

5.12 Traffic and Transportation

This section addresses the Chula Vista Energy Upgrade Project's (CVEUP) potential effects on traffic and transportation. Section 5.12.1 describes the affected environment of the local and regional traffic and transportation routes surrounding the Project site. Section 5.12.2 evaluates the project's environmental consequences on local traffic volumes and patterns. Section 5.12.35 evaluates potential cumulative impacts to traffic and transportation due to other simultaneous projects. Section 5.12.4 describes mitigation measures for the project. Section 5.12.5 describes applicable laws, ordinances, regulations, and standards (LORS). Section 5.12.6 discusses traffic and transportation permits required and lists the applicable regulatory agencies and their agency contacts. Section 5.12.7 lists the references used to prepare this section.

5.12.1 Affected Environment

The CVEUP will be located on the same site as the existing Chula Vista Power Plant in the city of Chula Vista (City). The Project site is located about 1.75 miles east of Interstate 5 (I-5) and 1.25 west of Interstate 805 (I-805).

The Project site is bordered to the west by light industrial/commercial businesses (storage warehouse). The area to the east is currently under construction for light industrial use. A salvage yard exists to the north, and the Otay Valley Regional Park is located to the south. The project site is located south of Main Street with a setback of approximately 835 feet. There is no frontage along Main Street, but access is provided via an easement along the eastern perimeter of the project site.

5.12.1.1 Existing Regional and Local Transportation Facilities

The surrounding regional and local roadway networks are shown in Figures 5.12-1 and 5.12-2. Regional access to the site is provided from the south and the north via I-5 and I-805. Local access to the project site is mainly provided by Main Street, which is a major east-west arterial that is just north of the project site. The CVEUP employees and construction workers commuting during the construction of the project may affect the roadways described below.

5.12.1.1.1 Interstate 5

I-5, which is west of the project site, is a major north-south freeway that extends from the Mexican border on the south to the Canadian border on the north, going through California, Oregon, and Washington. I-5 connects to State Route 905 (SR 905) south of the project site and to State Route 54 (SR 54) north of the project. Both state routes are east-west freeways. Access from I-5 to the site is provided via Main Street. In the vicinity of the proposed project, I-5 has four lanes in each direction. According to traffic counts published by the California Department of Transportation (Caltrans) in 2006, I-5 carries approximately 160,000 average daily vehicle trips near the project site. Truck traffic accounts for approximately 4 percent of all trips.

5.12.1.1.2 Interstate 805

Interstate 805 (I-805), which is east of the project site, is a major north-south freeway in San Diego County that provides access between the south and north parts of the county. I-805 connects to SR 905 south of the project site and to SR 54 north of the project. Access from I-805 to the site is provided via Main Street. In the vicinity of the proposed project, I-805 has four lanes in each direction. According to traffic counts published by Caltrans in 2006, I-805

carries approximately 165,000 average daily vehicle trips near the project site. Truck traffic accounts for approximately 7 percent of all trips.

5.12.1.1.3 Main Street

Main Street is an east-west roadway that connects the project site to I-5 on the west side and to I-805 on the east side. It is an undivided arterial that has two lanes in each direction with one shared turning lane in the center of the road. Main Street is about 835 feet north of the project site and it provides access to the site for drivers from I-5 and I-805. According to the City of Chula Vista General Plan, Main Street east of I-5 and west of I-805 is classified as a major arterial with a posted speed limit of 40 miles per hour. As described in the City of Chula Vista's General Plan, the section of Main Street east of I-805 is considered a gateway access facility to the Auto Park and commercial recreation venues within the Otay Valley, including an amphitheater about two miles east of I-805.

5.12.1.2 Existing Traffic Conditions and Level of Service Analysis

The traffic analysis was conducted according to the methodologies and procedures outlined in the City of Chula Vista's Guidelines for Traffic Impact Studies, SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region, the 2000 *Highway Capacity Manual* (HCM) published by the Transportation Research Board, and applicable provisions from the California Environmental Quality Act (CEQA). The study area analyzed in this report includes intersections and roadway segments along Main Street between I-5 and Heritage Road. Average daily traffic for the study area roadway segments were used in the analysis. Morning and afternoon peak hour turning movement counts were used to assess intersection level of service (LOS). Existing traffic volumes were based on the counts done as part of the "Construction Traffic Analysis - February 2007" technical memorandum prepared by LSA Associates for CVEUP. For the section of Main Street east of I-805, average daily traffic (ADT) volumes were obtained from the "Traffic Volume" reference published by the City of Chula Vista in December 2005.

5.12.1.2.1 Existing Roadway Conditions

The City of Chula Vista uses the LOS criteria as defined by the 2000 HCM to assess the performance of its street and highway system and the capacity of roadways. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. The LOS requirements are specified in the Land Use and Transportation Element of the City of Chula Vista General Plan. Roadway traffic flow characteristics for different LOS are described in Table 5.12-1.

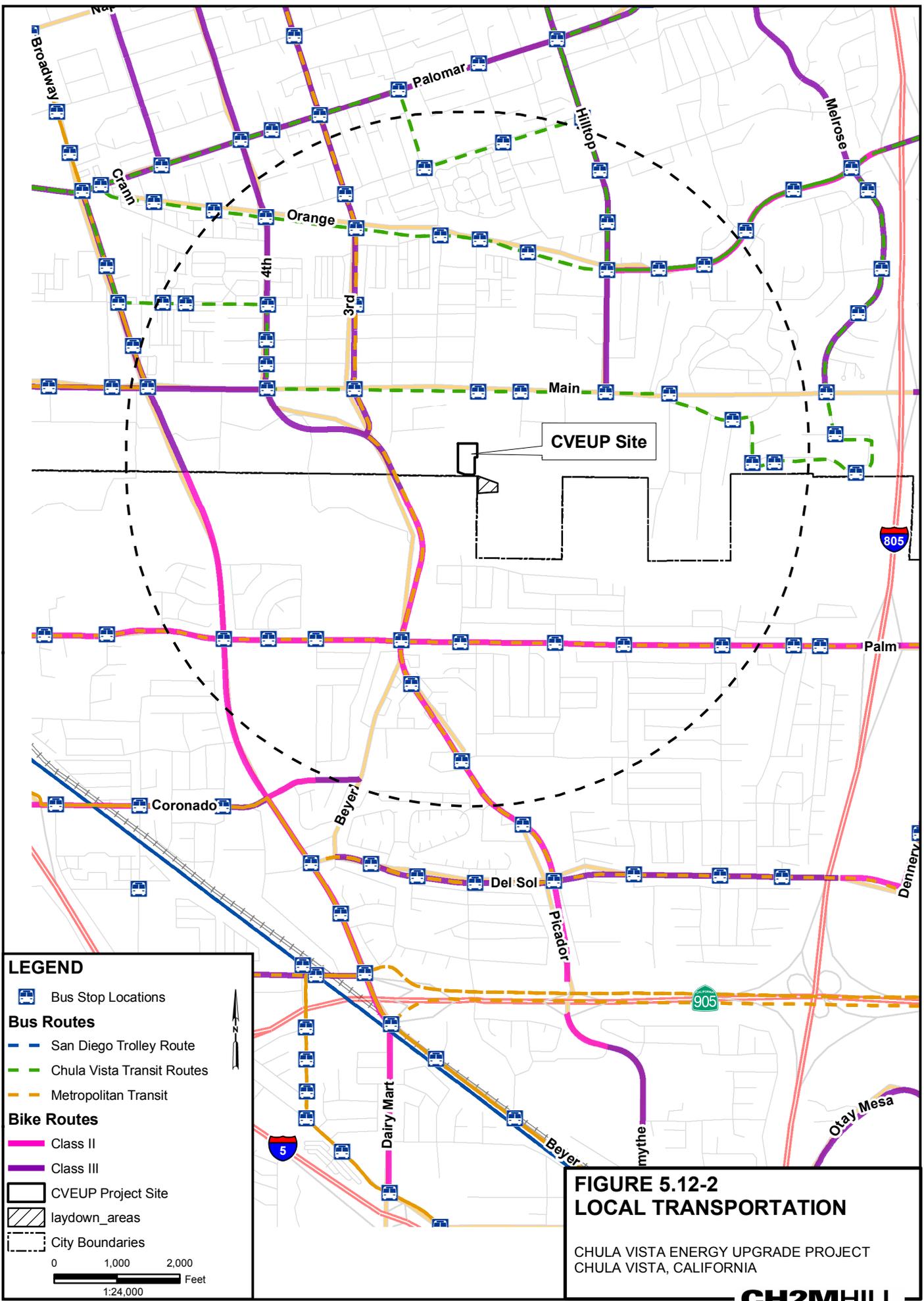
TABLE 5.12-1
Level of Service Criteria for Roadways

LOS	V/C	Traffic Flow Characteristics
A	0.00 – 0.60	Free flow; insignificant delays
B	0.61 – 0.70	Stable operation; minimal delays
C	0.71 – 0.80	Stable operation; acceptable delays
D	0.81 – 0.90	Approaching unstable flow; queues develop rapidly but no excessive delays
E	0.91 – 1.00	Unstable operation; significant delays
F	> 1.00	Forced flow; jammed conditions

Sources:
City of Chula Vista. December 2005. Final Environmental Impact Report
Transportation Research Board. 2000. Highway Capacity Manual
V/C = traffic volume (demand) / roadway capacity ratio



FIGURE 5.12-1
REGIONAL TRANSPORTATION
 CHULA VISTA ENERGY UPGRADE PROJECT
 CHULA VISTA, CALIFORNIA



LEGEND

- Bus Stop Locations
- Bus Routes**
 - San Diego Trolley Route
 - Chula Vista Transit Routes
 - Metropolitan Transit
- Bike Routes**
 - Class II
 - Class III
- CVEUP Project Site
- laydown_areas
- City Boundaries

0 1,000 2,000
 Feet
 1:24,000

**FIGURE 5.12-2
 LOCAL TRANSPORTATION**

CHULA VISTA ENERGY UPGRADE PROJECT
 CHULA VISTA, CALIFORNIA

Daily roadway link volume-to-capacity (v/c) ratios were determined using the theoretical daily capacities contained in the City of Chula Vista's guidelines. For purposes of this analysis, the daily volumes for roadways at LOS E were utilized as the definition of capacity conditions. LOS E is used as the CEQA threshold of significance. The classification, lane numbers, and the daily capacity for Main Street between I-5 and Heritage Road are summarized in Table 5.12-2.

TABLE 5.12-2
Street Classification, Lanes, and Capacity

Section (From/to)	Street Classification	Lanes	Capacity (LOS E)	Acceptable LOS
I-5 / I-805	Major Arterial	4	30,000	C
I-805 / Heritage Road	Prime Arterial	6	50,000	C

Source: Chula Vista General Plan (Dec 2005), Land Use and Transportation Element

Two criteria are used to identify significant project-related traffic impact on roadway sections. The first criterion sets the threshold changes in v/c ratios at two percent (0.02). Traffic changes caused by the project-added traffic that exceed the threshold are considered to be a significant impact on roadway segments only if the existing LOS is E or F. The second criterion governs the case where the project-added traffic degrades the existing acceptable LOS (LOS C or better) to an unacceptable LOS. In any case where additional project traffic causes a change greater than the thresholds discussed, the project applicant is responsible for all or part of the improvements required to mitigate the site traffic to the LOS prior to the project's traffic contribution.

The analysis for this section is based on average daily roadway volumes. This analysis focuses on the following study area roadway segments during a typical weekday:

- Main Street between I-5 northbound ramps and Broadway
- Main Street between Broadway and Fourth Avenue
- Main Street between Fourth Avenue and Third Avenue-Beyer Way
- Main Street between Third Avenue-Beyer Way and Albany Avenue
- Main Street between Albany Avenue and Hilltop Drive
- Main Street between Hilltop Drive and I-805 ramps
- Main Street between I-805 ramps and Heritage Road

Table 5.12-3 summarizes the daily traffic volumes and v/c ratios for the area roadway segments in the existing condition. For purposes of this analysis, the daily capacity for LOS was utilized to determine the LOS along these roadway segments. As it is illustrated in Table 5.12-3, all study area roadway segments operate at an acceptable LOS (LOS C or better).

TABLE 5.12-3
Existing Roadway Segment LOS Analysis Summary

Roadway Segment	Capacity	Volume	V/C	LOS
Main St between I-5 NB ramps and Broadway	30,000	21,259 ^a	0.71	C
Main St between Broadway and Fourth Ave.	30,000	22,665 ^a	0.76	C

TABLE 5.12-3
Existing Roadway Segment LOS Analysis Summary

Roadway Segment	Capacity	Volume	V/C	LOS
Main St between I-5 NB ramps and Broadway	30,000	21,259 ^a	0.71	C
Main St between Broadway and Fourth Ave.	30,000	22,665 ^a	0.76	C
Main St between Fourth Ave. and Third Ave.-Beyer Way	30,000	19,446 ^a	0.65	B
Min St between Third Ave-Beyer Way and Albany Ave.	30,000	20,975 ^a	0.70	B
Main St between Albany Ave. and Hilltop Dr.	30,000	21,028 ^a	0.70	B
Main St between Hilltop Dr. and I-805 ramps	30,000	23,832 ^a	0.79	C
Main St between I-805 ramps and Heritage Road	50,000	28,392 ^b	0.57	A

^a Obtained from the "Construction Traffic Analysis" report by LSA Associates Inc., February 2007

^b Obtained from City of Chula Vista "Traffic Report", December 2005

5.12.1.2.2 Existing Intersection Conditions

The HCM 2000 methodology has been used to determine the intersection LOS at signalized intersections within the study area. The resulting delay is expressed using LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The relationship of delay and LOS at signalized intersections is summarized in Table 5.12-4, below.

TABLE 5.12-4
Intersection LOS Criteria

LOS	Unsignalized Intersection Delay per Vehicle (seconds)	Signalized Intersection Delay Per Vehicle (seconds)
A	≤10.0	≤10.0
B	>10.0 and ≤15.0	>10.0 and ≤20.0
C	>15.0 and ≤25.0	>20.0 and ≤35.0
D	>25.0 and ≤35.0	>35.0 and ≤55.0
E	>35.0 and ≤50.0	>55.0 and ≤80.0
F	>50.0	>80.0

Source: Highway Capacity Manual 2000, Chapters 16 and 17

The study area analyzed in this report includes the following intersections:

- I-5 southbound ramps/Main Street
- I-5 northbound ramps/Main Street
- Broadway/Main Street
- Fourth Avenue/Main Street
- Third Avenue-Beyer Way/Main Street
- Albany Avenue/Main Street
- Hilltop Drive/Main Street

- I-805 southbound ramps/Main Street
- I-805 northbound ramps/Main Street

No intersections east of I-805 were analyzed since turning movement counts were not available. The results of the existing AM and PM peak-hour LOS analysis for the study area intersections are summarized in Table 5.12-5. All study area intersections operate at an acceptable LOS (LOS D or better) in the AM and PM peak hour, with the exception of the I-5 northbound ramps/Main Street intersection (LOS F in the PM peak hour).

TABLE 5.12-5
Existing Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
I-5 southbound ramps/Main Street	11.1	B	17.9	C
I-5 northbound ramps/Main Street	27.0	D	>50.0	F
Broadway/Main Street	29.8	C	33.3	C
Fourth Avenue/Main Street	24.9	C	25.1	C
Third Avenue-Beyer Way/Main Street	29.5	C	31.5	C
Albany Avenue/Main Street	11.8	B	9.5	A
Hilltop Drive/Main Street	18.5	B	17.9	B
I-5 southbound ramps/Main Street	25.1	C	30.9	C
I-5 northbound ramps/Main Street	24.6	C	35.7	D

Source: "Construction Traffic Analysis" report by LSA Associates Inc., February 2007

5.12.1.3 Truck Routes—Weight and Load Limitations

In addition to CVC Sections 35550-35559, the City of Chula Vista Municipal Code Chapter 10.64 establishes truck routes and load limitations for the city roads identified within the project area. The movement of all motor vehicles having a maximum gross weight in excess of 10,000 pounds is confined to the following streets in the project vicinity:

- Main Street from Bay Boulevard to east of I-805
- Palomar Street from Bay Boulevard to Third Avenue
- Bay Boulevard from E Street to south city limits
- Industrial Boulevard from L Street to Main Street

5.12.1.4 Other Projects

5.12.1.4.1 Future Plans and Projects

The City of Chula Vista General Plan and the Chula Vista Bayfront Master Plan describe developments in the vicinity of the CVEUP. Palomar Gateway District and Bayfront are two areas that are projected to experience high growth in the near future.

The Palomar Gateway District is located in the immediate vicinity of the Palomar Trolley Station, near the southeast quadrant of Palomar Street and Industrial Boulevard, which is

northwest of the project site and north of Main Street. This area is envisioned to be the major southern gateway into Chula Vista. Proposed projects include higher density residential and retail developments within walking distance of the Palomar Trolley Station. Over 2,000 new residential units are anticipated by 2030.

The Chula Vista Bayfront is generally bound by the Sweetwater Marsh National Wildlife Refuge to the north, Palomar Street to the south, San Diego Bay to the west, and Bay Boulevard to the east. The Chula Vista Bayfront Master Plan includes the development of 2,000 multi-family residential units, development of a resort/conference center, mixed-use office/commercial/hotel uses, and civic, marina, and park uses. This development will not border the CVEUP site.

Some of the Palomar Gateway District and Bayfront developments might coincide with the construction of CVEUP; however, exact schedules are not known at this time.

5.12.1.4.2 Local Comprehensive Transportation Plans

The City of Chula Vista General Plan Update and the current Regional Transportation Plan (RTP), called MOBILITY 2030, provide a general description of transportation improvements for the Chula Vista. The nearest transit improvements include bus rapid transit along I-5 and a light rail line connecting the Palomar Trolley Station and areas to the north.

5.12.1.5 Pedestrian/Bicycle Facilities

The City of Chula Vista Bikeway Master Plan identifies existing facilities and bicycle deficiencies throughout the City. An existing Class II bicycle path runs along Main Street, east of Oleander Avenue. Existing Class III bike paths cross Main Street at Oleander Avenue, Melrose Avenue, Hilltop Drive, 4th Avenue, and Broadway in the study corridor.

5.12.1.6 Public Transportation

Public transportation in the area is provided by Chula Vista Transit and San Diego Trolley, Inc. The Chula Vista Bus Routes 701, 702, 703, and 712 and the San Diego Trolley Blue Line operate in the southwest section of the City close to the project site. Routes 701, 702 and 703 connect the Palomar Trolley Station to the H Street Trolley Station and areas north, east and south of the project site. Route 712 connects the Palomar Trolley Station and areas to the east of the project site. The Blue Line connects the CVEUP site to San Ysidro, Imperial Beach, National City, downtown San Diego and Mission Valley via the Palomar Trolley Station located near Palomar Street and Industrial Boulevard. Figure 5.12-2 shows the bus routes.

San Diego Association of Governments (SANDAG) has adopted Regional Transit Vision and Transit First! Strategy as part of the current RTP. The plan incorporates Bus Rapid Transit (BRT) vehicles and Light Rail Transit (LRT) into Chula Vista's circulation system. One of the studied LRT alignments is proposed on Main Street from east of I-805 to 3rd Avenue. LRT, BRT, and other transit alternatives are still in the preliminary planning stage.

5.12.1.7 Rail Traffic

The San Diego coastal region (including Chula Vista) and national railway systems are linked via the Burlington Northern Santa Fe (BNSF) and the San Diego and Imperial Valley (SDIV) railroads. BNSF maintains a freight easement over the 62 miles of San Diego County

coastal mainline that terminates at the National City Marine Terminal north of Chula Vista. BNSF also interchanges freight with the SDIV. The SDIV operates freight service on the SANDAG-owned railway in the southwestern part of the county, including Chula Vista, where it is known as the San Diego and Arizona Eastern (SD&AE) Railway. Freight hauling occurs during night-time hours when the trolley is not in service. The SDIV operates “short haul” railroad service south through Tijuana to the eastern areas of Tecate, Mexico, and California’s Imperial Valley.

5.12.1.8 Air Traffic

Lindbergh Field, San Diego’s international airport (passenger and freight traffic) and Brown Field Municipal Airport, a general aviation facility with one runway, serve Chula Vista’s commercial air transportation needs. Airports in the project vicinity are shown on Figure 5.12-1.

Lindbergh Field is approximately 12 miles north of the project site. The Brown Field Municipal Airport is approximately 4 miles southeast of the project site. Additional airports near CVEUP include Ream Field (Naval Outlying Field Imperial Beach), approximately 4 miles southwest of the project site and the Montgomery Field Airport, approximately 16 miles north of the project site.

5.12.1.9 Marine Traffic

The Tenth Avenue Marine Terminal in San Diego and the National City Marine Terminal in National City are two major marine terminals near the Chula Vista. The Chula Vista’s marina at the south end of San Diego Bay, located at the west end of J Street in the Bayfront, is used for recreational boating and also has some boating-related light industrial uses.

5.12.2 Environmental Consequences

This section assesses the traffic and transportation impacts associated with the construction and operation of the project. This analysis primarily examines impacts on roadway levels of service expected during both construction and operation of the project.

Potential traffic impacts during construction, as well as plant operation after construction, have been considered and analyzed. Significance criteria were developed based on Appendix G of the *CEQA Guidelines*, which identifies significant impacts to be caused by a project if it results in an increase in traffic that is substantial relative to the amount of existing traffic and the capacity of the surrounding roadway network. In addition, impacts are assessed in accordance with the criteria used by the City of Chula Vista, San Diego County, SANDAG, and Caltrans. The more stringent criteria were used to determine project-related impacts.

During the peak construction phase (lasting approximately 8 months) the project is expected to generate approximately 80 average daily construction worker trips. During project operation, CVEUP is expected to generate approximately four average daily vehicle trips. To analyze the “worst-case” scenario, traffic impacts associated with peak construction traffic were analyzed. A quantitative traffic analysis was not conducted for the long-term operations phase since it would generate a very low volume of trips. Thus, operational

traffic will not have a measurable impact on the study area roadways; only the impacts of construction traffic were analyzed.

5.12.2.1 Significance Criteria

The significance criteria have been developed using guidance provided in the CEQA, Appendix G (Title 14 California Code of Regulations 15000 et seq.) and relevant local policies. Impacts of the proposed project to transportation and circulation will be considered significant if the following criteria are met:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system
- Exceed, either individually or cumulatively, a LOS standard established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature or incompatible uses
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation

Additionally, the City of Chula Vista's General Plan Update Final Environmental Impact Report) interprets the foregoing criteria more specifically to mean that impacts of the proposed project will be considered significant if the following criteria are met:

- A roadway segment that currently operates at LOS C or better would operate at LOS D or worse with the proposed changes
- A roadway segment that currently operates at LOS D or LOS E would operate at LOS E or LOS F with the proposed changes
- A roadway segment that currently operates at LOS D, LOS E or LOS F would worsen by 2 percent or more with the proposed changes

5.12.2.2 "With Project" Traffic Conditions and Level of Service Analysis

It is anticipated that the construction period (including grading and construction/installation of the new facilities and removal of the existing facilities) will require approximately 8 months beginning in September 2008, and being completed in April 2009. During that time, the existing turbine unit will be taken out of service completely and parts removed to allow for installation of new equipment. Most demolition will occur after the new units are installed and operational, during which time the facility will undergo a planned outage. The analysis of the "with project" traffic scenario was conducted for the peak month construction traffic.

5.12.2.2.1 Construction Traffic Generation

To determine the construction traffic destined to the project site, the project applicant provided construction data that included the anticipated number of delivery vehicles, haul vehicles, and employee shuttles (i.e., buses). Buses are included in the project-added traffic since a shuttle service will be used to transfer construction workers from the offsite laydown and construction worker site to the project location. An offsite laydown area was allocated for construction workers since parking is limited at the project site. The laydown site is located on Heritage Road, just south of Main Street, about three miles east of the project site and less than two miles east of I-805.

Based on the provided construction data, a total of approximately 15 delivery/haul truck trips will be made to the project site per day. Of these 15 delivery/haul truck trips, three truck trips will access the site during the AM peak hour and no truck trips during the PM peak hour. The remaining 12 delivery/haul truck trips will occur during the hours of 9:00 AM to 4:00 PM. Based on the construction data, a maximum of 160 construction workers per day during the peak construction period will be working at the project site. Construction workers will be shuttled to and from the project site during the AM and PM peak hours. Six roundtrip bus trips (for a total of 12 bus trips) will be required to transport the construction workers during peak hours.

For purposes of this analysis, the truck trips were converted to passenger car equivalent (PCE) trips at a ratio of 2.5 passenger cars for each truck, consistent with the HCM 2000 guidelines. Similarly, bus trips were converted to PCE at a ratio of 2.0 passenger cars for each bus following the same guidelines of the 2000 HCM. The construction trip estimates are presented in Table 5.12-6.

TABLE 5.12-6
Construction Trip Generation Estimate

Trip Type	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Delivery/Haul Trucks	15	3	3	6	-	-	-
PCE (2.5)	38	8	8	16	-	-	-
Employee Shuttle (bus)	24	6	6	12	6	6	12
PCE (2.0)	48	12	12	24	12	12	24
Workers	320	160	-	160	-	160	160
PCE (1.0)	320	160	-	160	-	160	160
Total Construction Traffic in PCE	406	180	20	200	20	172	184

5.12.2.2.2 Construction Traffic Distribution

The following assumptions were used to distribute construction traffic over the study area network:

- All truck trips will originate from north of the project site.

- Truck trips will be equally distributed between I-5 and I-805 freeways.
- Trucks coming to the site will use the southbound ramps on I-5 and I-805 to get on Main Street, and then use the northbound ramps to return to their origin.
- All bus trips will use Main Street sections between the project site and the laydown area.
- Three-quarters of the construction workers trips will originate north of the project site. The remaining workers will originate from south of the site.
- All construction workers will use I-805 to get on Main Street and then to the laydown area.

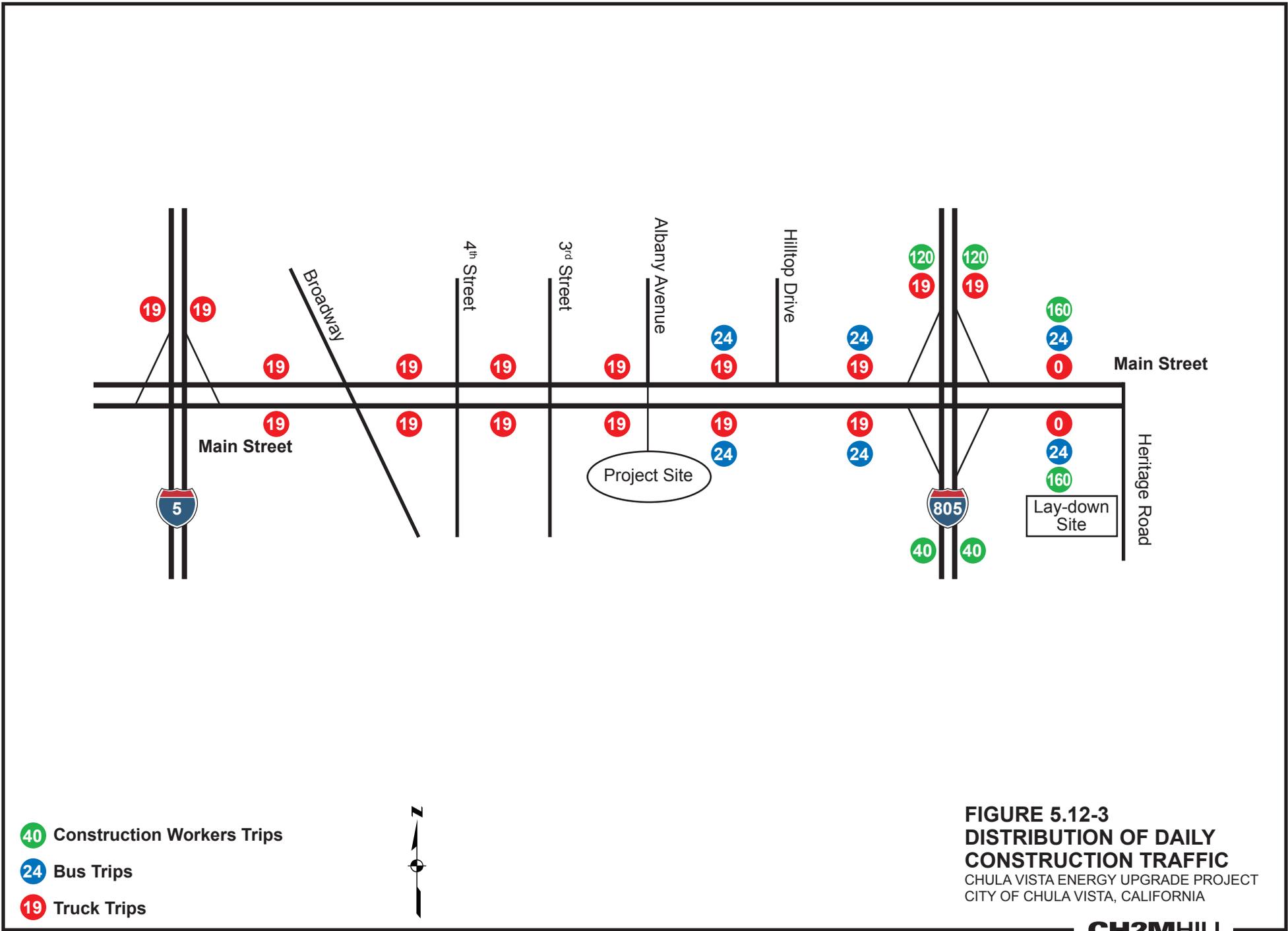
The distribution of the estimated construction trips, which include worker trips, truck delivery/haul trips, and the shuttle service from the laydown site to the project site, are shown in Figures 5.12-3, 5.12-4, and 5.12-5 for the Daily, AM, and PM peak hours, respectively.

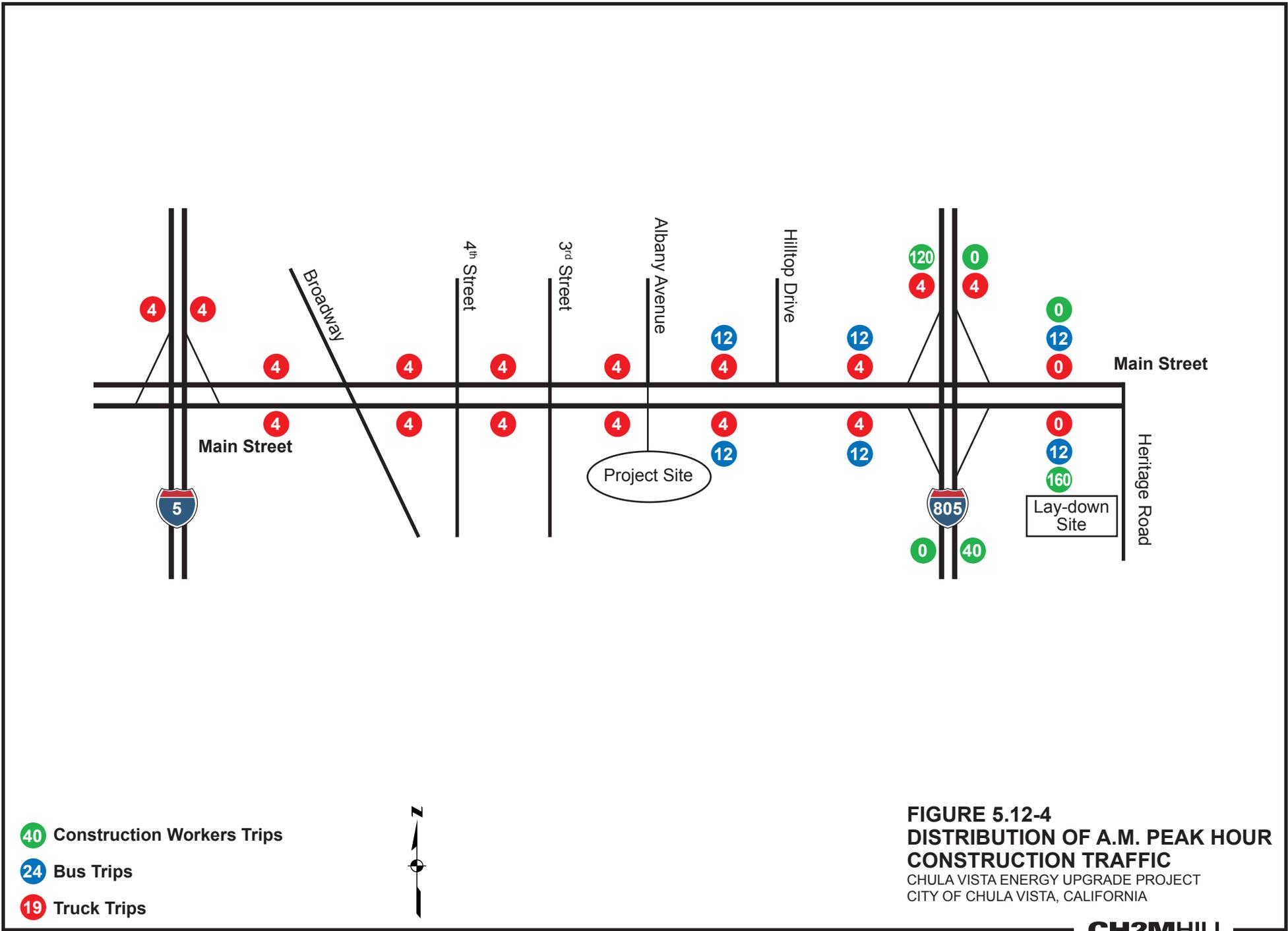
5.12.2.2.3 Roadway LOS with Construction Traffic

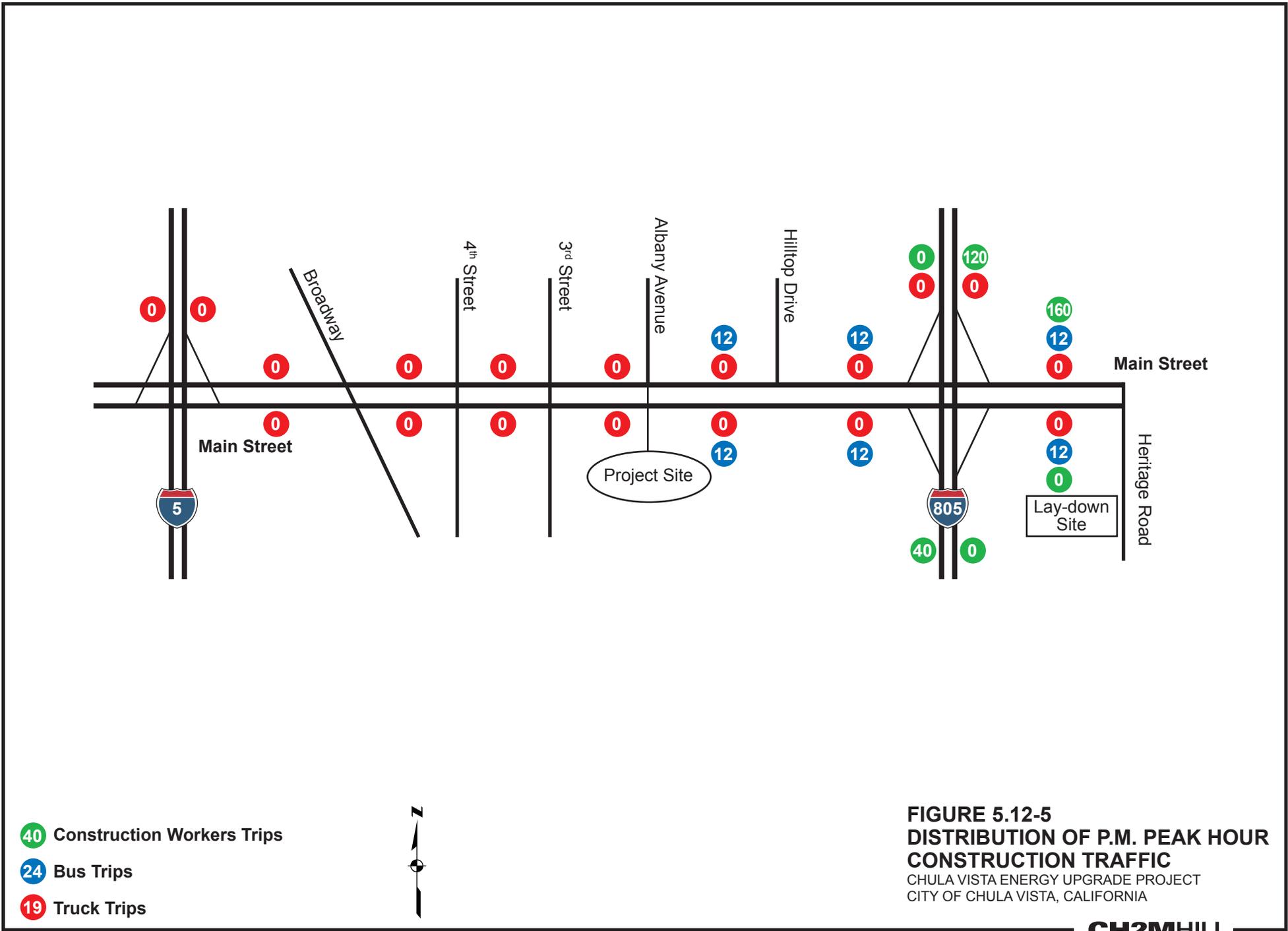
Average daily traffic generated during the construction period was added to the existing traffic volumes on each roadway segment. Then, the traffic impacts were assessed based on the 2000 HCM guidelines. The daily traffic volumes and v/c ratios for the study area roadway segments in the existing condition and with the addition of construction traffic are summarized in Table 5.12-7. Based on the analysis, the roadway segments are forecast to operate at an acceptable LOS C or better in the existing condition with the addition of construction traffic.

TABLE 5.12-7
Roadway Sections LOS Analysis With Project Construction Traffic

Roadway Segment	Capacity (veh/day)	Existing			Construction Traffic (veh/day)	With Project		
		Volume (veh/day)	V/C	LOS		Volume (veh/day)	V/C	LOS
Main St. between I-5 NB ramps and Broadway	30,000	21,259	0.71	C	38	21,297	0.71	C
Main St. between Broadway and Fourth Ave.	30,000	22,665	0.76	C	38	22,703	0.76	C
Main St. between Fourth Ave. and Third Ave.-Beyer Way	30,000	19,446	0.65	B	38	19,484	0.65	B
Main St. between Third Ave. Beyer Way and Albany Ave.	30,000	20,975	0.70	B	38	21,013	0.70	B
Main St. between Albany Ave and Hilltop Dr.	30,000	21,028	0.70	B	86	21,114	0.70	B
Main St. between Hilltop Dr. and I-805 ramps	30,000	23,832	0.79	C	86	23,918	0.80	C
Main St. between I-805 ramps and Heritage Rd.	50,000	28,392	0.57	A	368	28,760	0.58	A







Evaluation of the roadway v/c ratios shows that the addition of the project's construction traffic to the existing traffic volumes will not cause significant impacts according to the City's performance criteria.

5.12.2.2.4 Intersection LOS with Construction Traffic

The AM and PM peak hour traffic generated during the construction period was added to the existing turning movement counts on the analyzed intersection within the study corridor. Then, the traffic impacts were assessed based on the 2000 HCM guidelines. The results of the existing and "with project" AM and PM peak-hour LOS analysis for all study area intersections are summarized in Table 5.12-8.

As shown in the table, all study area intersections except one will continue to operate at an acceptable LOS (LOS D or better) in the AM and PM peak hour with the addition of the project construction traffic. The northbound I-5 ramps/Main Street intersection (currently operating at LOS F in the PM peak hour) will continue to operate at an unacceptable LOS. However, no construction traffic is anticipated at this intersection in the PM peak hour since no truck trips are scheduled during the afternoon peak. Therefore, the construction traffic will not create significant impacts at any of the study area intersections in the existing condition based on the City's significance criteria.

TABLE 5.12-8
Intersection LOS Analysis With Project Construction Traffic

Intersection	Existing				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS						
I-5 SB ramps/Main Street	11.1	B	17.9	C	11.2	B	17.9	C
I-5 NB ramps/Main Street	27.0	D	>50.0	F	27.3	D	>50.0	F
Broadway/Main Street	29.8	C	33.3	C	29.8	C	33.3	C
Fourth Avenue/Main Street	24.9	C	25.1	C	24.9	C	25.1	C
Third Ave.-Beyer Way/Main St.	29.5	C	31.5	C	29.4	C	31.5	C
Albany Avenue/Main Street	11.8	B	9.5	A	13.0	B	10.2	B
Hilltop Drive/Main Street	18.5	B	17.9	B	18.4	B	17.8	B
I-5 SB ramps/Main Street	25.1	C	30.9	C	29.1	C	31.9	C
I-5 NB ramps/Main Street	24.6	C	35.7	D	24.8	C	39.0	D

5.12.2.3 Transport of Hazardous Materials

Construction of the proposed project would generate hazardous wastes consisting primarily of petroleum products, and could also be generate hazardous waste in the pre-construction or site preparation phase. These materials would be transported as hazardous materials or hazardous waste. Transport route arrangements would be required with Caltrans officials for permitting and escort, as applicable. Generally, only small quantities of hazardous

materials will be used during the construction period. They may include gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. Because of the small quantities of hazardous materials involved, shipments will likely be consolidated. Multiple truck deliveries of hazardous materials during construction are unlikely. During construction, a minimal number of truck trips per month will be required to haul waste for disposal. Because the transport of hazardous wastes will be conducted in accordance with the relevant transportation regulations, no significant impact is expected.

According to Division 13 Section 31303 of the California Vehicle Code (CVC), the transportation of regulated substances and hazardous materials will be on the state or interstate highways that offer the shortest overall transit time possible. Transporters of hazardous or explosive materials must contact the California Highway Patrol (CHP) and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook that will specify the routes approved to ship inhalation hazardous or explosive materials. The exact route of the inhalation or explosive material shipment will not be determined until the shipper contacts the CHP and applies for a license. Transportation impacts related to hazardous materials associated with CVEUP operations will not be significant since deliveries of hazardous materials will be limited. Delivery of these materials will occur over prearranged routes and will be in compliance with all LORS governing the safe transportation of hazardous materials.

Standards for the transport of hazardous materials are contained in the Code of Federal Regulations (CFR), Title 49 and enforced by the U.S. Department of Transportation. Additionally, the State of California has promulgated rules for hazardous waste transport that can be found in the California Code of Regulations, Title 26. Additional regulations for the transportation of hazardous materials are outlined in the CVC (Sections 2500-505, 12804-804.5, 31300, 3400, and 34500-501). The two state agencies with primary responsibility for enforcing federal and state regulations governing the transportation of hazardous wastes are the CHP and Caltrans. Transport of hazardous materials to and from the CVEUP will comply with all applicable requirements.

For those materials that require offsite removal, a licensed hazardous waste transporter would move these substances to one of three Class I hazardous waste landfills in proximity to the project site. Access by waste haulers to the project site would be via I-5. Specific outbound truck routes from the project site to I-5 are as follows:

1. Project site (Main Street) to northbound I-5 on-ramp – westbound
2. Northbound I-5 /Main Street on-ramp to northbound I-5 – northbound

Specific inbound truck routes to the project site from I-5 are as follows:

1. Southbound I-5 to southbound I-5 /Main Street off-ramp – southbound
2. Southbound I-5 /Main Street off-ramp to Main Street – eastbound

Outbound trucks would proceed north on I-5 to access hazardous waste facilities throughout the state. Hauling would be carried out in accordance with local, state, and federal regulations that include the Resource Conservation and Recovery Act (42 U.S. Code 6901 et seq.), the California Integrated Waste Management Act (Public Resources Code Sections 40000 et seq.) and the City of Chula Vista Municipal Code requirements.

In addition, the federal government prescribes regulations for transporting hazardous materials. These regulations are described in the CFR, Title 49, Section 171. These laws and ordinances place requirements on various aspects of hazardous waste hauling, from materials handling to vehicle signs, to ensure public safety. Transporting and handling of chemicals and wastes are discussed in Section 5.5, Hazardous Materials Handling.

5.12.2.4 Public Safety

Construction-related traffic is not expected to cause safety impacts because it will not be routed through residential areas. The anticipated peak daily increase in vehicle trips from commuting during construction is 368 (160 + 24 round trips).

The only other anticipated increase in traffic during project construction, demolition, and operation will be truck trips, including delivery of hazardous materials and removal of wastes. As stated earlier, the transporter will be required to obtain a Hazardous Material Transportation License in accordance with CVC Section 32105 and will be required to follow appropriate safety procedures at railroad crossings.

5.12.3 Cumulative Effects

A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (Pub. Resources Code § 21083; Cal. Code Regs., tit. 14, §§ 15064(h), 15065(c), 15130, and 15355). Cumulative traffic impacts may occur when more than one project has an overlapping construction schedule that generates excessive construction-related traffic.

Applications for 26 proposed projects have been filed in the City of Chula Vista. These are mostly residential development projects, with some commercial developments, and one warehouse development and one manufacturing development. One of these projects, a proposed sewing manufacturing and wholesale sales business, is located within 1,000 feet of the CVEUP. In addition, the Palomar Gateway District and Bayfront developments will likely generate high volumes of construction and, later, residential and other traffic. It is unlikely that construction of the Palomar Gateway District and Bayfront projects will coincide with the construction of CVEUP, however. Generally, it can be assumed that the majority of traffic related to Palomar Gateway District project will use I-5 and Palomar Street to access the area. Bayfront development will likely generate traffic along I-5, J Street and adjacent I-5 ramps. Since none of the CVEUP construction traffic will use the same roadways, it is anticipated that the CVEUP traffic will not conflict with Palomar Gateway District and Bayfront construction or residential traffic. Details such as number of workers, number of residents and other occupants and construction commencement and duration are not available for Palomar Gateway District and Bayfront projects.

The exact extent of cumulative impacts cannot be determined at this time, but some estimate of the effects can be made. For the construction of the CVEUP, there will be no temporary changes in LOS associated with construction traffic on any of the roadway segments and intersections within the study corridor. Since the Palomar Gateway District and Bayfront projects will involve high volumes of construction and delivery traffic (likely more than the CVEUP construction), it is reasonable to expect some degradations in LOS, but those

impacts would occur on different roads. Thus, even if the construction activities are simultaneous, the cumulative impacts will not increase.

Traffic volumes generated by the CVEUP during the operations phase will be low enough so that there should be no significant cumulative impacts during operation. For these reasons, the CVEUP will not cause any adverse cumulative traffic impacts.

5.12.4 Mitigation Measures

To address any potential traffic issues during construction, the construction contractor will be required to prepare a construction traffic control plan and construction management plan, also known as a Traffic Management Plan (TMP). The TMP should address timing of heavy equipment and building material deliveries, potential street and/or lane closures, signing, lighting, and traffic control device placement. Damage to any roadway caused by project construction traffic will be restored to or near its preexisting condition. The construction contractor will work with the local agency's engineer to prepare a schedule and mitigation plan for the roadways along the construction routes.

The construction of the CVEUP and the demolition of the existing power plant will add a small amount of traffic to local roadways. Project-related traffic increases will not result in significant impacts since existing roadway capacities are adequate. In addition, operations-related and maintenance-related traffic associated with the CVEUP is considered to be minimal; consequently, no operations-related mitigation measures are required.

5.12.5 Laws, Ordinances, Regulations, and Standards

LORS related to traffic and transportation are summarized in the following subsections.

5.12.5.1 Federal

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.
- 14 CFR 77.13(2)(i) requires an applicant to notify the Federal Aviation Administration (FAA) of the construction of structures within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet. Brown Field Municipal Airport (FAA Identifier: SDM) is the closest airport to the site and is located more than 21,500 feet southeast of the CVEUP site; therefore, this requirement is not applicable.

- 14 CFR 77.17 requires an applicant to submit a Notice of Proposed Construction or Alteration (FAA Form No. 7460-1) to the FAA for construction within 20,000 feet of the nearest runway of an airport with at least one runway longer than 3,200 feet. This requirement is not applicable
- 14 CFR 77.21, 77.23, and 77.25 outlines the criteria used by the FAA to determine whether an obstruction would create an air navigation conflict. Because of the distance, CVEUP is more than 3 nautical miles from the nearest airport, these requirements are not applicable.

5.12.5.2 State

- CVC Sections 13369, 15275, and 15278 address the licensing of drivers and classifications of licenses required to operate particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are addressed.
- CVC Sections 25160 et seq. address the safe transport of hazardous materials.
- CVC Sections 2500-2505 authorize the issuance of licenses by the Commissioner of the CHP to transport hazardous materials, including explosives.
- CVC Sections 31300 et seq. regulate the highway transportation of hazardous materials, routes used, and restrictions. CVC Section 31303 requires hazardous materials to be transported on state or interstate highways that offer the shortest overall transit time possible.
- CVC Sections 31600-31620 regulate the transportation of explosive materials.
- CVC Sections 32000-32053 regulate the licensing of carriers of hazardous materials and include noticing requirements.
- CVC Sections 32100-32109 establish special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. CVC Section 32105 requires shippers of inhalation or explosive materials to contact the CHP and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook specifying approved routes.
- CVC Sections 34000-34121 establish special requirements for transporting flammable and combustible liquids over public roads and highways.
- CVC Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5, and 34510-11 regulate the safe operation of vehicles, including those used to transport hazardous materials.
- California Street and Highways Code (S&HC), Sections 660, 670, 1450, 1460 et seq. 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads.

- S&HC, Sections 117 and 660-711, and CVC, Sections 35780 et seq., require permits to transport oversized loads on county roads. California S&HC Sections 117 and 660 to 711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. CVC Section 35780 requires approval for a permit to transport oversized or excessive loads over state highways.
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in the CVC Sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are therefore applicable to this project.

General Provisions:

- The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.
- The maximum wheel load is the lesser of the following: a) the load limit established by the tire manufacturer, or b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.

Vehicles with Trailers or Semi-trailers:

- The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.
- California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements.
- All construction in the public right-of-way will need to comply with the "Manual on Uniform Traffic Control Devices" (Caltrans, 2003; FHWA, 2003).

5.12.5.3 Local

This section reviews compliance with all relevant local LORS without regard to their applicability as a matter of law. These LORS include the following:

- The SANDAG Congestion Management Program (CMP), which is a part of SANDAG's RTP, contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in the San Diego region. One of the CMP requirements is a review of large projects that generate 2,400 or more average daily trips or 200 or more peak hour trips to assess impacts to state highways and regionally significant arterials.

- The County of San Diego General Plan Public Facilities Element (PFE) establishes policies and implementation measures regarding the assessment and mitigation of traffic impacts of new development. One of the PFE objectives is a minimum LOS of C or better on County Circulation Element roads. According to PFE, when an existing LOS is already LOS D, a LOS D may be allowed without mitigation, while projects that significantly increase congestion on roads operating at LOS E or LOS F must provide mitigation.
- The City of Chula Vista Transportation and Circulation Element, which is a part of the City of Chula Vista General Plan, sets LOS C as the minimum acceptable LOS on City roadways. LOS E is acceptable for streets in the Urban Core Subarea.
- San Diego County “Moving Permit” requires a permit from the Public Works Department before operating any overweight and/or oversized loads on county roads. The project will comply with the “Moving Permit” requirements by obtaining the permit from the San Diego County Public Works Department before operating any overweight and/or oversized loads on county roads.
- The City of Chula Vista requires a permit before operating any oversized vehicles within the City. The project will comply with the “Transportation Permit” requirements by obtaining the permit from the City of Chula Vista Engineering Department before operating any oversized vehicles within the City.

5.12.5.4 Compliance with Laws, Ordinances, Regulations, and Standards

Table 5.12-9, included at the end of this section, summarizes all applicable federal, state and local LORS and administering agencies, and describes how the Applicant will comply with all LORS pertaining to traffic and transportation impacts.

5.12.6 Permits and Permitting Schedule

Table 5.12-10 lists the permits related to traffic and transportation and the permit schedule. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, Sections 117 and 660-711 of the California State Highway Code, and Sections 1411.1 to 1411.6 of the California Code of Regulations. Affected vehicles will be required to obtain transportation permits from Caltrans, San Diego County, and the City of Chula Vista.

Transport route arrangements would be required with Caltrans and CHP officials for permitting and escort, as applicable. Transportation of hazardous materials to and from CVEUP will be conducted in accordance with CVC Section 31303.

TABLE 5.12-10
Permits and Permit Schedule for CVEUP Traffic and Transportation

Permit	Administering Agency	Schedule
Single/annual-trip transportation permit for oversized loads and oversized vehicles	Caltrans – South Region Transportation Permits Office Permit Officer on Duty (909) 383-4637	Obtain when necessary, 2-hour processing time (single trip) to 2 weeks (annual trip)
Hazardous materials transportation license	California Highway Patrol HM Licensing Program (916) 327-5039	Obtain when necessary, approximately 2-week processing time
Moving permit for moving any extra-legal load which is overweight and/or oversized	San Diego County Department of Public Works 858-694-2055	Obtain when necessary, most moving permits can usually be issued over the counter
Transportation permit for the transportation of oversize and overweight loads through the City of Chula Vista	City of Chula Vista Engineering Department Ellen Vistro 691-619-5024	Obtain when necessary, same-day processing if the insurance certificate is on file; otherwise, processed as soon as the insurance certificate is provided

5.12.7 References

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Transportation Research Board. 2000. Highway Capacity Manual.

TABLE 5.12-9
 CVEUP Compliance with Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

Authority	Administering Agency	Requirements	Compliance (Location in AFC where compliance discussed)
49 CFR, Section 171-177 and 350-399	U.S. Department of Transportation and Caltrans	Requires proper handling and storage of hazardous materials during transportation.	Project and transportation will comply with all standards for the transportation of hazardous materials. (Section 5.12.5.1)
14 CFR, Section 77.13(2)(i), 77.17, 77.21, 77.23, and 77.25	U.S. Department of Transportation and Federal Aviation Administration	Requires an applicant to notify the FAA of the construction or alterations of structures within certain distance from an airport, in order to avoid air navigation conflicts.	No airports are within 20,000 feet of the project site; therefore, this requirement is not applicable (Section 5.12.5.1)
CVC §§13369, 15275, and 15278	Caltrans	Addresses the licensing of drivers and classifications of licenses required for the operation of particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are required.	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §§25160 et seq.	Caltrans	Addresses the safe transport of hazardous materials.	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §§2500-2505	Caltrans	Authorizes the issuance of licenses by the Commissioner of the CHP for the transportation of hazardous materials including explosives.	The project will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §31300 et seq.	Caltrans	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Transporters will comply with standards for transportation of hazardous materials on state highways during construction and operations. The project will conform to CVC §31303 by requiring that shippers of hazardous materials use the shortest route possible to and from the site. (Section 5.12.5.2)
CVC §§31600 - 31620	Caltrans	Regulates the transportation of explosive materials.	The project will conform to CVC 31600 - 31620. (Section 5.12.5.2)
CVC §§32000 - 32053	Caltrans	Regulates the licensing of carriers of hazardous materials and includes noticing requirements.	The project will conform to CVC 32000 - 32053. (Section 5.12.5.2)
CVC §§32100 - 32109 and 32105	Caltrans	Establishes special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. Requires that shippers of inhalation or explosive materials contact the CHP and apply for a Hazardous Material Transportation License.	The project will conform by requiring shippers of inhalation or explosive materials to contact the CHP and obtain a Hazardous Materials Transportation License. (Section 5.12.5.2 and Section 5.12.6)

TABLE 5.12-9
 CVEUP Compliance with Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

Authority	Administering Agency	Requirements	Compliance (Location in AFC where compliance discussed)
CVC §§34000 - 34121	Caltrans	Establishes special requirements for the transportation of flammable and combustible liquids over public roads and highways.	The project will conform to CVC §§34000 - 34121. (Section 5.12.5.2 and Section 5.12.6)
CVC §§34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5 and 34510-11	Caltrans	Regulates the safe operation of vehicles, including those used to transport hazardous materials.	The project will conform to these sections in the CVC. (Section 5.12.5.2 and Section 5.12.6)
S&HC §§660, 670, 1450, 1460 <i>et seq.</i> , 1470, and 1480	Caltrans	Regulates right-of-way encroachment and the granting of permits for encroachments on state and county roads.	The project will conform to these sections in the S&HC. (Section 5.12.5.2)
S&HC §§117, 660-711	Caltrans	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Encroachment permits will be obtained by transporters, as required. (Section 5.12.5)
CVC §35780; S&HC §660-711	Caltrans	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Transportation permits will be obtained by transporters for all overloads, as required. (Section 5.12.5)
CVC §§35550-35559	Caltrans	Regulates weight and load limitations.	The project will conform to these sections in the CVC. (Section 5.12.5)
California State Planning Law, Government Code Section 65302	Caltrans	Project must conform to the General Plan.	Project will comply with San Diego County General Plan and the City of Chula Vista's Comprehensive General Plan. (Section 5.12.5.3)
Circulation and Transportation Element of the San Diego County General Plan and City of Chula Vista Comprehensive General Plan	San Diego County/City of Chula Vista	Specifies long-term planning goals and procedures for transportation infrastructure system quality in San Diego County and the City of Chula Vista, respectively.	Project will comply with goals and policies for County and City transportation and traffic system. (Section 5.12.5.3)
CVC	California Vehicle Code		
CFR	Code of Federal Regulations		
S&HC	California Streets and Highways Code		