

1.17 TRANSPORTATION

The following discussion evaluates the potential changes in impacts associated with transportation and the conclusions from the Proponent's Environmental Assessment (PEA) with the incorporation of the Proposed Project's design modifications as described in the redlined version of Chapter 3 – Project Description. The table below summarizes the impact determinations from the PEA and the impact determinations with the incorporation of the design modifications.

Would the project:	PEA Impact Determination	Impact Determination with Design Modifications
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less-than-Significant Impact	Less-than-Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Less-than-Significant Impact	Less-than-Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less-than-Significant Impact	Less-than-Significant Impact
d) Result in inadequate emergency access?	Less-than-Significant Impact	Less-than-Significant Impact
e) Create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?	Less-than-Significant Impact	Less-than-Significant Impact
f) Interfere with walking or bicycling accessibility?	Less-than-Significant Impact	Less-than-Significant Impact
g) Substantially delay public transit?	Less-than-Significant Impact	Less-than-Significant Impact

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Construction, Operations and Maintenance

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. Design modifications to the LS Power Grid California, LLC (LSPGC) and Pacific Gas & Electric (PG&E) Proposed Project components would not significantly impact the circulation system in Solano or Contra Costa counties.¹ The proposed LSPGC Collinsville Substation and 230 kilovolt (kV) Overhead Segment design modifications would not cause a significant change in the number of construction workers traveling to and from the worksite or create the need for additional access roads. Further, eliminating the proposed in-river transition structure and two of the submarine cables would reduce the duration

¹ There are no land-based Proposed Project components within Sacramento County.

of construction in the Sacramento-San Joaquin River Delta (Delta), thereby reducing the potential impacts on aquatic travel during construction. The proposed Pacific Gas and Electric Company (PG&E) 500 kV Transposition Structures would be located within an existing PG&E right-of-way (ROW). While construction would temporarily increase traffic in the vicinity of this work, a maximum of eight trips per day at each location would occur, representing a minor increase in daily vehicle travel. Operations of the Proposed Project components would continue to be performed remotely, and maintenance would follow the guidelines detailed in the PEA, requiring minimal crews a few times per year. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Construction, Operations and Maintenance

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. The vehicle miles traveled (VMT) due to the Proposed Project design modifications would constitute a marginal increase when compared to the Proposed Project components analyzed in the PEA. The total daily average VMT would increase from 9,775 miles during construction to 10,089-943 miles, amounting to an approximately ~~3-11.9-~~ percent increase. Additionally, Solano and Contra Costa counties do not currently have a daily trip threshold established in their respective general plans. Once constructed, the facilities would continue to be operated remotely. Further, maintenance activities of the design modifications would not constitute a significant increase in VMT as they would be the same as those currently proposed in the PEA. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction, Operations and Maintenance

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. Design modifications to the proposed LSPGC Collinsville Substation and proposed LSPGC 230 kV Overhead Segment would be minimal and not create additional hazards due to their design. Further, removal of the in-river transition structure from the Proposed Project design would eliminate a potential obstruction to boat navigation within the Delta. As a result, permanent impacts would be reduced with the incorporation of the design modifications. Construction of the proposed PG&E 500 kV Transposition Structures would require approximately 16-foot-wide temporary access roads to be established; however, no significant grading or compaction would be required, and they would be returned to pre-construction conditions following the completion of construction. No new permanent access roads are proposed as part of the design modifications. Additionally, the design modifications to the Proposed Project components would continue to be operated remotely and would not require the construction of design features that would result in hazards. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Would the project result in inadequate emergency access?

Construction

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. Construction of the design modifications to the LSPGC and PG&E Proposed Project components would not interfere with emergency access. No additional lane closures are anticipated to construct the design modifications, and the proposed PG&E 500 kV Transposition Structures would be constructed within PG&E's existing ROW. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Operations and Maintenance

LSPGC and PG&E Proposed Project Components

No Impact. The design modifications to the LSPGC and PG&E Proposed Project components would continue to be operated remotely and would only require periodic inspection and maintenance, similar to the current maintenance activities of existing facilities in the area. Additionally, inspections of the proposed PG&E 500 kV Transposition Structures would be included in routine inspections of the existing PG&E Vaca Dixon-Tesla 500 kV Transmission Line. As a result, and consistent with the PEA, there would be no impact.

Would the project create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations?

Construction, Operations and Maintenance

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. As described previously, the design modifications to the LSPGC Proposed Project components would not occur in the vicinity of bicycle, pedestrian access, or public transit routes; thus, they would not contribute to hazardous conditions for walking, bicycling, or driving. Proposed PG&E 500 kV Transposition Structures A, B, and C would be constructed within an existing PG&E ROW in Solano County within an area designated as agricultural land that is not subject to high volumes of pedestrian or vehicular traffic.

The Contra Costa Transit Authority (CCTA) identifies Routes of Regional Significance (RRS) in its East County Action Plan. RRS are facilities for which jurisdictions in the subregion want to share regional responsibility with neighboring jurisdictions. Designation of RRS helps CCTA, East Contra Costa Transportation Advisory Committee (TRANSPLAN), local jurisdictions, and the general public know which facilities are important to the region and serve as the basis for monitoring and maintenance by CCTA and TRANSPLAN (CCTA 2023). Proposed PG&E 500 kV Transposition Structure D would be located within Contra Costa County and not near an RRS.

The Contra Costa County 2045 General Plan identifies Pedestrian Priority Areas, where greater numbers of people are expected to walk and safety issues are most acute, indicating a need to prioritize investments in pedestrian improvements like walkways, curb ramps, and intersection improvements (Contra Costa County 2024). The general plan also identifies planned bicycle networks as part of CCTA's Active Transportation Plan. The proposed PG&E 500 kV

Transposition Structure D is not located within a Pedestrian Priority Area or a planned bicycle network.

Proposed PG&E 500 kV Transposition Structure D would not be located near an RRS, cross a Pedestrian Priority Area, or a planned bicycle network; thus, it would not create potentially hazardous conditions for people walking, bicycling, or driving or for public transit operations. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Would the project interfere with walking or bicycling accessibility?

Construction, Operations and Maintenance

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. The design modifications to the LSPGC Proposed Project components would not be located in the vicinity of pedestrian or bicycle facilities. As described previously, the proposed PG&E 500 kV Transposition Structures would be located within areas not designated as a Pedestrian Priority Area or near planned bicycle networks. As a result, and consistent with the PEA, impacts would continue to be less than significant.

Would the project substantially delay public transit?

Construction, Operations and Maintenance

LSPGC and PG&E Proposed Project Components

Less-than-Significant Impact. The nearest design modification to public transit is the proposed PG&E 500 kV Transposition Structure D in Contra Costa County, which is located more than 5 miles east of Tri Delta Transit Bus Route 391, which serves the City of Brentwood (Tri Delta Transit 2024). Because the design modifications would not cross any public transit routes, consistent with the PEA, impacts would continue to be less than significant.

References

- CCTA. 2023. East County Action Plan. Online. https://ccta.net/wp-content/uploads/2023/03/Draft-East-County-Action-Plan_03-13-23.pdf. Site visited January 2025.
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