San Diego County. The Proposed Project will be constructed in the following four City of San Diego designated community planning areas: Rancho Bernardo, San Pasqual Valley, Scripps Miramar Ranch, and Rancho Encantada. In 2013, the estimated total population of these community planning areas was ~~93,082,623,345~~, representing approximately ~~seven-five~~ percent of the total population of the City of San Diego. As shown in Table 4.13-1: Population Totals and Trends, the City of San Diego is anticipated to grow by approximately ~~15.718~~ percent by 2020.

Section 4.18- Cumulative

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The Proposed Project will not result in any permanent impacts to potentially jurisdictional waters. Construction of the Proposed Project will result in direct temporary impacts to approximately ~~6.22.7~~ acres of wetlands, and approximately ~~1.00.82~~ acre of drainages that are potentially under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW).

Section 5- Alternatives

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Further, acquiring the additional ROW would affect ~~140~~ public and governmental agencies, including local municipal agencies, municipalities, and state agencies. Approximately 24 commercial buildings, seven apartment buildings, and possibly two commercial pools may require total acquisitions for the additional ROW needed. Ranch and ranchette properties along

the existing route would also be affected. The total ~~severance damage partial acquisition cost~~ is estimated to run as high as ~~\$8.625879.375~~ million and total _costs for ROW acquisition are estimated to ~~be over \$106,000,000.range from \$92 million to \$93 million.~~

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The additional ROW would cross through ~~112~~ public and governmental agencies, including state agencies, regional agencies, municipalities, and local municipal agencies. Approximately 40 residences ~~and 260~~ 10 businesses may require full acquisitions due to structural impacts and/or proximity to the ROW. Further, there would be impacts to existing ranch and ranchette properties along the existing route. ~~Severance damage~~Partial acquisition could cost ~~from approximately \$1.82230 million to \$40 million,~~ and the total cost for ROW acquisition would ~~range be from over \$343 million to over \$46 million.~~ Calculations for acquisitions through eminent domain were not evaluated, but could result in substantial legal fees, further increasing the actual cost of the additional ROW required.

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The No Project Alternative would require ~~42-32~~ bypasses to be constructed to maintain service to customers during the testing.