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5.11 TRAFFIC AND TRANSPORTATION

The traffic and transportation section provides a summary of the transportation infrastructure and traffic conditions in the Pio Pico Energy Center (PPEC) project vicinity and addresses the direct construction and operating impacts of the proposed development on the surrounding transportation system. The analysis considers the regional and local roadways, current and project-related traffic conditions, access to the project site, and transportation of hazardous materials related to construction and operation of PPEC.

The project study area for the transportation analysis includes the immediate vicinity of PPEC and the surrounding local and regional circulation system. This circulation system could be potentially affected by traffic generated by PPEC during construction and operation. Figure 5.11-1 shows the project site in context to the regional circulation system. However, with proposed conditions of certification outlined in this section, the project will have no significant environmental impacts and will comply with all applicable laws, ordinances, regulations, and standards (LORS).

5.11.1 Affected Environment

PPEC consists of the project site, linears, and a temporary laydown area (see Figure 3.3-1, Facility Plot Plan and Figure 3.3-3, Potential Linears). The project site is located in an unincorporated area of San Diego County known as Otay Mesa. It is comprised of a 9.99 acre parcel located in the southeast quadrant of the Alta Road and Calzada de la Fuente intersection. The proposed project site comprises the entire parcel with Assessor's Parcel Number (APN) 648-040-45, and the laydown area is 6.00 acres of an adjacent parcel to the south (APN 648-040-46) (Figure 3.3-2, Project Location). The existing setting within one-mile of the project site and potential transmission line routes are presented on Figure 3.3-4. The project affects the following areas:

- Plant site – 9.99 acres.
- Temporary laydown and parking area – 6.00 acres, on an adjacent parcel that is contiguous to the project site.
- Natural Gas pipeline – There are two possible routes for the gas supply pipeline. Both routes would connect to an existing SDG&E natural gas pipeline, but at different locations. Route A would extend approximately 8,000 feet south along Alta Road to near the U.S.–Mexico border, at which point it would connect to the existing SDG&E natural gas pipeline. Route B would extend approximately 2,375 feet south along Alta Road, turn west on Otay Mesa Road, and continue approximately 7,920 feet to Harvest Road at which point it would connect to the existing SDG&E natural gas pipeline (Figure 3.3-3, Potential Linears) for a total of approximately 10,300 feet. The pipeline will be constructed, owned, and operated by SDG&E.
- Sewer pipeline – A short connection will be made to an existing 12-inch sewer main along Calzada de la Fuente along the north project site boundary or to an existing 15-inch sewer main along Alta Road, along the west project site boundary.

- Stormwater pipeline – A short connection will be made from a detention pond located at the northwest corner of the project site to an existing 30-inch stormwater pipeline located along Calzada de la Fuente, adjacent to the project site.
- Power line – Two possible routes are provided for a 230kV transmission line that will connect the project into the existing 230kV Otay Mesa switchyard. Route A would begin as an overhead power line along Calzada de la Fuente, extend approximately 1,700 feet east where it would then be routed underground for approximately 400 feet into the Otay Mesa switchyard (total length of Route A would be approximately 2,100 feet). Route B would begin as an overhead power line from the eastern edge of the project site, run south approximately 550 feet, then turn east along the northern border of the parcels with APN 648-040-48 and APN 648-040-43 for 1,400 feet, and finally turn north for approximately 700 feet into the Otay Mesa switchyard (total length of Route B would be approximately 2,650 feet). The power line will be owned and maintained by the Applicant.
- Water supply pipelines – The project will make a short connection to the potable service system, either at an existing 12-inch main along Calzada de la Fuente, or at an existing 24-inch main along Alta Road. Upon the Otay Water District (OWD)'s completion of the planned Otay Mesa area recycled water system, the project will make a connection to an existing 8-inch recycled water main along Calzada de la Fuente or a new recycled water main to be constructed in Alta Road.

These features are illustrated on Figure 3.3-1, Facility Plot Plan and Figure 3.3-3, Potential Linears.

This subsection describes the existing conditions of the roadway circulation system within the study area. This section also presents the traffic volume and existing operating conditions of the project study area roadway segments and intersections. Figure 5.11-2 shows the transportation setting of the local project area and affected roadway circulation system and Figure 5.11-3 shows the PPEC project study area.

The focus of the traffic impact analysis is the evaluation of transportation and circulation impacts on the adjacent roadway circulation system along Alta Road, Otay Mesa Road and segments of State Routes 905 and 125 (SR-905 and SR-125) during the construction and operation of the PPEC project.

The project site location provides very limited choices of routes leading to and from the project site therefore, the planned route to the project site also provides the most direct route to and from the project site

It is assumed that construction traffic would primarily use SR-905, I-805, Otay Mesa Road and Alta Road. Long-term operations workers are anticipated to be locally sourced and would primarily also use the aforementioned roadway facilities. This study assumes the following trip distribution splits of the routes for both construction and operations conditions:

- Approximately 20% of the project trips will use a route from the north or northwest via SR-125 north of Otay Mesa Road (SR-905), east on Otay Mesa Road, north on Alta Road, then east to the project site and vice-versa.
- Approximately 80% of the project trips will use a route from the west via SR-905, east on Otay Mesa Road, north on Alta Road, then east to the project site and vice-versa.

5.11.1.1 Existing Roadway Network

Alta Road a north-south county roadway is the primary access road to the PPEC project site. Otay Mesa Road an east-west roadway that traverses both City of San Diego and County of San Diego jurisdictions, it links Alta Road to the regional transportation facilities with entrance and exit ramps at State Route 125. Further west, regional access is provided by I-805 and I-5. Access to and from the project site are provided by roadways under the jurisdiction of the City of San Diego, the County of San Diego and the California Department of Transportation (Caltrans) which has jurisdiction for state highway facilities.

2030 Regional Transportation Plan (RTP). The adopted 2030 RTP is the most current plan in the region. SANBAG is in the process of developing the 2050 RTP which will become the next update of the RTP. Technical Appendix 7 – Evaluation and Criteria Rankings of the 2030 RTP describes the process for developing evaluation criteria for prioritizing regional arterial, highway, high occupancy (HOV) connectors, freeway connectors, and transit projects.

Local Mobility and Circulation Elements. The following elements apply to roadways, intersection and transportation and circulation facilities within the jurisdictions and planning areas.

- County of San Diego General Plan Mobility Element
- City of San Diego General Plan Mobility Element
- East Otay Mesa Business Specific Plan, Circulation Element

Caltrans Vehicle Requirements. Following are requirements for legal, unpermitted vehicles to operate in California from Caltrans' Division of Traffic Operations,

Vehicle Width. The maximum allowable vehicle width is 102 inches (some exceptions apply).

Vehicle Height. The maximum allowable vehicle height is 14 feet.

Vehicle Length (California Legal). The maximum allowable lengths for vehicles that can travel throughout California are as follows (some exceptions apply).

- Single vehicle length is 40 feet.
- Combination length is 65 feet.
- Trailer length is not specified.

- Kingpin-to-rear-axle (KPRA) length is 40 feet maximum.
- Doubles – 75 feet for a combination of vehicles consisting of a truck tractor and two trailers, provided neither trailer length exceeds 28 feet 6 inches.
- Doubles – 65 feet for a combination of vehicles consisting of a truck tractor and two trailers, if one trailer length exceeds 28 feet 6 inches.

Vehicle Length Surface Transportation Assistance Act (STAA). The maximum allowable lengths for vehicles that are limited to the National Network and Terminal Access routes are as follows:

- Combination length is unlimited.
- Maximum trailer length is 53 feet.
- KPRA is unlimited if the trailer is no more than 48 feet.
- KPRA is 40 feet maximum if the trailer is more than 48 feet.
- Doubles – Unlimited length for a combination of vehicles consisting of a truck tractor and two trailers, but *neither* trailer length can exceed 28 feet 6 inches.

Vehicle Weight. The maximum allowable weights are as follows:

- Gross combination weight is 80,000 pounds.
- Single-axle weight is 20,000 pounds.
- Maximum weight on a tandem axle with a four-foot spread is 34,000 pounds.

Exceptions. For specific exceptions and variances, refer to the California Highway Patrol (CHP) 889, “Vehicle Code Size and Weight Law Summary” or call the Commercial Vehicle Section of the CHP.

City of San Diego Vehicle Requirements. The City of San Diego defers to the weight limitations contained in the California Vehicle Code described below and shall apply to roadways within the City of San Diego’s jurisdiction.

V C Section 35550 Maximum Weight on Single Axle or Wheels

Maximum Weight on Single Axle or Wheels

35550. (a) *The gross weight imposed upon the highway by the wheels on any one 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.*

(b) *The gross weight limit provided for weight bearing upon any one wheel, or wheels, supporting one end of an axle shall not apply to vehicles the loads of which consist of livestock.*

(c) The maximum wheel load is the lesser of the following:

(1) The load limit established by the tire manufacturer, as molded on at least one sidewall of the tire.

(2) A load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width as molded on at least one sidewall of the tire for all axles except the steering axle, in which case paragraph (1) applies.

Amended Sec. 82, Ch. 1154, Stats. 1996. Effective September 30, 1996.

V C Section 35788 Agreements for Transporting Loads

Agreements for Transporting Loads

35788. Upon application to the Director of Transportation for permission to use and operate on highways private or contract vehicles for the purpose of hauling loads which weigh in excess of the maximum load weight limits, the director may enter into an agreement with the applicant, permitting such overloads, specifying protective restrictions and providing for the payment of a financial contribution for the issuance of such permission, except that the overload shall not exceed 25 percent of the maximum load weight limitation, in pounds, set forth in this code. The agreement shall not permit the applicant to transport such excess weight loads on highways for distances exceeding 75 miles. All contributions received by the Department of Transportation shall be used for the construction, improvement, or maintenance of the highway designated in the permission to operate overweight loads. Sections 188 and 188.8 of the Streets and Highways Code does not apply to contributions received pursuant to this section, and any expenditures of the contributions by the department shall not be credited against amounts required to be expended pursuant to Sections 188 and 188.8 of the Streets and Highways Code.

This section does not apply to highways which are a part of the National System of Interstate and Defense Highways.

Amended Ch. 827, Stats. 1982. Effective September 10, 1982.

County of San Diego Vehicle Requirements. The County of San Diego Code of Administrative does not have any posted weight restrictions in the East Otay Mesa Area as described in Title 7 Highway and Traffic, Division 2 – Traffic Code.

Highways

State Route 125. SR-125, otherwise known as the South Bay Expressway, is a new toll road facility originating from SR-905 in Otay Mesa near the U.S.-Mexico border to SR-54 near the City of Chula Vista and continues north towards SR-52 in Santee. Future alignment plans are in development to extend the facility further north, but could only be accomplished with the cooperation of the cities and jurisdictions along the proposed route. Current Average Annual Daily Traffic (AADT) is 30,000 vehicles per day to the north of State Route 905.

State Route 905. SR-905 is a state highway in San Diego, California, that connects I-5 and I-805 in San Ysidro to the U.S.-Mexico border at Otay Mesa. The segment between I-5 to I-805 is designated as a freeway, whereas the eastern segment is an expressway. A new SR-905 6-lane freeway alignment to the south of the current SR-905 is currently under construction, Phase 1A of this alignment from Siempre Viva Road to the east and Britannia Road to the west has just been opened. Current AADT is 36,000 vehicles per day to the west of State Route 125

Caltrans' maximum allowable weight restrictions described above shall apply to the aforementioned state routes.

Local Roads

Otay Mesa Road. Otay Mesa Road is an east-west roadway located within the jurisdictions of the City of San Diego and County of San Diego. The segment of Otay Mesa Road between the SR-125 southbound ramp and the Interim SR-905 connection is currently a six-lane divided roadway. The segment of Otay Mesa Road between Harvest Road and Sanyo Avenue is currently a four-lane divided roadway. And the segment of Otay Mesa Road between Sanyo Avenue and Alta Road is currently a two-lane undivided roadway. According to the East Otay Mesa Specific Plan, the ultimate classification of the segment of Otay Mesa Road between Harvest Road and Enrico Fermi Drive is classified as a Prime Arterial. The segment between Enrico Fermi Drive and Alta Road, Otay Mesa Road is classified as a four-lane Major Road. Current AADT is 14,000 vehicles per day to the east of State Route 125. Within City of San Diego's jurisdiction, the gross weight imposed upon the highway by the wheels on any one 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.

Alta Road. Alta Road is generally a two-lane undivided north-south roadway with a capacity of a Light Collector roadway. According to the County's Circulation Element, the ultimate proposed configuration of Alta Road between Paseo De La Fuente and Otay Mesa Road is a four-lane Major Road with a bike trail along the east side of the roadway. Current AADT is 5,700 vehicles per day to the north of Otay Mesa Road.

Bicycle Facilities and Pedestrian Circulation

According to the County of San Diego General Plan Mobility Element, "With the exception of state-maintained highways and roads, the County is responsible for the maintenance of the public (Mobility Element and Local Public) road network in the unincorporated areas, including associated bicycle and pedestrian facilities."

Additionally, the *East Otay Mesa Specific Plan Amendment* Circulation Element defines the bicycle routes within the specific planning area and states that, "the use of bicycles as a commuting mode of transportation is encouraged as a means to minimize congestion and greenhouse gas emissions". Within the Specific Planning Area, the bicycle network is composed of Class II facilities (bike lanes). Bicyclists are permitted to travel on all public roadways within the Specific Plan. The bicycle network is detailed on Figure 2.2-1 and Table 2.2-1 of the Specific Plan.

Bus Routes and Transit Facilities

The Metropolitan Transit System (MTS) operates only one bus route within the East Otay Mesa Area. *MTS Route 905* does not directly serve the project site; the route originates from Iris Avenue Trolley Station, with stops at Otay Mesa Road & Heritage Road, Airway Road & Britannia Boulevard, Siempre Viva Road & Drucker Lane and its final destination at the Otay Mesa Border Crossing.

Rail and Light Rail Facilities

The Metropolitan Transit System (MTS) Trolley System's Green and Orange Lines currently does not serve or reach the East Otay Mesa Area. One of the transportation goals (C-9 of East Otay Mesa Specific Plan is to encourage the use rail and to encourage and explore the feasibility of future implementation in coordination with the combined planning efforts of SANDAG, the City of San Diego and county of San Diego.

Airports

According to the East Otay Mesa Specific Plan, Regulatory Provisions and as described in *Table 3.2-1, Site Planning Standards: Use Intensity and Bulk Regulations*, development projects are require to comply with, "*Note 5: FAA regulations related to Brown Field may result in reduced height limits in some locations. FAA review is required for most development permits in East Otay Mesa*" in the aforementioned table.

Two existing airports are currently operating around the vicinity of the PPEC project site. Brown Field is located approximately three miles due west and Tijuana's Rodriguez International Airport is also located approximately three miles southwest of the PPEC project site.

The PPEC site is within 20,000 feet to both Brown Field and Tijuana's Rodriguez International Airport, and is therefore evaluated for compliance with FAA's Federal Aviation Regulation Part 77- Objects Affecting Navigable air Space.

The PPEC's proposed facility heights will not exceed 200 feet. As described in Section 3.0 Facility Description, Table 3.5-1, Major Equipment Information, the facility structures range from 15 feet to 100 feet for the Combustion Turbine Generator (CTG) stacks. Based on the above structure heights, the FAA's height notification threshold of 200 feet is not triggered and therefore, notification to the FAA will not be required.

Air Navigation Hazards

Based on the review of the Air Space Plan (Sheet 6 of 7) Airspace Profiles (Sheet 7 of 7) of the Brown Field Municipal Airport Layout Plan dated April 2010, the PPEC Project site is located outside of the protected air space contour (horizontal and vertical) minimums required by the Federal Aviation Administration (FAA) and the particular needs of the aircrafts operating in Brown Field.

In addition, PPEC project site is part of the advisory avoidance areas for both inbound and outbound (Brown Field) aircrafts originating or destined to the east.

The following specific remarks are provided for Brown Field Airport (Source: AirNav.com):

- BE ALERT TO HIGH TERRAIN 3,566 FT. MSL SIX MILES EAST OF AIRPORT.
- CAUTION ADVISED WHEN DEPARTING ON RY 08L AT NIGHT DUE TO RISING TERRAIN TO THE EAST.

The above advisory remarks is also part of the official entry for Brown Field Municipal Airport as published on the FAA's Digital Airport/Facility Directory (Effective 0901Z Thursday, January 13, 2011 to 0901Z Thursday, March 10, 2011)

The abrupt height elevation (up to 3,500 feet) of the mountain range just east (approximately 3 miles) of the PPEC site provides a natural barrier for the PPEC project from low flying aircraft intrusions.

The above clearances and minimums could be similarly be applied to the Tijuana Air located at an equidistant 3-mile diagonal distance to the southwest of the PPEC site.

Visible and Invisible Thermal Plumes

The issue of both visible and invisible thermal plumes from industrial stacks has lately been brought in the forefront in aviation safety. The FAA on its part has delegated its Airport Obstruction Standards Committee (AOSC) to initiate a comprehensive evaluation of the science of exhaust plumes. The results of the FAA's Exhaust Plume Initiative was anticipated for release in the fall of 2010 and will be subject to AOSC review and subsequent release to the public.

Navigable Canals and Waterways

Within the project study area, there were no identified navigable canals and waterways that support waterborne traffic.

5.11.1.2 Existing Roadway and Intersection Geometrics

The result of the existing roadway conditions and intersection operations field review conducted on November 3, 2010 showed that the general terrain within the project study area was observed to be generally flat and mildly sloping on some areas with overall good roadway visibility throughout. There were no observed vertical or horizontal sight distance issues including blind curves and other roadway geometric limitations that could potentially pose as hazards to roadway users and pedestrians.

Table 5.11-1 shows the study intersections and Table 5.11-2 shows the study roadway segments that have been identified for analysis under existing, project construction and operations conditions. Figure 5.11-4 shows the existing intersection lane geometrics and traffic controls.

**TABLE 5.11-1
STUDY INTERSECTIONS**

Intersection	Traffic Control
La Media Road / SR 905	Signalized
SR 125 SB Off Ramp / SR 905	Signalized
SR 125 NB On Ramp / SR 905	Signalized
SR 905 / Otay Mesa Road	Signalized
Sanyo Avenue / Otay Mesa Road	Signalized
Enrico Fermi Drive / Otay Mesa Road	Signalized
Alta Road / Otay Mesa Road	Unsignalized
Alta Road / Paseo De La Puente	Signalized
Alta Road / North Access Road	Unsignalized

Notes:

NB = northbound
SB = southbound
SR = State Route

**TABLE 5.11-2
STUDY ROADWAY SEGMENTS**

Roadway	Segment
SR 125	North of SR 905
SR 905 (Otay Mesa Road)	La Media Road and Piper Ranch Road
Otay Mesa Road	SR 905 and Sanyo Avenue
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive
Otay Mesa Road	Enrico Fermi Drive and Alta Road
Alta Road	Otay Mesa Road and Paseo De La Puente

Notes:

SR = State Route

5.11.1.3 Existing Roadway and Intersection Volumes

Figure 5.11-5 shows existing traffic volume for the key project study area intersections. Study area roadway segment and intersection traffic counts were collected in November 2010. The traffic counts are provided in Appendix N.

5.11.1.4 Existing Level of Service Analysis

The results of the existing conditions roadway segment and intersection Level of Service (LOS) analysis are discussed separately below. LOS is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from A to F. These categories can be viewed much like school grades, with A representing the best traffic flow conditions and F representing poor conditions. LOS A indicates free-flowing traffic, and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections.

Existing Roadway Segment Analysis. Table 5.11-3 displays the LOS analysis results for study area roadway segments under existing conditions. These roadway segments were selected for evaluation because they provide the most direct route to project site and would most likely be affected by project traffic during project construction and operation. The current truck percent mix in context to existing traffic ranges from 1.1 percent to 12.5 percent.

As shown in Table 5.11-3, all study roadway segments are operating at acceptable LOS D or better under existing conditions.

**TABLE 5.11-3
ROADWAY SEGMENT LOS – EXISTING CONDITIONS**

Roadway	Segment	Cross-Section Classification	Peak Traffic Volume	Daily Traffic Volume	Truck Percent	Level of Service (LOS)
SR 125	North of SR 905	Freeway	2,400	30,000	4.4%	A
SR 905 (Otay Mesa Road)	La Media Road and Piper Ranch Road	6-Lane Prime	5,600	35,648	12.5%	B
Otay Mesa Road	SR 905 and Sanyo Avenue	4-Lane Major	1,200	13,882	2.1%	A
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive	2-Lane Collector	900	9,021	2.1%	D
Otay Mesa Road	Enrico Fermi Drive and Alta Road	2-Lane Collector	950	6,598	2.1%	C
Alta Road	Otay Mesa Road and Paseo De La Puente	2-Lane Collector	700	5,662	1.1%	C

Notes:
SR = State Route

Existing Intersection Analysis. Table 5.11-4 displays the intersection LOS and average vehicle delay results for the key study area intersections using *Highway Capacity Manual* (HCM) Operations Methodology under existing conditions. All study intersections are currently signalized, with the exception of Alta Road / Otay Mesa Road and Alta Road / Paseo De La Puente, which are currently operating as stop-controlled intersections. The LOS calculation worksheets for existing conditions are provided in Appendix N.

As shown in Table 5.11-4, all study intersections are operating at acceptable LOS C or better under existing conditions.

**TABLE 5.11-4
PEAK-HOUR INTERSECTION LOS – EXISTING CONDITIONS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Average Delay (sec)	LOS	Average Delay (sec)
La Media Road / SR 905	C	20.3	C	27.0
SR 125 SB Off Ramp / SR 905	B	18.3	A	6.9
SR 125 NB On Ramp / SR 905	A	2.0	A	8.0
SR 905 / Otay Mesa Road	C	20.0	C	24.5
Sanyo Avenue / Otay Mesa Road	A	3.2	B	15.5
Enrico Fermi Drive / Otay Mesa Road	A	9.4	B	12.5
Alta Road / Otay Mesa Road	A	0.0	A	0.0
Alta Road / Paseo De La Puente	A	1.5	A	1.2
Alta Road / North Access Road	C	15.4	B	14.7

Notes:
NB = northbound
SB = southbound
LOS = level of service
Sec = seconds per vehicle

5.11.2 Environmental Consequences

This subsection provides the criteria used to determine if the project would have the potential to result in significant traffic-related impacts within the PPEC study area.

5.11.2.1 Level of Service Concept

Table 5.11-5 describes the intersection LOS definitions as specified in the HCM (2000).

**TABLE 5.11-5
LEVEL OF SERVICE DESCRIPTIONS**

Level of Service	Level of Service (LOS) Characteristics	Signalized Control Delay (s/veh)	Unsignalized Control Delay (s/veh)
A	LOS A describes operations with very low delay, up to 10 seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive at an intersection during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to the small delay.	≤ 10	<10
B	LOS B describes operations with delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	>10 - 20	>10 and <15
C	LOS C describes operations with delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is substantial at this level; although, many still pass through the intersection without stopping.	>20 - 35	>15 and <25
D	LOS D describes operations with delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	>35 - 55	>25 and <35
E	LOS E describes operations with delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	>55 - 80	>35 and <50
F	LOS F describes operations with delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with over saturation, or when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be a major contributing cause to such delay levels.	>80	>50

Source: 2000 Highway Capacity Manual, TRB Special Report 209.

Table 5.11-6 provides the roadway segment daily capacity and LOS as specified in the County of San Diego Department of Public Works Public Road Standards (2010). The desired LOS D daily design capacity is also provided in Table 5.11-6.

**TABLE 5.11-6
COUNTY OF SAN DIEGO SEGMENT DAILY CAPACITY AND LEVEL OF SERVICE
STANDARDS**

Functional Classification	Levels of Service				
	A	B	C	D	E
Expressway (6-lane)	36,000	54,000	70,000	86,000	108,000
Prime Arterial (6-lane)	22,200	37,000	44,600	50,000	57,000
Major Street (4-lane)	14,800	24,700	29,600	33,400	37,000
Light Collector (2-lane)	1,900	4,100	7,100	10,900	16,200

Source: County of San Diego Department of Public Works Public Road Standards (February 9, 2010).

5.11.2.2 Significance Thresholds

County of San Diego and California Environmental Quality Act (CEQA)

According to the County of San Diego Guidelines for Determining Significance for Transportation and Traffic, the Guidelines shall be used by County staff in their review of discretionary projects and environmental documents pursuant to the California Environmental Quality Act (CEQA). The Guidelines present a range of quantitative, qualitative, and performance levels for particular environmental effects. Normally, (in the absence of substantial evidence to the contrary), non-compliance with a particular standard stated in these Guidelines will usually mean the project will result in a significant effect, whereas compliance will normally mean the effect will be determined to be “less than significant.”

Additional evaluations may include analysis of vehicle headways, speeds, average gaps, queues, delay, or other factors.

According the County of San Diego’s Guidelines for Determining Significance and Report Format and Content Requirements, Transportation and Traffic:

“A project will generally be considered to have a significant effect if it proposes any of the following, absent specific evidence to the contrary. Conversely, if a project does not propose any of the following, it will generally not be considered to have a significant effect on transportation and traffic, absent specific evidence of such an effect.

Land Development Projects

Land Development projects are projects that may result in an increase in the density or intensity or use on a parcel or parcels of land. These projects include, but are not limited to subdivisions, use permits, rezones and general plan amendments. Land development projects, typically, require discretionary approval. Due to the increased intensity of uses, land development projects generate additional traffic onto the County’s road network and can contribute towards traffic congestion. A traffic impact study is often required to fully assess potential traffic impacts that may result from implementation of the proposed project.

Road Improvement Projects

Road improvement projects are projects that can affect transportation system operations; including level of service and other performance measures. Projects may consist of increasing road capacity or improving the traffic operations on the County's road network. This section refers to stand alone road improvement projects that are not improvements associated with a proposed development. These projects are typically publicly initiated. Road improvement projects do not generate additional trips but, in some cases, may cause a redistribution of trips on the County's road network. Road improvement projects are typically one or more of the following; road widening, construction of new road, intersection improvements and operational improvements/road maintenance. Additional guidance on how to evaluate Publicly Initiated Road Improvement Projects is included as Attachment B of the Report Format and Content Requirements."

The proposed PPEC project is neither, a large-scale *Land Development*, or a *Road Improvement Project* but rather a single development with very low long-term trip generation potential that will only have short term effects in terms of temporary construction worker and delivery traffic during construction and a small crew of staff during project operations. Nonetheless, the PPEC project was evaluated according to the following significant impact categories:

Road Segments

"Pursuant to the County's General Plan Public Facilities Element (PFE Pg. XII-4-18), new development must provide improvements or other measures to mitigate traffic impacts to avoid:

- (a) Reduction in Level of Service (LOS) below "C" for on-site Circulation Element roads;
- (b) Reduction in LOS below "D" for off-site and on-site abutting Circulation Element roads; and
- (c) "Significantly impacting congestion" on roads that operate at LOS "E" or "F". If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding findings is made pursuant to the State CEQA Guidelines. The PFE, however, does not include specific guidelines for determining the amount of additional traffic that would "significantly impact congestion" on such roads.

The County has created the following guidelines to evaluate likely motor vehicle traffic impacts of a proposed project for road segments and intersections serving that project site, for purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads. The guidelines are summarized in Table 1. The levels in Table 1 are based upon average operating conditions on County roadways. It should be noted that these levels only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development"

Signalized Intersections

"Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or LOS F as identified in Table 2.

Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.”

City of San Diego

“The City of San Diego considers D to be the acceptable LOS for freeways, roadways and intersections, except in undeveloped locations where LOS C is considered to be acceptable. The City of San Diego uses the same thresholds identified in *Table 2.15-23, SANTEC/ITE Measures of Significant Project Traffic Impacts*, for projects resulting in LOS E. However, the City of San Diego applies the following thresholds for projects resulting in LOS F: 1) freeways are allowed up to a 0.005 change in V/C or 0.5 mph; 2) roadways are allowed up to a 0.01 change in V/C or 0.5 mph; 3) intersections are allowed a 1.0 second delay; and 4) ramp meters are allowed a 1.0 second delay.”

5.11.2.3 Construction-related Impacts (Year 2013 Peak Project Construction)

PPEC construction is envisioned to begin in 2013 and be completed within a 16-month construction schedule, anticipating construction completion in 2014. The average construction workforce will be approximately 150 workers over this time period. During the peak construction period, the construction workforce may reach up to 284 workers.

Year 2013 baseline (No Project) conditions was developed using the latest traffic growth projections from the San Diego Association of Government’s (SANDAG) Regional Traffic Model. The traffic model forecast was used in lieu of project specific cumulative project trip generation from the City of San Diego and County of San Diego.

During the project construction period, small quantities of hazardous materials will be delivered and construction waste products will be hauled from the project site. All LORS will be observed during the course of project construction.

Section 5.14, Waste Management provides a list of sites on Table 5.14-1 Waste Recycling/Disposal Facilities by waste category (solid, liquid and soil recycling facilities). These locations will receive the anticipated waste streams during project construction.

Section 5.14, Waste Management provides a list on Table 5.14-2 Summary of Construction Waste Streams and Management Methods by waste classification (non-hazardous, hazardous, hazardous recyclable and sanitary). These waste streams will be transported offsite during project construction, where appropriate. The estimated quantities and frequency of disposal of the construction waste streams are provided on Table 5.14-2.

The most direct route for the aforementioned waste streams will be via southbound Alta Road, westbound Otay Mesa Road, northbound SR-125 or westbound SR-905 (Otay Mesa) towards the Waste Recycling/Disposal Facilities described on Table 5.14-1.

Section 5.15, Hazardous Materials Handling provides a summary of the hazardous materials to be used and stored for construction and is provided in Table 5.15-1, Hazardous Materials Usage and Storage During Construction Based on Title 22 Hazardous Characterization, and Table 5.15-2, Hazardous Materials Usage and Storage During Construction Based on Material Properties respectively. The aforementioned tables identify the hazardous materials to be used during construction based on the Title 22 California Code of Regulations (CCR) characteristics criteria and based on the properties of the substances themselves.

5.11.2.4 Operations-related Impacts (Year 2014 Project Operations)

Similar to Year 2013 baseline conditions, Year 2014 baseline conditions were developed using the latest traffic growth projections from the San Diego Association of Government's (SANDAG) Regional Traffic Model. Upon completion of the proposed PPEC construction and commissioning of the facility, PPEC would generate operations-related trips that are substantially less than peak construction activities.

During PPEC's normal operational phase, a planned 12-employee workforce would oversee the project's operation and maintenance. Occasional deliveries and maintenance-related trips are anticipated as part of the normal operations of the plant.

Based on PPEC's operational needs, the following sources of vehicular traffic are anticipated:

- Operations personnel vehicles
- Bottled water deliveries
- Office materials and supplies deliveries
- Trash pickup
- Tools and spare parts deliveries
- Janitorial staff visits
- Chemical (e.g., aqueous ammonia, sulfuric acid, water treatment) deliveries
- Lubricating oil and filters deliveries
- Laboratory analysis waste deliveries
- Hazardous and nonhazardous waste pickups
- Visitor vehicles

During project operation, small quantities of hazardous and non-hazardous materials will be delivered and hazardous and non-hazardous waste products will be hauled from the project site. All LORS will be observed during the project's operations and the transporting of all wastes.

Section 5.14, Waste Management provides a list of sites on Table 5.14-1 Waste Recycling/Disposal Facilities by waste category (solid, liquid and soil recycling facilities). These locations will receive the anticipated waste streams during project operation.

Section 5.14, Waste Management provides a list on Table 5.14-3 Operating Waste Streams and Management Methods by waste classification (non-hazardous, hazardous and hazardous recyclable). These waste streams are anticipated to be transported offsite during project operation. The estimated quantities and frequency of disposal of the operation waste streams are also provided on Table 5.14-3.

Similar to project construction conditions, the most direct route for the aforementioned waste streams will be via southbound Alta Road, westbound Otay Mesa Road, northbound SR-125 or westbound SR-905 (Otay Mesa) towards the Waste Recycling/Disposal Facilities described on Table 5.14-1.

Section 5.15, Hazardous Materials Handling provides a summary of the hazardous materials to be used and stored for operations and is provided in Table 5.15-3, Hazardous Materials Usage and Storage During Operation Based on Title 22 Hazardous Characterization, and Table 5.15-4, Hazardous Materials Usage and Storage During Operation Based on Material Properties respectively. The aforementioned tables identify the hazardous materials to be used during operation based on the Title 22 California Code of Regulations (CCR) characteristics criteria and based on the properties of the substances themselves.

Project operation will require regular transportation of hazardous materials to the PPEC site. Aqueous ammonia, a regulated substance, will be delivered to the PPEC facility and transported in accordance with Vehicle Code Section 32100.5, which addresses the transportation of hazardous materials that pose an inhalation hazard. The transportation of all hazardous materials to the project site during project operation will comply with all applicable LORS.

5.11.2.5 Project Distribution

It is assumed that the construction workforce needs will be met with local labor from within San Diego County. The short-term need for specialty trades that cannot be filled from local labor sources during project construction are assumed to be filled by workers residing elsewhere. It is assumed that construction traffic trips would primarily use SR-905, I-805, Otay Mesa Road and Alta Road. Long-term operations workers are anticipated to be locally sourced and would primarily use the aforementioned roadway facilities. This study assumes the following trip distribution splits for both construction and operations conditions: approximately 20% of the project trips will be oriented to and from the north on SR-125 north of Otay Mesa Road (SR-905) and approximately 80% will be oriented to and from the west on Otay Mesa Road (SR-905) west of SR-125.

5.11.2.6 Project Trip Generation

Peak Project Construction Trip Generation. The peak month construction activity during the 16-month PPEC construction schedule was used in the construction traffic impact analysis for the proposed project. For analysis purposes, it was conservatively assumed that the peak month construction workforce of 284 workers would capture the most conservative estimation of project construction traffic.

Construction would typically take place between 7:00 a.m. and 5:30 p.m., Monday through Friday. Additional hours may be necessary to make up schedule deficiencies or to complete critical construction activities.

In addition to the construction workforce trips, construction equipment deliveries and construction-related truck traffic would contribute additional trips during the construction period. Truck and heavy equipment traffic were estimated using a passenger car equivalent (PCE) factor of three cars per truck.

Table 5.11-7 presents the peak project construction trip generation estimates for the proposed project. As shown in Table 5.11-7, during the peak project construction period, it is conservatively estimated that approximately 658 daily trips would occur, including 314 a.m. peak-hour trips and 308 p.m. peak-hour trips. These figures were very conservative and were used as the basis for the peak project construction traffic analysis.

**TABLE 5.11-7
PEAK PROJECT CONSTRUCTION TRIP GENERATION**

	Daily Trips	A.M. Peak-Hour Trips		P.M. Peak-Hour Trips	
		In	Out	In	Out
Peak Construction Workers ¹	568	284	0	0	284
Equipment Deliveries ²	42	9	9	0	12
Construction Trucks ^{3,4}	48	12	0	0	12
Total Trips	658	305	9	0	308

¹ Worker traffic during the 3-month peak project construction period in Year 2013, including management staff. Based on Section 3.0 Facility Description. Assumed worst-case driver-alone conditions during the 7:00-9:00 a.m. and 4:00-6:00 p.m. adjacent street peak hour.

² Equipment movement during 3-month peak project construction period in Year 2013.

³ Construction truck movement during 3-month peak project construction period in Year 2013.

⁴ Three passenger cars equivalent (PCE) per truck

Project Operations Trip Generation. Upon completion of the proposed project construction, it is anticipated that approximately 12 workers will staff the PPEC operations. These workers will not all commute during the 7:00-9:00 a.m. and 4:00-6:00 p.m. adjacent street peak-hour traffic, but they were included for purposes of evaluating the worst-case scenario during plant operations. During normal plant operating hours, occasional visitor trips, maintenance visits, and as-needed material and equipment deliveries are anticipated on a nonrecurring basis and will more likely be occurring outside of the 7:00-9:00 a.m. and 4:00-6:00 p.m. peak analysis hours.

Table 5.11-8 presents the project operations trip generation estimates for the proposed project.

**TABLE 5.11-8
PROJECT OPERATIONS TRIP GENERATION**

	Daily Trips	A.M. Peak-Hour Trips		P.M. Peak-Hour Trips	
		In	Out	In	Out
Operational Workforce ¹	24	12	0	0	12
Total Trips	24	12	0	0	12

¹ All operational workers (12 employees) were conservatively assumed to commute during the 7:00-9:00 a.m. and 4:00-6:00 p.m. adjacent street peak-hour traffic.

5.11.2.7 Year 2013 Conditions Impact Analysis

This section describes Year 2013 traffic conditions for both “with” and “without” the proposed peak project construction. The following scenarios were analyzed under Year 2013 conditions:

- Year 2013 No Project Conditions
- Year 2013 Peak Project Construction Conditions

Year 2013 No Project Conditions. The Year 2013 Baseline (No Project) conditions builds upon existing traffic volume and include a forecasted ambient traffic growth of 4 percent per year based on the latest SANDAG Series 11 Transportation Model plot from 2010 to 2020. The application of a 4 percent annual growth factor over current traffic to establish Year 2013 baseline conditions is a conservative assumption to account for applicable cumulative projects that may potentially be developed and completed by 2013. Figure 5.11-6 shows Year 2013 Baseline (No Project) peak-hour traffic volumes at the project study area intersections.

Year 2013 No Project Roadway Segment Analysis. Table 5.11-9 summarizes the results of the Year 2013 No Project roadway segment analysis.

**TABLE 5.11-9
ROADWAY SEGMENT LOS – YEAR 2013 NO PROJECT CONDITIONS**

Roadway	Segment	Cross-Section Classification	Time Period	Traffic Volume	Level of Service (LOS)
SR 125	North of SR 905	Expressway	Daily	33,600	A
SR 905 (Otay Mesa Road)	La Media Road and Piper Ranch Road	6-Lane Prime	Daily	39,925	C
Otay Mesa Road	SR 905 and Sanyo Avenue	4-Lane Major	Daily	15,550	B
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive	2-Lane Collector	Daily	10,105	D
Otay Mesa Road	Enrico Fermi Drive and Alta Road	2-Lane Collector	Daily	7,390	D
Alta Road	Otay Mesa Road and Paseo De La Puente	2-Lane Collector	Daily	6,340	C

Notes:
SR = State Route

As shown in Table 5.11-9, all of the project study roadway segments are forecast to operate at acceptable LOS D or better under Year 2013 No Project conditions.

Year 2013 No Project Intersection Analysis. Table 5.11-10 displays the intersection LOS and average vehicle delay results under Year 2013 Peak No Project conditions. The intersection LOS calculation worksheets are provided in Appendix N.

**TABLE 5.11-10
PEAK-HOUR INTERSECTION LOS – YEAR 2013 NO PROJECT CONDITIONS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Average Delay (sec)	LOS	Average Delay (sec)
La Media Road / SR 905	C	21.6	C	30.1
SR 125 SB Off Ramp / SR 905	B	18.7	A	7.1
SR 125 NB On Ramp / SR 905	A	2.1	A	9.5
SR 905 / Otay Mesa Road	C	21.1	C	27.7
Sanyo Avenue / Otay Mesa Road	A	3.3	B	16.5
Enrico Fermi Drive / Otay Mesa Road	B	10.3	B	12.9
Alta Road / Otay Mesa Road	A	0.0	A	0.0
Alta Road / Paseo De La Puente	A	1.7	A	1.2
Alta Road / North Access Road	C	17.3	C	16.1

NB = northbound
SB = southbound

LOS = level of service
Sec = seconds per vehicle

As shown in Table 5.11-10, all study intersections are forecast to operate at acceptable LOS C or better under Year 2013 No Project conditions.

Year 2013 Peak Project Construction Conditions. This scenario includes Year 2013 No Project traffic volumes plus PPEC peak project construction activity trip generation. Figure 5.11-7 shows Year 2013 Peak Project Construction peak-hour traffic volumes at the project study intersections.

Year 2013 Peak Project Construction Roadway Segment Analysis. Table 5.11-11 displays the LOS analysis results for the project study area roadway segments under Year 2013 with Peak Project Construction conditions.

**TABLE 5.11-11
ROADWAY SEGMENT LOS –
YEAR 2013 PEAK PROJECT CONSTRUCTION CONDITIONS**

Roadway	Segment	Cross-Section Classification	Daily Added Cars	Daily Added Trucks	Percent Added Cars	Percent Added Trucks	Traffic Volume	Level of Service (LOS)
SR 125	North of SR 905	Expressway	114	18	0.3%	0.1%	33,735	A
SR 905	La Media Road and Piper Ranch Road	4-Lane Prime	452	74	1.1%	0.2%	40,455	C
Otay Mesa Road	SR 905 and Sanyo Avenue	4-Lane Major	452	74	2.9%	0.5%	16,080	B
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive	2-Lane Collector	452	74	4.5%	0.7%	10,635	D

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Roadway	Segment	Cross-Section Classification	Daily Added Cars	Daily Added Trucks	Percent Added Cars	Percent Added Trucks	Traffic Volume	Level of Service (LOS)
Otay Mesa Road	Enrico Fermi Drive and Alta Road	2-Lane Collector	452	74	6.1%	1.0%	7,920	D
Alta Road	Otay Mesa Road and Paseo De La Puente	2-Lane Collector	452	74	7.1%	1.2%	6,870	C

As shown in Table 5.11-11, all of the project study roadway segments are forecast to operate at acceptable LOS D or better under Year 2013 Peak Project Construction conditions.

Year 2013 Peak Project Construction Intersection Analysis. Table 5.11-12 displays the intersection LOS and average vehicle delay results under Year 2013 with Peak Project Construction conditions. The intersection LOS calculation worksheets are provided in Appendix N.

**TABLE 5.11-12
PEAK-HOUR INTERSECTION LOS –
YEAR 2013 PEAK PROJECT CONSTRUCTION CONDITIONS**

	A.M. Peak Hour				P.M. Peak Hour			
	Project Added Trips	Percent Added Trips	LOS	Average Delay (sec)	Project Added Trips	Percent Added Trips	LOS	Average Delay (sec)
La Media Road / SR 905	248	7%	C	21.4	247	6%	C	30.9
SR 125 SB Off Ramp / SR 905	309	14%	B	19.4	247	11%	A	6.8
SR 125 NB On Ramp / SR 905	310	15%	A	2.0	309	12%	B	12.1
SR 905 / Otay Mesa Road	310	15%	C	22.0	309	13%	D	38.4
Sanyo Avenue / Otay Mesa Road	310	24%	A	3.2	309	26%	C	22.5
Enrico Fermi Drive / Otay Mesa Road	310	36%	B	15.1	309	39%	B	14.5
Alta Road / Otay Mesa Road	310	45%	A	0.0	309	57%	A	0.0
Alta Road / Paseo De La Puente	310	44%	A	6.2	309	58%	C	25.3
Alta Road / North Access Road	0	0%	C	17.3	0	0%	C	16.1

NB = northbound
 SB = southbound
 LOS = level of service
 Sec = seconds per vehicle

As shown in Table 5.11-12, all project study intersections are forecast to operate at acceptable LOS D or better under Year 2013 with Peak Project Construction conditions.

The results of the Year 2013 with Peak Project Construction analysis accounts for the conservative traffic analysis assumption focusing on the highest incremental increase in construction related trip-making during the peak month of the 16-month proposed project construction schedule.

As discussed earlier in this section, the Year 2013 Peak Construction activities represent the worst-case traffic analysis scenario during the lifetime of PPEC.

Year 2013 Conditions Traffic Impact Summary. Based on the County of San Diego and City of San Diego traffic impact threshold criteria, PPEC construction-related trips will not contribute to the degradation of intersection LOS or exceeding significant impact thresholds (i.e. increase in

delay) at any of the study locations. Therefore, none of the project study roadway segments and intersections would be significantly impacted in Year 2013 during peak project construction. The projected incremental net increase of trips attributed to project construction would not create significant traffic impacts to the surrounding roadway circulation system.

5.11.2.8 Year 2014 Conditions Impact Analysis

This section describes Year 2014 traffic conditions for both “with” and “without” the proposed project operations. The following scenarios were analyzed under Year 2014 conditions:

- Year 2014 No Project Conditions
- Year 2014 Peak Project Operations Conditions

Year 2014 No Project Conditions. The Year 2014 Baseline (No Project) conditions builds upon the Year 2013 No Project conditions, with a minor increase in ambient traffic growth as determined by the SANDAG Series 11 Traffic Model forecast to account for background traffic and applicable cumulative projects. Figure 5.11-8 shows Year 2014 No Project peak-hour traffic volume at the project study intersections.

Year 2014 No Project Roadway Segment Analysis. Table 5.11-13 summarizes the results of the Year 2014 No Project roadway segment analysis.

**TABLE 5.11-13
ROADWAY SEGMENT LOS – YEAR 2014 NO PROJECT CONDITIONS**

Roadway	Segment	Cross-Section Classification	Time Period	Traffic Volume	Level of Service (LOS)
SR 125	North of SR 905	Expressway	Daily	34,800	A
SR 905	La Media Road and Piper Ranch Road	6-Lane Prime	Daily	41,355	C
Otay Mesa Road	SR 905 and Sanyo Avenue	4-Lane Major	Daily	16,105	B
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive	2-Lane Collector	Daily	10,465	D
Otay Mesa Road	Enrico Fermi Drive and Alta Road	2-Lane Collector	Daily	7,655	D
Alta Road	Otay Mesa Road and Paseo De La Puente	2-Lane Collector	Daily	6,570	C

Notes:
SR = State Route

As shown in Table 5.11-13, all of the project study roadway segments are forecast to operate at acceptable LOS D or better under Year 2014 No Project conditions.

Year 2014 No Project Intersection Analysis. Table 5.11-14 displays the intersection LOS and average vehicle delay results under Year 2014 Peak No Project conditions. The intersection LOS calculation worksheets are provided in Appendix N.

**TABLE 5.11-14
PEAK-HOUR INTERSECTION LOS – YEAR 2014 NO PROJECT CONDITIONS**

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Average Delay (sec)	LOS	Average Delay (sec)
La Media Road / SR 905	C	22.0	C	31.5
SR 125 SB Off Ramp / SR 905	B	18.8	A	7.1
SR 125 NB On Ramp / SR 905	A	2.1	B	10.2
SR 905 / Otay Mesa Road	C	21.5	C	29.3
Sanyo Avenue / Otay Mesa Road	A	3.3	B	16.8
Enrico Fermi Drive / Otay Mesa Road	B	10.6	B	13.1
Alta Road / Otay Mesa Road	A	0.0	A	0.0
Alta Road / Paseo De La Puente	A	1.7	A	1.3
Alta Road / North Access Road	C	18.0	C	16.6

NB = northbound LOS = level of service
SB = southbound Sec = seconds per vehicle

As shown in Table 5.11-14, all study intersections are forecast to operate at acceptable LOS C or better under Year 2014 No Project conditions.

Year 2014 Peak Project Operations Conditions. This scenario includes Year 2014 No Project traffic volumes plus PPEC project operations trip generation. Figure 5.11-9 shows Year 2014 Project Operations peak-hour traffic volumes at the project study intersections.

Year 2014 Project Operations Roadway Segment Analysis. Table 5.11-15 displays the LOS analysis results for the project study area roadway segments under Year 2014 with Project Operations conditions.

**TABLE 5.11-15
ROADWAY SEGMENT LOS –
YEAR 2014 PEAK PROJECT OPERATIONS CONDITIONS**

Roadway	Segment	Cross-Section Classification	Daily Added Cars	Daily Added Trucks	Percent Added Cars	Percent Added Trucks	Traffic Volume	Level of Service (LOS)
SR 125	North of SR 905	Expressway	4	0	0.0%	0.0%	34,805	A
SR 905	La Media Road and Piper Ranch Road	4-Lane Prime	20	0	0.0%	0.0%	41,375	C
Otay Mesa Road	SR 905 and Sanyo Avenue	4-Lane Major	24	0	0.1%	0.0%	16,130	B
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive	2-Lane Collector	24	0	0.2%	0.0%	10,490	D
Otay Mesa Road	Enrico Fermi Drive and Alta Road	2-Lane Collector	24	0	0.3%	0.0%	7,680	D
Alta Road	Otay Mesa Road and Paseo De La Puente	2-Lane Collector	24	0	0.4%	0.0%	6,595	C

As shown in Table 5.11-15, all of the project study roadway segments are forecast to operate at acceptable LOS D or better under Year 2014 Project Operations conditions.

Year 2014 Peak Project Construction Intersection Analysis. Table 5.11-16 displays the intersection LOS and average vehicle delay results under Year 2014 with Peak Project Construction conditions. The intersection LOS calculation worksheets are provided in Appendix N.

**TABLE 5.11-16
PEAK-HOUR INTERSECTION LOS –
YEAR 2014 PEAK PROJECT OPERATIONS CONDITIONS**

	A.M. Peak Hour				P.M. Peak Hour			
	Project Added Trips	Percent Added Trips	LOS	Average Delay (sec)	Project Added Trips	Percent Added Trips	LOS	Average Delay (sec)
La Media Road / SR 905	10	1%<	C	22.0	10	1%<	C	31.5
SR 125 SB Off Ramp / SR 905	12	1%	B	18.8	10	1%<	A	7.1
SR 125 NB On Ramp / SR 905	12	1%	A	2.1	12	1%<	B	10.3
SR 905 / Otay Mesa Road	12	1%	C	21.5	12	1%<	C	29.6
Sanyo Avenue / Otay Mesa Road	12	1%	A	3.3	12	1%	B	16.9
Enrico Fermi Drive / Otay Mesa Road	12	1%	B	10.7	12	1%	B	13.0
Alta Road / Otay Mesa Road	12	2%	A	0.0	12	2%	A	0.0
Alta Road / Paseo De La Puente	12	2%	A	1.7	12	2%	A	3.6
Alta Road / North Access Road	0	0%	C	18.0	0	0%	C	16.6

NB = northbound
SB = southbound
LOS = level of service
Sec = seconds per vehicle

As shown in Table 5.11-16, all project study intersections are forecast to operate at acceptable LOS C or better under Year 2014 Project Operations conditions.

Year 2014 Conditions Traffic Impact Summary. As discussed previously, the Year 2013 Peak Construction activities represented the worst-case traffic analysis scenario for the proposed project. Upon completion of project construction and commissioning of the facility, PPEC will generate operations-related trips that are substantially less than peak construction activities. Post-construction background traffic within the project study area is anticipated to be slightly higher than preconstruction levels, with a minor incremental increase in traffic attributed to ambient growth and added trips from PPEC operation.

Based on the County of San Diego and City of San Diego traffic impact threshold criteria, PPEC operations-related trips from the 12 full-time workers on shift schedule will not contribute to the degradation of intersection LOS at any of the study locations. Therefore, none of the project study roadway segments and intersections would be significantly impacted with the start of PPEC operation by Year 2014. The projected incremental net increase of trips attributed to project operations would not create significant traffic impacts to the surrounding roadway circulation system.

5.11.3 Cumulative Impacts

Cumulative Traffic Impacts had been addressed and evaluated under both Year 2013 Peak Construction and Year 2014 Project Operations Conditions. The City of San Diego and County of San Diego each maintain a list of cumulative projects within their jurisdiction. In consultation

with City of San Diego and County of San Diego staff, a comprehensive data collection effort for applicable cumulative project traffic information was conducted. The cumulative projects are provided in Section 5.18, Cumulative Impacts and listed in Table 5.18-1, Potential Projects Considered.

The traffic analysis considered an alternative approach to establish cumulative baseline (No Project) conditions, the latest traffic growth projections from the San Diego Association of Government's (SANDAG) Series 11 Regional Traffic Model was used. The SANDAG traffic model forecast incorporates approved and planned growth within the San Diego Subregion and the East Otay Mesa Specific Planning Area. This approach was used in lieu of project specific cumulative project trip generation from the City of San Diego and County of San Diego projects listed in Table 5.18-1. This approach is appropriate and is customarily used by Caltrans and local jurisdictions in addressing regional and subregional traffic growth and for planning for long term transportation facilities in area. This approach also ensures that potential cumulative impacts from projects listed in Table 5.18-1 have been considered.

Based on the County of San Diego and City of San Diego traffic impact threshold criteria, PPEC's peak project construction and operations related trips will not create significant cumulative traffic impacts to the surrounding roadway circulation system.

As described in Section 5.11.2.7 Year 2013 Conditions Impact Analysis, the PPEC's peak project construction activities will not directly or cumulatively impact the surrounding roadway circulation system within the project study area

Similarly, and as described in Section 5.11.2.8 Year 2014 Conditions Impact Analysis, the PPEC's project operations activities will not directly or cumulatively impact the surrounding roadway circulation system within the project study area.

5.11.4 Mitigation Measures and Conditions of Certification

The result of the peak project construction and operations traffic analysis showed no study roadways or intersections would be significantly impacted according to the County of San Diego and City of San Diego traffic impact threshold criteria.

The following conditions of certification (COC) are proposed by PPEC in compliance with CEC's Standard COC requirements.

TRANS-1 The project owner shall submit a proposed traffic control and implementation plan to San Diego County, the California Highway Patrol, and Caltrans for review and comment. After 30 days from submittal, the project owner may proceed with preparation of a final traffic control and implementation plan that addressed comments received from the above agencies. The project owner shall submit the proposed final traffic control and implementation plan to the CPM for review and approval. The project owner shall provide to the CPM a copy of the transmittal letter submitted to the County, the California Highway Patrol, and Caltrans requesting their review of the traffic control and implementation plan. The project owner shall provide any comment letters to the CPM for review and approval.

Verification: At least 60 days prior to start of site mobilization, the project owner shall provide to the County of San Diego, Caltrans, and the California Highway Patrol for review and comment and to the CPM for review and approval, a copy of the construction traffic control plan. The plan must document consultation with these agencies. The CPM shall review and approve the final traffic control plan within thirty (30) days of submission.

5.11.5 Laws, Ordinances, Regulations, and Standards

Based on the analysis provided in this section, the project would comply with the applicable traffic and transportation LORS discussed below. Table 5.11-16 summarizes the applicable LORS, and Table 5.11-17 lists the agency contacts.

5.11.5.1 Federal Authorities and Administering Agencies

Title 49, Code of Federal Regulations, Parts 171-177. Governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

Administering Agencies. The administering agencies for the above regulation are the CHP and the U.S. Department of Transportation (DOT), and Pipeline and Hazardous Materials Safety Administration (PHMSA).

PPEC would conform to this law by requiring that shippers of hazardous materials use the required markings on their transportation vehicles.

Title 14, Code of Federal Regulations, Section 77.13(2)(i). Requires an applicant to notify the Federal Aviation Administration (FAA) of construction of structures with a height greater than 200 feet from grade or greater than an imaginary surface extending outward and upward at a slope of 10 to 1 from the nearest point of the nearest runway of an airport with at least one runway more than 3,200 feet in length.

Administering Agency. The administering agency for the above regulation is the DOT FAA.

The proposed facility heights will not exceed 200 feet. As described in Section 3.0 Facility Description, Table 3.5-1, Major Equipment Information, the facility structures range from 15 feet to 100 for the CTG stacks. Based on the above structure heights which are lower than the FAA's height notification threshold of 200 feet, notification to the FAA will not be required.

5.11.5.2 State Authorities and Administering Agencies

California Vehicle Code, Section 353. Defines hazardous materials as any substance, material, or device posing an unreasonable risk to health, safety, or property during transportation, as defined by regulations adopted pursuant to Section 2402.7.

Administering Agency. The administering agency for the above statute is the CHP.

PPEC would comply with these codes by continuing to classify all hazardous materials in accordance with their clarification.

California Vehicle Code, Sections 2500-2505. Authorizes the Commissioner of Highway Patrol to issue licenses for the transportation of hazardous materials, including explosives.

Administering Agency. The administering agency for the above statute is the CHP.

PPEC would comply with these codes by requiring that contractors and employees be properly licensed and endorsed when operating vehicles used to transport hazardous materials.

California Vehicle Code, Sections 13369, 15275, 15278. These statutes address the licensing of drivers and the classification of license required for the operation of particular types of vehicles. A commercial driver's license is required to operate commercial vehicles. An endorsement issued by the Department of Motor Vehicles (DMV) is required to drive any commercial vehicle identified in Section 15278.

Administering Agency. The administering agency for the above statutes is the DMV.

PPEC would comply with these codes by requiring that contractors and employees be properly licensed and endorsed when operating such vehicles.

California Vehicle Code, Sections 31303-31309. Requires that the transportation of hazardous materials be on the state or interstate highway that offers the shortest overall transit time possible.

Administering Agency. The administering agency for the above statutes is the CHP.

PPEC would comply with this law by requiring that shippers of hazardous materials use the shortest route possible to and from the project site.

California Vehicle Code, Sections 31600-31620. Regulates the transportation of explosive materials.

Administering Agency. The administering agency for the above statutes is the CHP.

It must be noted that PPEC would not use explosive materials specifically defined in Section 12000 of the Health and Safety Code. However, PPEC would comply with this law by requiring that shippers of other potentially explosive materials have the required licenses from the CHP.

California Vehicle Code, Sections 32000-32053. Authorizes the CHP to inspect and license motor carriers transporting hazardous materials of the type requiring placards.

Administering Agency. The administering agency for the above regulation is the CHP.

PPEC would comply with this law by requiring that motor carriers of hazardous materials be properly licensed by the CHP.

California Vehicle Code, Sections 32100-32109. Requires that shippers of inhalation hazards in bulk packaging comply with rigorous equipment standards, inspection requirements, and route restrictions.

Administering Agency. The administering agency for the above regulation is the CHP.

If applicable, PPEC would comply with this law by requiring shippers of these types of material to comply with all route restrictions, equipment standards, and inspection requirements.

California Vehicle Code, Sections 34000-34100. Establishes special requirements for vehicles having a cargo tank and for hazardous waste transport vehicles and containers, as defined in Section 25167.4 of the Health and Safety Code. The commissioner shall provide for the establishment, operation, and enforcement of random on- and off-highway inspections of cargo tanks and hazardous waste transport vehicles and containers and ensure that they are designed, constructed, and maintained in accordance with the regulations adopted by the commissioner pursuant to this code and Chapter 6.5 (commencing with Section 25100) of Division 20 of the Health and Safety Code.

Administering Agency. The administering agency for the above regulation is the CHP.

PPEC would comply with this law by requiring that shippers of hazardous materials maintain their hazardous material transport vehicles in a manner that will enable the vehicles to pass CHP inspections.

California Vehicle Code, Section 3500. Regulates the safe operation of vehicles, including those vehicles that are used for the transportation of hazardous materials.

Administering Agency. The administering agency for the above regulation is the CHP.

PPEC would comply with this law by requiring shippers of hazardous materials to have the necessary permits, inspections, and licenses issued by the CHP for the safe operation of the hazardous materials transport vehicles.

California Vehicle Code, Section 35550. Imposes weight guidelines and restrictions upon vehicles traveling on freeways and highways. The section holds that “a single axle load shall not exceed 20,000 pounds. The load on any one wheel or wheels supporting one end of an axle is limited to 10,500 pounds. The front steering axle load is limited to 12,500 pounds.” Furthermore, California Vehicle Code, Section 35551, defines the maximum overall gross weight as 80,000 pounds and adds that “the gross weight of each set of tandem axles shall not exceed 34,000 pounds.”

Administering Agency. The administering agency for the above statute is Caltrans.

PPEC would comply with this code by requiring compliance with weight restrictions and by requiring heavy haulers to obtain permits, if required, prior to delivery of any heavy haul load.

California Vehicle Code, Section 35780. Requires a Single-Trip Transportation Permit to transport oversized or excessive loads over state highways. The permit can be acquired through Caltrans.

Administering Agency. The administering agency for the above statute is Caltrans.

PPEC would comply with this code by requiring that heavy haulers obtain a Single-Trip Transportation Permit for oversized loads for each vehicle prior to delivery of any oversized load.

California Streets and Highways Code, Section 117. Unless otherwise specifically provided in the instrument conveying title, the acquisition by the department of any right-of-way (ROW) over any real property for state highway purposes includes the right of the department to issue, under Chapter 3 (commencing with Section 660), permits for the location in the ROW of any structures or fixtures necessary to telegraph, telephone, or electric power lines or of any ditches, pipes, drains, sewers, or underground structures.

Administering Agency. The administering agency for the above statute is Caltrans.

If applicable, PPEC would comply with this code by acquiring the necessary permits and approval from Caltrans with regard to using public ROWs.

The California Streets and Highways Code, Sections 660, 670, 672, 1450, 1460, 1470, 1480 et seq. Defines highways and encroachment and requires encroachment permits for projects involving excavation in state highways and city streets. This law is generally enforced at the local level.

Administering Agencies. The administering agencies for the above regulation are Caltrans and City of San Diego and County of San Diego Public Works Department.

PPEC would apply for encroachment permits for any excavation in state and local roadways prior to construction.

California Health and Safety Code, Section 25160 et seq. Addresses the safe transport of hazardous wastes, requires a manifest for hazardous waste shipments, and requires a person who transports hazardous waste in a vehicle to have a valid registration issued by the Department of Toxic Substances Control (DTSC) in his or her possession while transporting the hazardous waste.

Administering Agency. The administering agency for the above regulation is DTSC.

PPEC would comply with this law by requiring that shippers of hazardous wastes are properly licensed by DTSC and hazardous waste transport vehicles are in compliance with DTSC requirements.

California Department of Transportation CA MUTCD Part 6 (Traffic Manual), Section 5-1.1. Requires a temporary traffic control plan be provided for “continuity of function (movement of traffic, pedestrians, bicyclists, transit operations), and access to property/utilities” during any time the normal function of a roadway is suspended.

Administering Agencies. The administering agencies for the above regulation are Caltrans and City of San Diego Public Works Department and County of San Diego Public Works Department. The Applicant (Pio Pico Energy Center, LLC) would file a Traffic Control Plan prior to the start of construction.

PPEC would comply with this requirement by providing an equivalent traffic control plan to the California Energy Commission

5.11.5.3 Local Authorities and Administering Agencies

The following County of San Diego Goals, Policies and Objectives address traffic and circulation that could be affected by the construction and operation of PPEC:

County of San Diego, General Plan, Mobility Element, Goal M-2 (Policies M-2.1). Level of Service Criteria. Require development projects to provide associated road improvements necessary to achieve a level of service of “D” or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.

Administering Agencies. The primary administering agency for the above policy is the County of San Diego Public Works Department and will require coordination with Caltrans and City of San Diego Public Works Department at some multi-jurisdictional facility locations.

PPEC is in compliance with LOS D or better requirement under existing, project construction and operations scenarios.

County of San Diego, General Plan, Mobility Element, Goal M-6 (Policies M-6.1). Designated Truck Routes. Minimize heavy truck traffic (generally more than 33,000 pounds and mostly used for long-haul purposes) near schools and within Villages and Residential Neighborhoods by designating official truck routes, establishing incompatible weight limits on roads unintended for frequent truck traffic, and carefully locating truck-intensive land uses.

Administering Agencies. The primary administering agency for the above policy is the County of San Diego Public Works Department.

PPEC will require all truck traffic to and from the project site to travel in designated truck routes and acquire the necessary state and local permits for extra-legal loads.

County of San Diego, General Plan, Mobility Element, Goal M-9 (Policies M-9.2). **Transportation Demand Management.** Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

Administering Agencies. The primary administering agency for the above policy is the County of San Diego Public Works Department.

PPEC shall actively encourage ridesharing, use of van pools and other alternative form of transportation as part of the project's Transportation Demand Management (TDM) program. Small incentives such as transportation subsidies, prizes and recognition (special parking spots) are usually provided to encourage participation in the TDM program.

The following City of San Diego Goals, Policies and Objectives address traffic and circulation within the jurisdiction of the City that could be potentially affected by the construction and operation of PPEC.

City of San Diego, Municipal Code, Chapter 8: Traffic and Vehicles, Article 5: Special Regulations. Overload Moving Permit. Requires permit to transport Heavy and oversize loads

Administering Agencies. The primary administering agency for the above policy is the City of San Diego Public Works Department.

PPEC and its contractors would apply for moving permits to transport Heavy and oversize loads on City of San Diego roadways. This requirement similarly applies to equivalent permits on state highways and County of San Diego roadways.

City of San Diego, Municipal Code, Chapter 8: Traffic and Vehicles, Article 6: Stopping, Standing and Parking. Requires the display of warning devices when Commercial vehicles become disabled.

Administering Agencies. The primary administering agency for the above policy is the City of San Diego Public Works Department.

PPEC and its contractors will be required to deploy early warning devices (EWD) to warn following or opposing traffic in the event of mechanical breakdown within City of San Diego roadways. This requirement similarly applies to state highways and County of San Diego roadways.

**TABLE 5.11-17
SUMMARY OF LORS**

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
Federal	Title 49, Code of Federal Regulations, Section 171-177	Governs the transportation of hazardous materials, including the marking of transportation vehicles.	Section 5.11.5.1, Federal Authorities and Administering Agencies	California Highway Patrol	2
	Title 14, Code of Federal Regulations, Section 77.13(2)(i)	Requires Applicant to notify the FAA of any construction greater than height limits defined by the FAA.	Section 5.11.5.1, Federal Authorities and Administering Agencies	Federal Aviation Administration	1
State					

SECTION 5.0**ENVIRONMENTAL INFORMATION**

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
	California Vehicle Code, Section 353	Defines the hazardous materials.	Section 5.11.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Sections 13369, 15275, 15278	Addresses licensing of drivers and classification of license required for the operation of particular vehicle types. In addition, these sections require the possession of certificates of permitting the operation of vehicles transporting hazardous materials.	Section 5.11.5.2, State Authorities and Administering Agencies	California Department of Motor Vehicles	4
	California Vehicle Code, Section 31303-31309	Requires transporters of hazardous materials to use the shortest route possible.	Section 5.11.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 32000-32053	Regulates licensing of carriers of hazardous materials and noticing requirements.	Section 5.11.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 32100-32109	Transporters of inhalation hazardous materials or explosive materials must obtain a hazardous materials transportation license.	Section 5.11.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 34000-34100	Establishes special requirements for the transport of flammable and combustible liquids over public roads and highways.	Section 5.11.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 34500	Regulates the safe operation of vehicles, including those that are used for the transportation of hazardous materials.	Section 5.11.6.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 35550	Imposes weight guidelines and restrictions upon vehicles traveling on freeways and highways.	Section 5.11.5.2, State Authorities and Administering Agencies	California Department of Transportation	3
	California Vehicle Code, Section 35780	Requires approval for a permit to transport oversized or excessive load over state highways.	Section 5.11.5.2, State Authorities and Administering Agencies	California Department of Transportation	3
	California Streets and Highways Code, Sections 117	Permits for the location in the ROW of any structures or fixtures necessary to telegraph, telephone, electric power lines, or of any ditches, pipes, drains, sewers, or underground structures.	Section 5.11.5.2, State Authorities and Administering Agencies	California Department of Transportation	3

SECTION 5.0

ENVIRONMENTAL INFORMATION

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
	California Streets and Highways Code, Sections 660, 670, 672, 1450,1460,1470, 1480 et seq.	Defines highways and encroachment. Regulates ROW encroachment and the granting of permits with conditions for encroachment in state and local roads.	Section 5.11.5.2, State Authorities and Administering Agencies	California Department of Transportation	3, 7,8,9
	California Health and Safety Code, Section 25160 et seq.	Addresses the safe transport of the hazardous materials.	Section 5.11.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Department of Transportation Traffic Manual, Section 5-1.1	Requires traffic control plans to ensure continuity of traffic during roadway construction.	Section 5.11.5.2, State Authorities and Administering Agencies	California Department of Transportation County of San Diego and City of San Diego	3,7,8,9
Local	City of San Diego Municipal Code, Chapter 8: Traffic and Vehicles, Article 5: Special Regulations §85.21 Overload Moving — Permit Required	Requires permit to transport Heavy and oversize loads	Section 5.11.5.3, Local Authorities and Administering Agencies	City of San Diego	9
	City of San Diego Municipal Code, Chapter 8: Traffic and Vehicles, Article 6: Stopping, Standing and Parking §86.22 Display of Warning Devices When Commercial Vehicle Disabled	Requires the display of warning devices when Commercial vehicles become disabled	Section 5.11.5.3, Local Authorities and Administering Agencies	City of San Diego	9

SECTION 5.0

ENVIRONMENTAL INFORMATION

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
County of San Diego, General Plan, Mobility Element, Goal M-2 (Policies M-2.1)		Level of Service Criteria. Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.	Section 5.11.5.3, Local Authorities and Administering Agencies	County of San Diego	7,8
County of San Diego, General Plan, Mobility Element, Goal M-6 (Policies M-6.1)		Designated Truck Routes. Minimize heavy truck traffic (generally more than 33,000 pounds and mostly used for long-haul purposes) near schools and within Villages and Residential Neighborhoods by designating official truck routes, establishing incompatible weight limits on roads intended for frequent truck traffic, and carefully locating truck-intensive land uses.	Section 5.11.5.3, Local Authorities and Administering Agencies	County of San Diego	7,8
County of San Diego, General Plan, Mobility Element, Goal M-9 (Policies M-9.2)		Transportation Demand Management. Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or proposed road facilities.	Section 5.11.5.3, Local Authorities and Administering Agencies	County of San Diego	7,8

5.11.6 Involved Agencies and Agency Contacts

As required in CEC's Siting Regulations Appendix B (i) (1) (B), Table.11-18 identifies each agency and contact person with jurisdiction to issue applicable permits, leases, and approvals or to enforce identified laws, regulations, standards, and adopted local, regional, state and federal land use plans, and agencies which would have permit approval or enforcement authority, but for the exclusive authority of the commission to certify sites and related facilities.

**TABLE 5.11-18
AGENCY CONTACT LIST FOR LORS**

Federal					
1	Karen McDonald System Obstruction Specialist (310) 725.6557 Federal Aviation Administration Western Pacific Region AWP5202 15000 Aviation Boulevard Lawndale, CA 90261-1002				
State					
2	Mary Bailey Border Division PIO (858) 650.3600 California Highway Patrol 9330 Farnham Street San Diego 92173	3	Moe Bhuyian Regional Manager (909) 553.8402 Caltrans South Region Permits Office MS# 618 464 West 4 th Street San Bernardino, CA 92401	4	Mark Ferguson DMV Staff (916) 657.6550 Department of Motor Vehicles, Commercial Licensing Policy Section 2570 24 th Street Sacramento, CA 95818
Regional					
5	Mike Callandra Senior Research Analyst San Diego Association of Governments (SANDAG) 401 B Street, Suite 800, San Diego, CA 92101 (619) 699-6929 - Voice (619) 699-1905 - Fax		6	Limeng Yu Associate Research Analyst San Diego Association of Governments (SANDAG) 401 B Street, Suite 800, San Diego, CA 92101 (619) 699-1964 - Voice (619) 699-1905 - Fax	
Local					
7	Francisco "Nick" Ortiz Project Manager County of San Diego, Department of Public Works Transportation Planning Section Phone: 858-694-2410 Fax: 858-694-3373 MS 0336	8	Everett Hauser Transportation Specialist County of San Diego, Department of Public Works Transportation Planning Section Phone: 858-694-2412 Fax: 858-694-3373 MS 0336	9	Victoria Huffman, P.E. Associate Traffic Engineer City of San Diego Development Services Department 619-446-5396

5.11.7 Permits Required and Permit Schedule

The permits that would be required for this project but for CEC jurisdiction are listed in Table 5.11-19, Applicable Permits.

The City of San Diego normally requires a transportation permit for any vehicle, load, trailer, or combinations thereof, which exceed the height, width, length, size or weight of vehicle or load limitations provided in Division 15 of the Vehicle Code of the State of California. The County of San Diego would normally require an encroachment permit for any construction work or activities for any tower, pole, poleline, 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 the highway.

The County of San Diego would normally require a moving permit for any extra-legal load which is overweight and/or oversized on any County road. (A legal load is a maximum of 8' wide, 13'6" high and 40' long). Moving permit applications would normally be submitted at least 48 hours prior to moving any structure or equipment.

California Department of Transportation (Caltrans) normally requires an encroachment permit for any work or activities within state highway right-of-way.

California Department of Transportation (Caltrans) normally requires a transportation permit for the movement of extralegal vehicles and/or loads over California state highways.

**TABLE 5.11-19
APPLICABLE PERMITS**

Responsible Agency	Permit/Approval	Schedule
City of San Diego, Department of Public Works	Transportation Permit	Superseded by CEC
County of San Diego, Department of Public Works	Encroachment Permit	Superseded by CEC
County of San Diego, Department of Public Works	Moving Permit	Superseded by CEC
California Department of Transportation	Encroachment Permit	As Needed
California Department of Transportation	Transportation Permit	As Needed

5.11.8 References

2009b. Truck Volumes, Caltrans Traffic Count Database

2010. Streets and Highways Code

2010. Title 49 Environment, Subtitle B – Other Regulations Relating to Transportation

California Code. 2010. Vehicle Code

California Department of Transportation. 2009a. Highway Traffic Counts, Caltrans Traffic Count Database

City of San Diego, 2008, General Plan Mobility Element

Code of Federal Regulations. 2010. Title 14 Aeronautics and Space, Federal Aviation Administration

County of San Diego, 2010, General Plan Mobility Element

County of San Diego. 2010. Department of Public Works, Public Road Standards

County of San Diego. 2010. Guidelines for Determining Significance and Report Format and Content Requirements, Transportation and Traffic, Second Revision June 30, 2009; First Modification February 19, 2010

County of San Diego. 2010. East Otay Mesa Business Park Specific Plan, East Otay Mesa Specific Plan Amendment

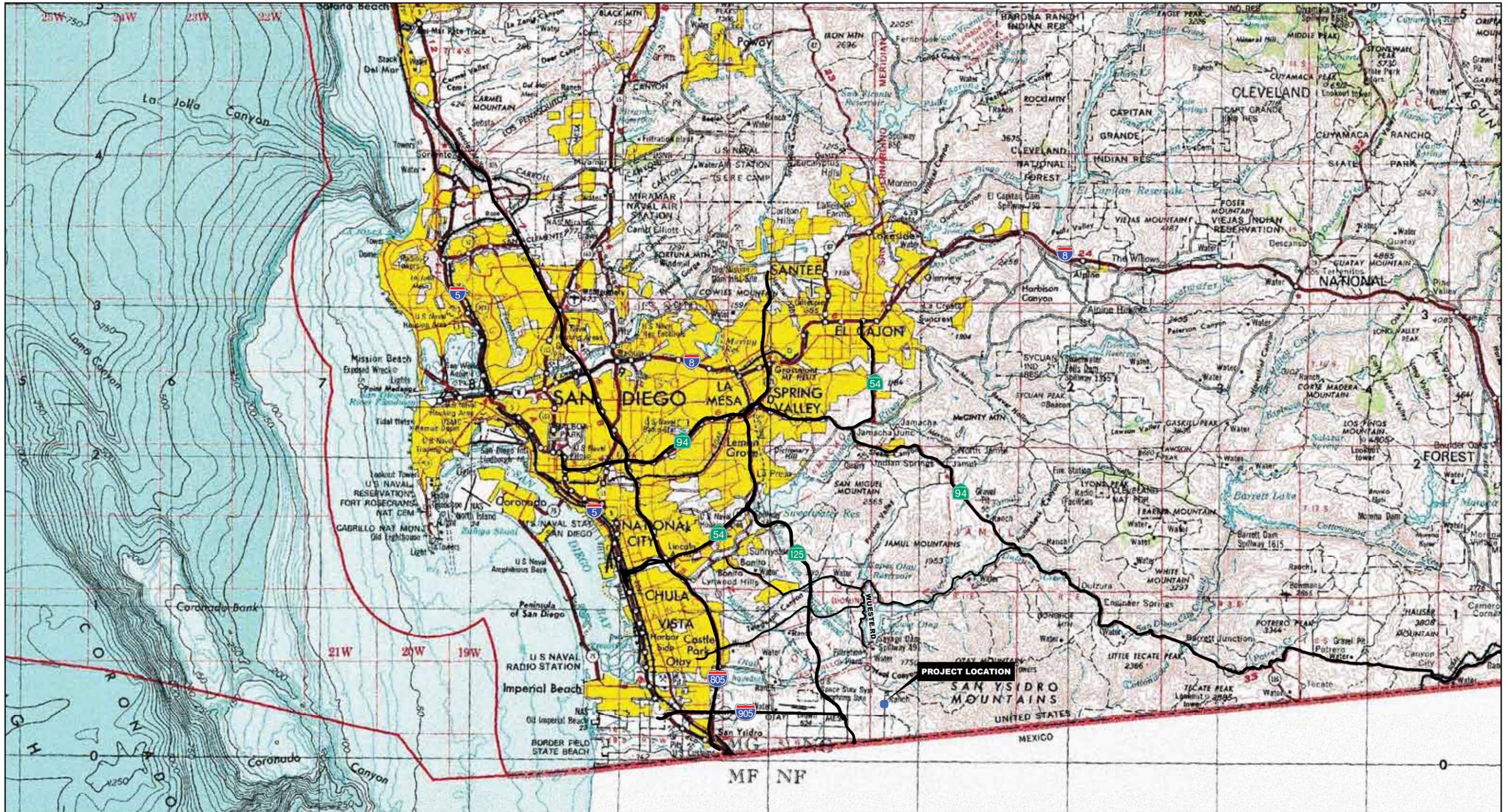
County of San Diego. 2010. General Plan Update, Traffic and Circulation Assessment

National Data and Surveying Services. 2010. 24-hour ADT and Peak Hour Intersection Traffic Counts

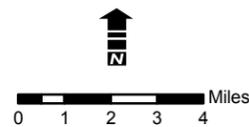
San Diego Association of Governments Series 11 Transportation Model

Transportation Research Board. 2000. Highway Capacity Manual

URS Corporation, 2010. PPEC Study Area Traffic Field Review Sheets



Legend
 Project Location



Applicable plans for the regional transportation setting include:
 2030 San Diego Regional Transportation Plan
 County of San Diego, General Plan, Mobility Element
 City of San Diego General Plan, Mobility Element
 East Otay Mesa Business Specific Plan, Circulation Element

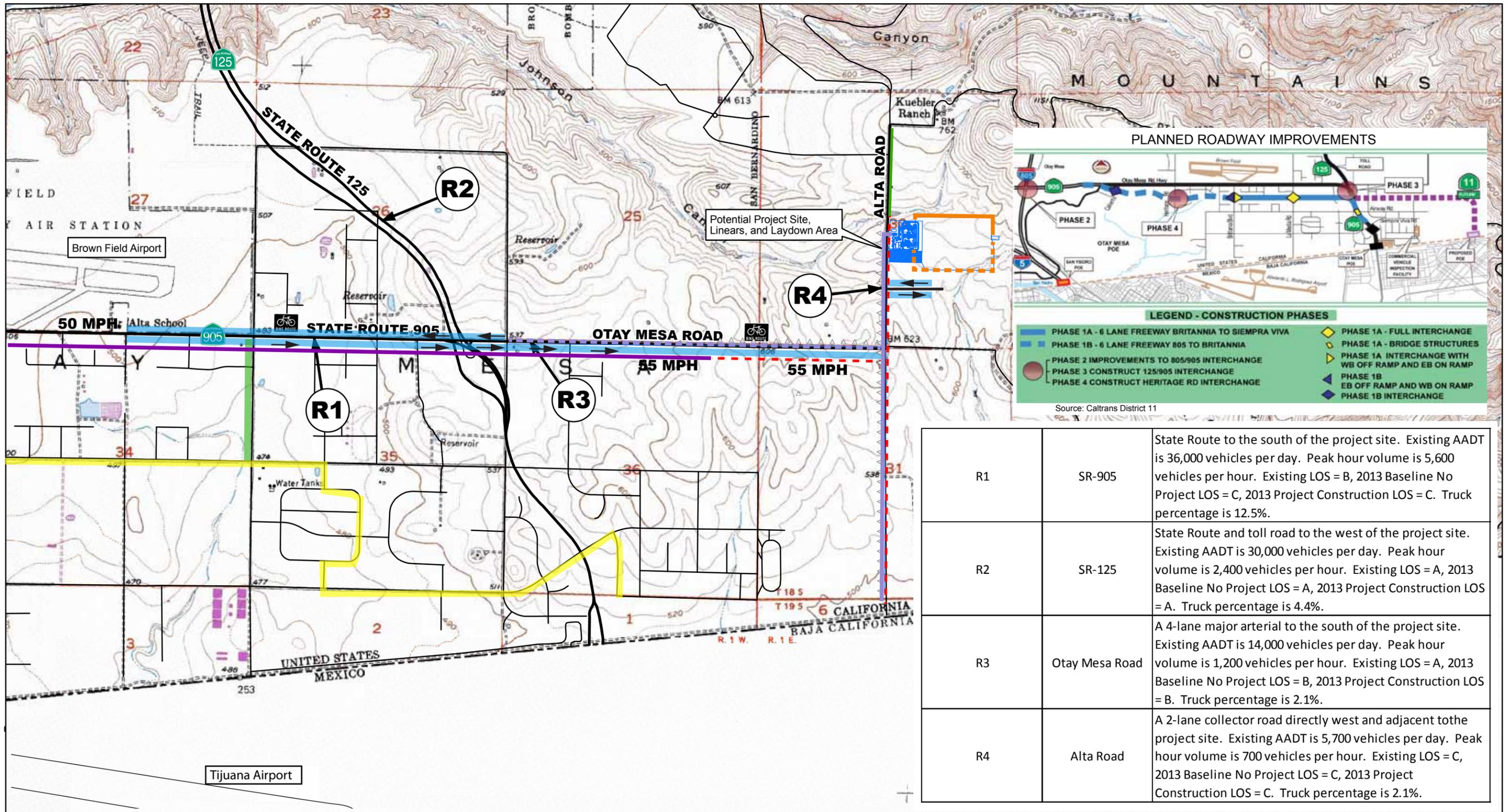
**FIGURE 5.11-1
 REGIONAL TRANSPORTATION
 SETTING**

**PIO PICO
 ENERGY CENTER**

PROJECT NO.: 29874827
 DATE: DECEMBER 2010



Source: CalAtlas (USGS 1x2 Degree Series), 1999.

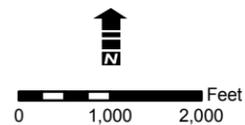


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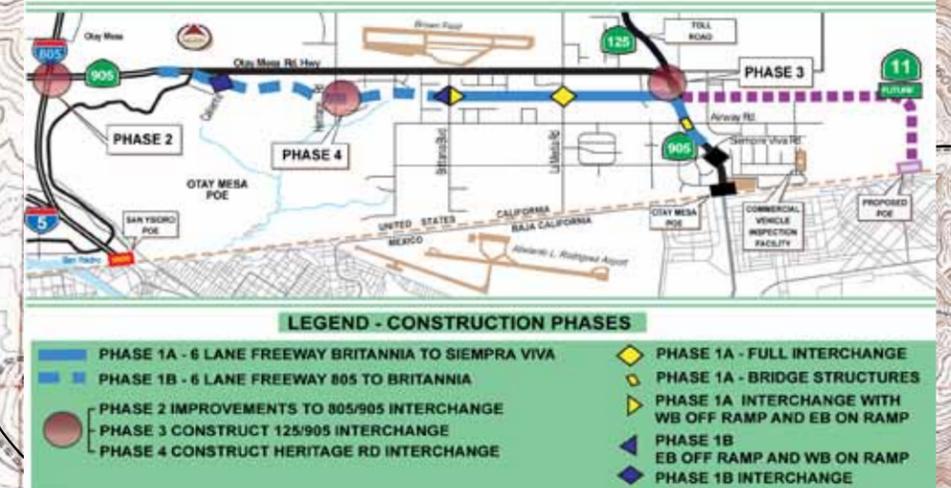
- Potential Project Site, Linears, and Laydown Area
- Existing Bike Lane
- Bike Detour (During Road Construction)
- MTS Bus Route 905
- Route A 230 kV Transmission Line
- Route B 230 kV Transmission Line
- Route A Natural Gas Line
- Route B Natural Gas Line

EAST OTAY MESA SPECIFIC PLAN

- State Route Right-of-Ways
- Prime Arterial Road (C.E.)
- Major Road (C.E.)
- 4-Lane Collector Road (C.E.)
- 4-Lane Road (S.P.)
- 2-Lane Road (S.P.)
- Other Roads
- East Otay Mesa Boundary
- Port of Entry
- Secure Truck Route
- International Boundary
- Bike Route
- Trail



PLANNED ROADWAY IMPROVEMENTS



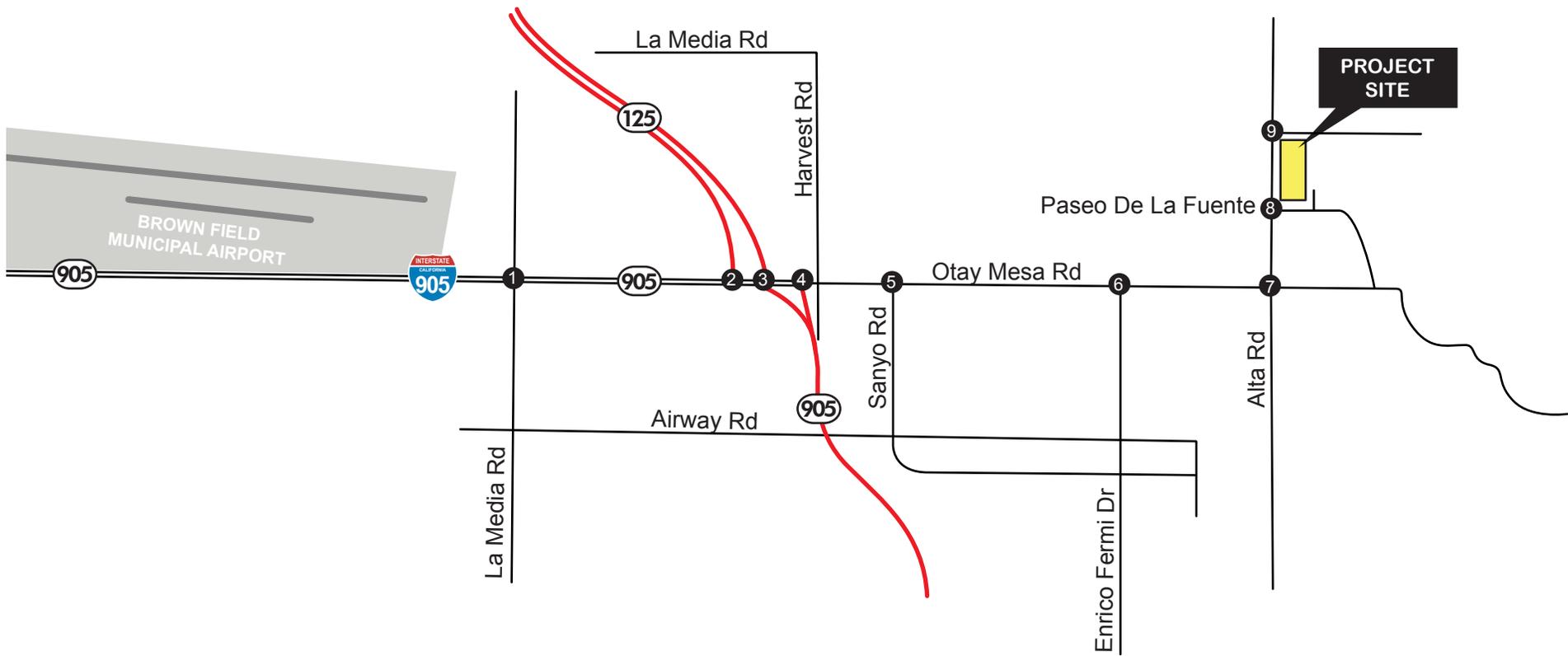
Source: Caltrans District 11

FIGURE 5.11-2
TRANSPORTATION SETTING OF THE LOCAL
PROJECT AREA AND AFFECTED ROADWAYS

PIO PICO
ENERGY CENTER

PROJECT NO.: 29874827
DATE: DECEMBER 2010

URS



NOT TO SCALE

LEGEND

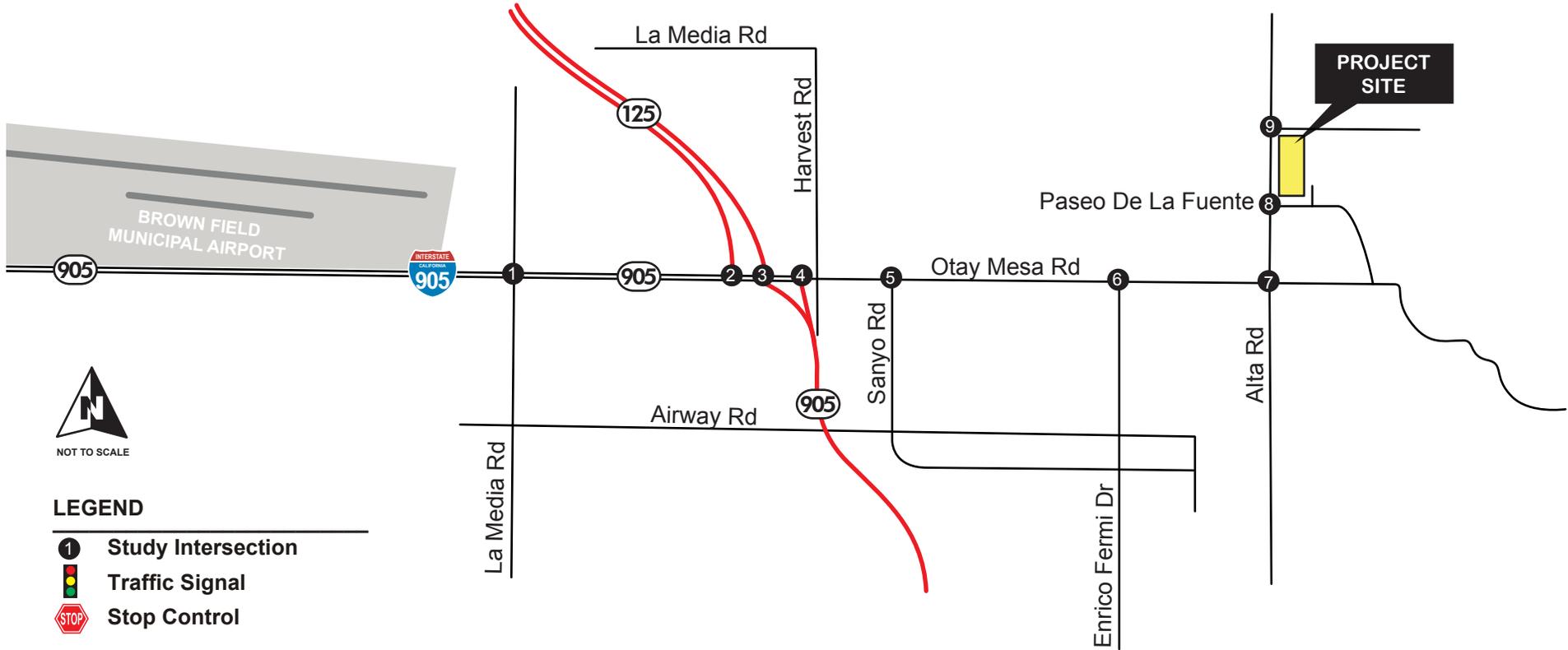
① Study Intersection

PROJECT STUDY AREA

PIO PICO ENERGY CENTER
OTAY MESA

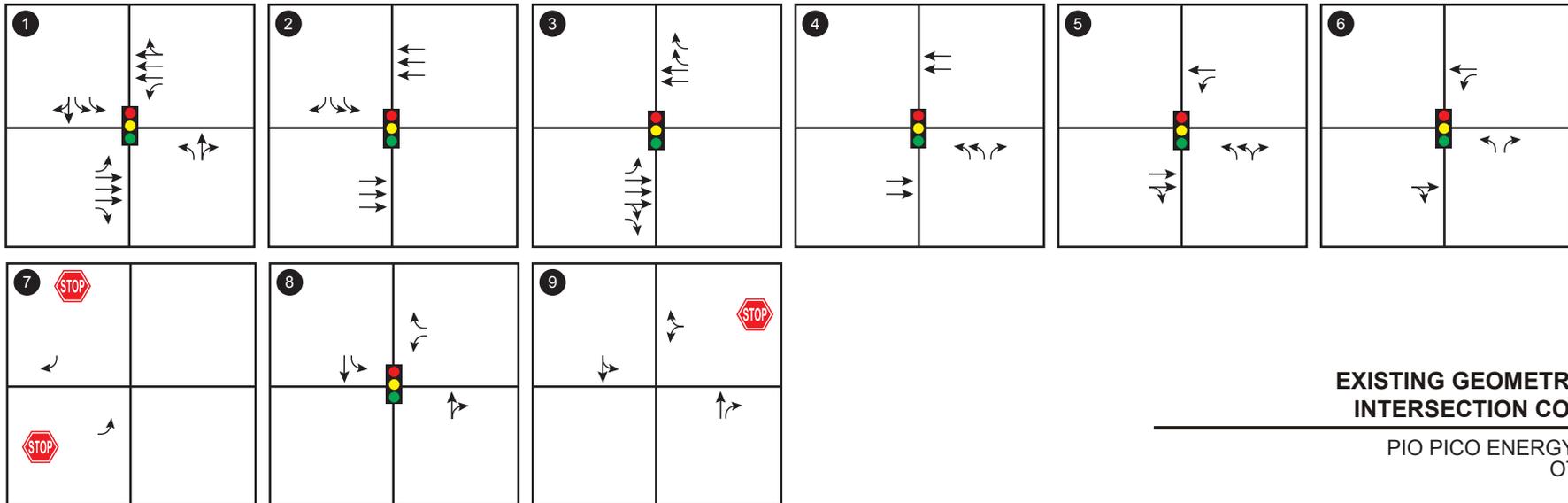


FIGURE 5.11-3



LEGEND

- ① Study Intersection
- Traffic Signal
- Stop Control



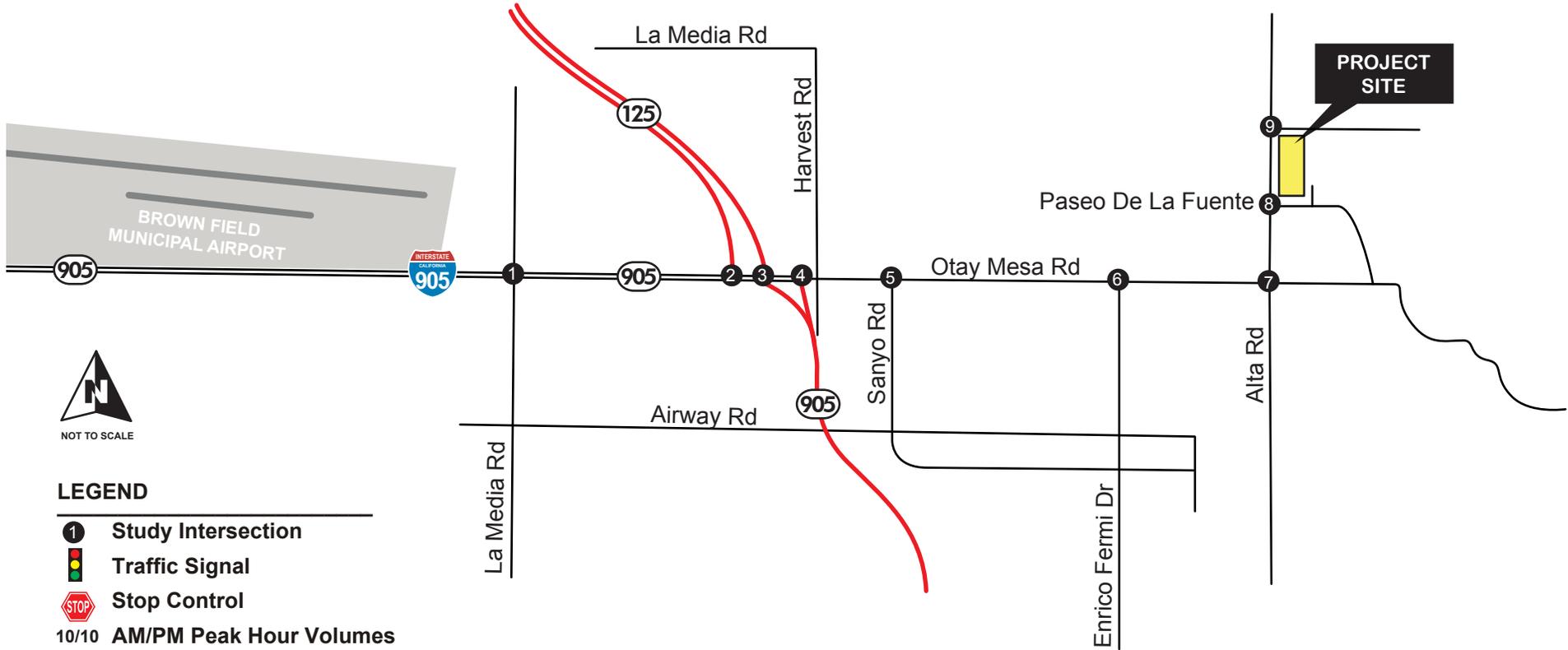
EXISTING GEOMETRICS AND INTERSECTION CONTROLS

PIO PICO ENERGY CENTER
OTAY MESA



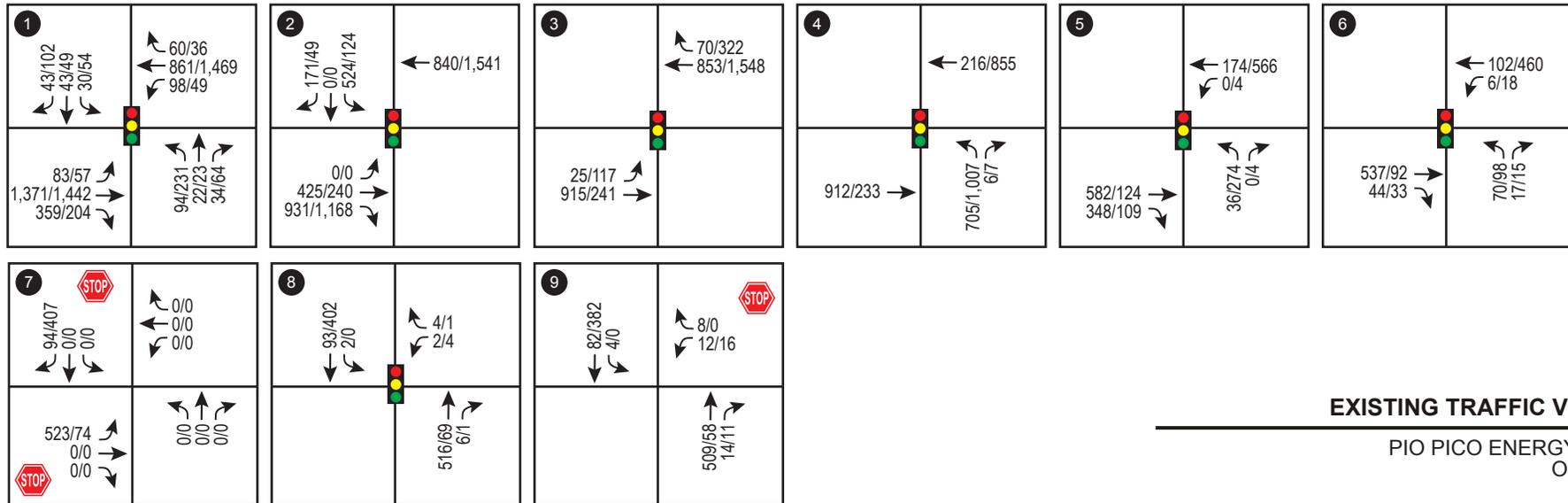
FIGURE 5.11-4

K:\2010\ Pio Pico Otay Mesa\Fig 5.11-4- Existing_Geo.ai



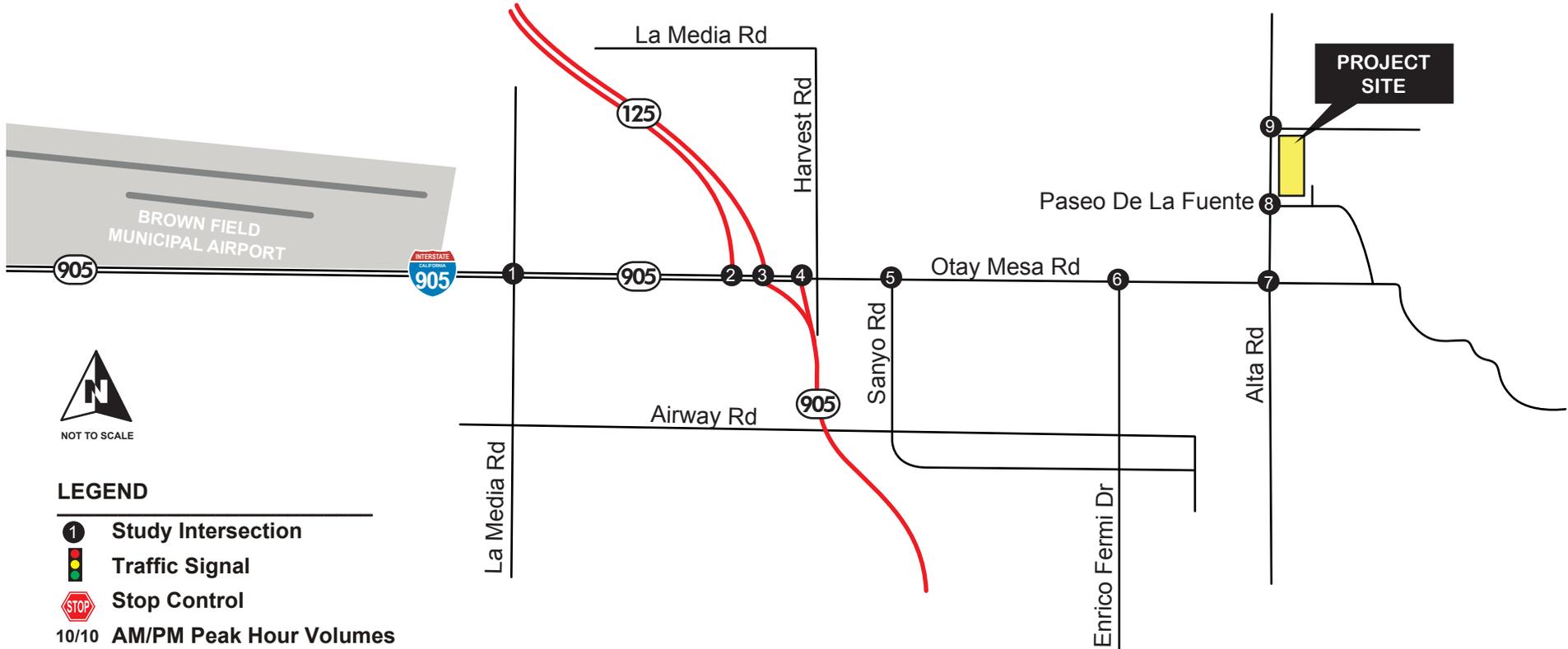
LEGEND

- ① Study Intersection
- Traffic Signal
- Stop Control
- 10/10 AM/PM Peak Hour Volumes



EXISTING TRAFFIC VOLUMES

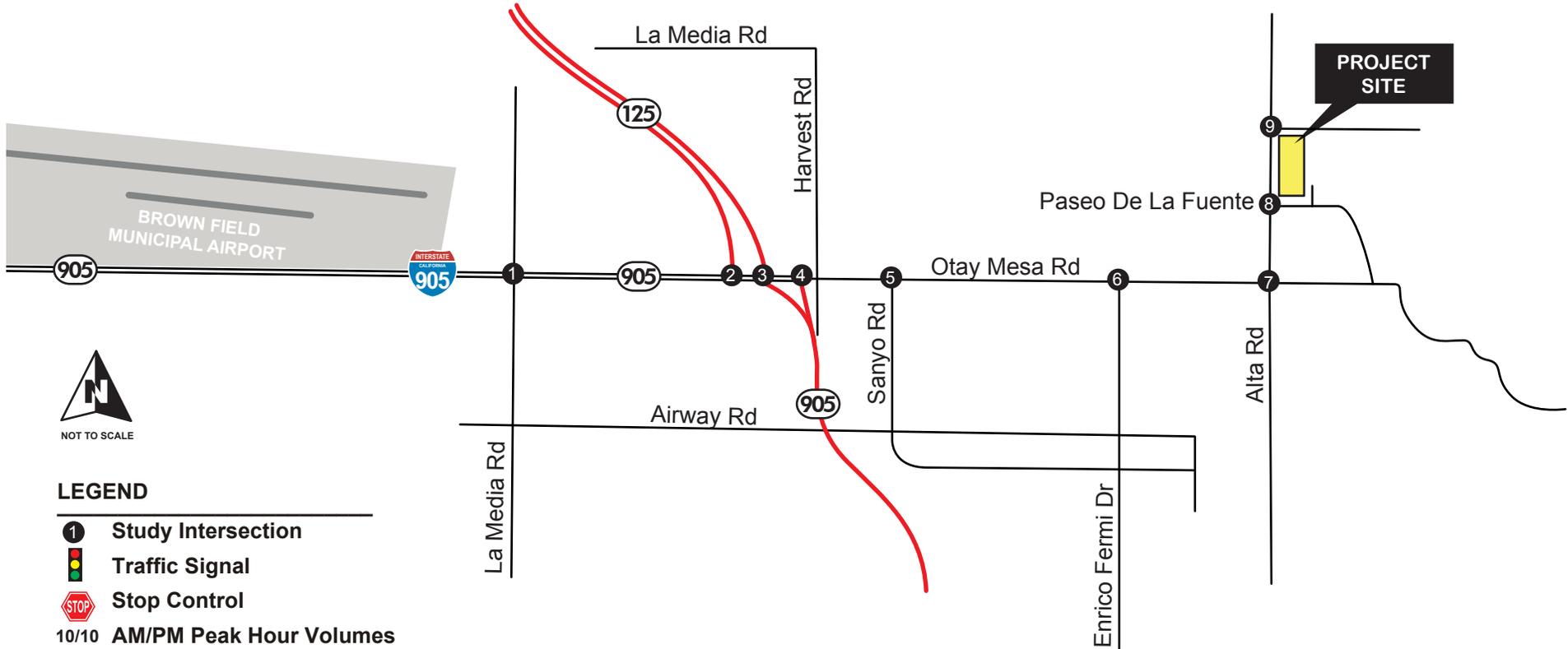
PIO PICO ENERGY CENTER
OTAY MESA



<p>1</p> <p>48/114 48/55 34/60</p> <p>67/40 964/1,645 110/55</p> <p>93/64 1,536/1,615 402/228</p> <p>105/259 25/26 38/72</p>	<p>2</p> <p>192/55 587/139</p> <p>941/1,726</p> <p>476/269</p>	<p>3</p> <p>78/361 955/1,734</p> <p>28/131 1,025/270</p>	<p>4</p> <p>242/958</p> <p>1,021/261</p> <p>790/1,128 7/8</p>	<p>5</p> <p>195/634 0/4</p> <p>652/139 390/122</p> <p>40/307 0/4</p>	<p>6</p> <p>114/515 7/20</p> <p>601/103 49/37</p> <p>78/110 19/17</p>
<p>7</p> <p>105/456 0/0 0/0</p> <p>0/0 0/0 0/0</p> <p>586/83 0/0 0/0</p> <p>0/0 0/0 0/0</p>	<p>8</p> <p>104/450 0/0</p> <p>4/1 2/4</p> <p>578/77 0/0</p>	<p>9</p> <p>92/428 4/0</p> <p>9/0 13/18</p> <p>570/65 16/12</p>			

YEAR 2013 BASELINE TRAFFIC VOLUMES

PIO PICO ENERGY CENTER
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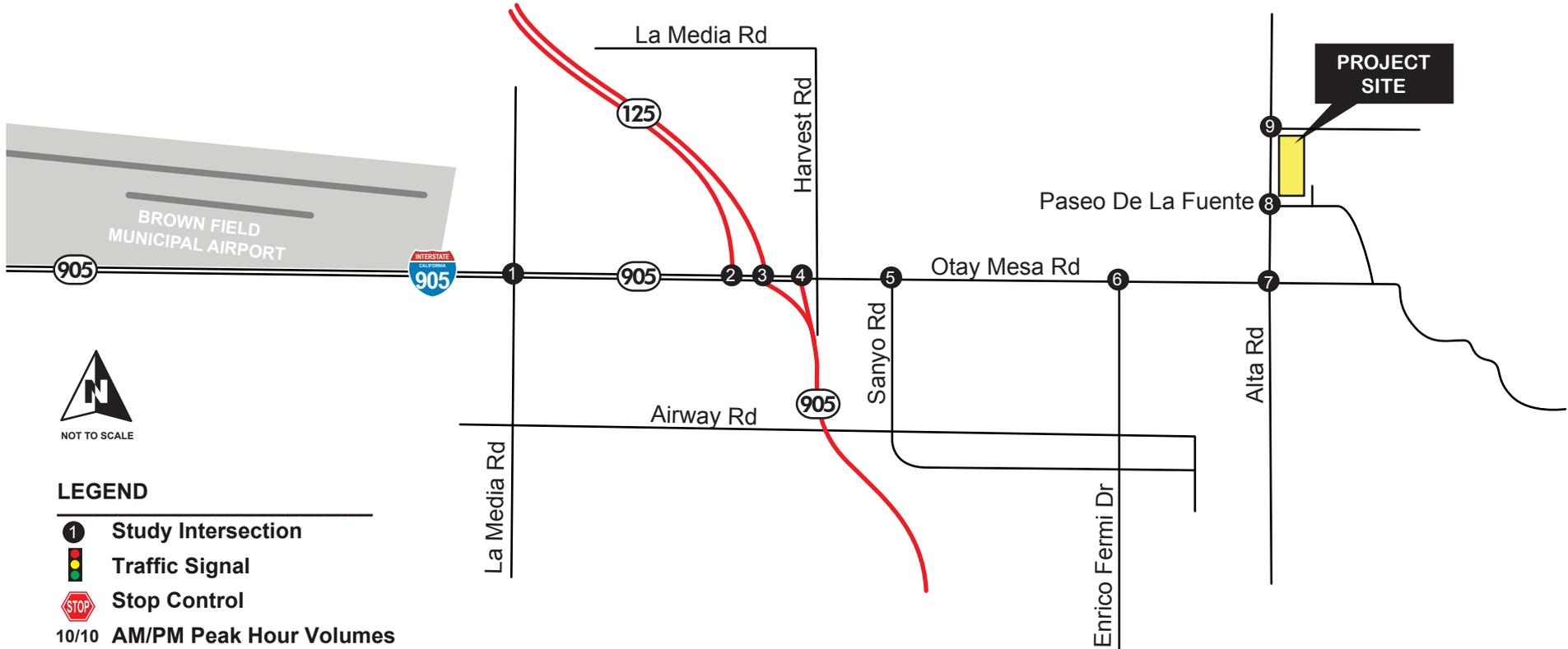
LEGEND

- ① Study Intersection
- Traffic Signal
- Stop Control
- 10/10 AM/PM Peak Hour Volumes

<p>1</p> <p>48/114 48/55 34/60</p> <p>67/40 970/1,892 110/55</p> <p>93/64 1,778/1,615 402/228</p> <p>105/259 25/26 38/72</p>	<p>2</p> <p>192/55 648/139</p> <p>947/1,973</p> <p>718/269</p>	<p>3</p> <p>79/423 961/1,981</p> <p>28/131 1,328/270</p>	<p>4</p> <p>249/1,267</p> <p>1,324/261</p> <p>790/1,128 7/8</p>	<p>5</p> <p>202/943 0/4</p> <p>955/139 390/122</p> <p>40/307 0/4</p>	<p>6</p> <p>121/824 7/20</p> <p>904/103 49/37</p> <p>78/110 19/17</p>
<p>7</p> <p>112/765 0/0 0/0</p> <p>0/0 0/0 0/0</p> <p>889/83 0/0 0/0</p> <p>0/0 0/0 0/0</p>	<p>8</p> <p>104/450 2/0</p> <p>4/1 9/313</p> <p>578/77 310/1</p>	<p>9</p> <p>92/428 4/0</p> <p>9/0 13/18</p> <p>570/65 16/12</p>			

YEAR 2013 PROJECT CONSTRUCTION PLUS CUMULATIVE PROJECTS TRAFFIC VOLUMES

PIO PICO ENERGY CENTER
OTAY MESA



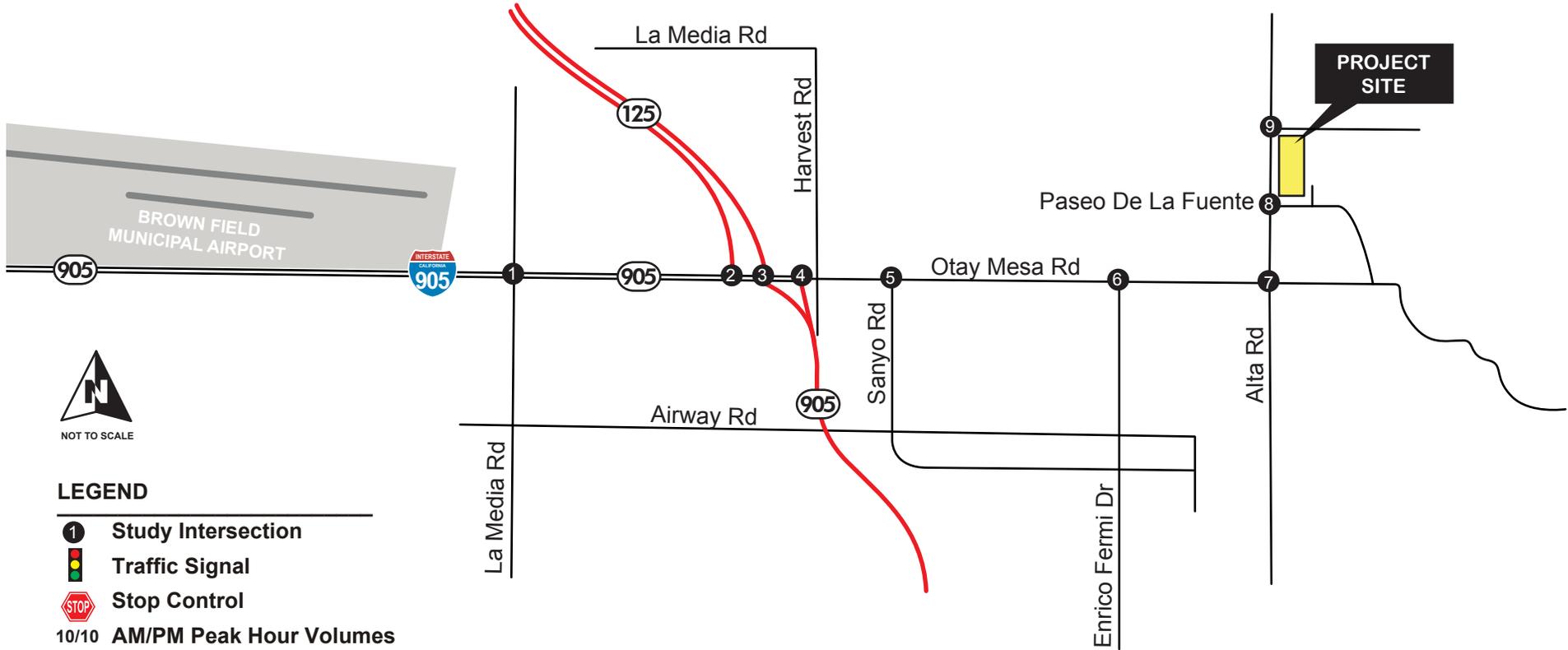
LEGEND

- 1 Study Intersection
- Traffic Signal
- Stop Control
- 10/10 AM/PM Peak Hour Volumes

<p>1</p> <p>50/118 50/57 35/63</p> <p>70/42 999/1,704 114/57</p> <p>96/66 1,590/1,673 416/237</p> <p>109/288 26/27 39/74</p>	<p>2</p> <p>198/57 608/144</p> <p>← 974/1,788</p> <p>493/278 →</p>	<p>3</p> <p>81/374 989/1,796</p> <p>29/136 1,061/280</p>	<p>4</p> <p>← 251/992</p> <p>1,058/270 →</p> <p>818/1,168 7/8</p>	<p>5</p> <p>← 202/657 0/5</p> <p>675/144 404/126</p> <p>423/18 0/5</p>	<p>6</p> <p>← 118/534 7/21</p> <p>623/107 51/38</p> <p>81/114 20/17</p>
<p>7</p> <p>109/472 0/0 0/0</p> <p>0/0 0/0 0/0</p> <p>607/86 0/0 0/0</p> <p>0/0 0/0 0/0</p>	<p>8</p> <p>108/466 2/0</p> <p>5/1 2/5</p> <p>599/80 7/1</p>	<p>9</p> <p>95/443 5/0</p> <p>9/0 14/19</p> <p>590/67 16/13</p>			

YEAR 2014 BASELINE TRAFFIC VOLUMES

PIO PICO ENERGY CENTER
OTAY MESA



LEGEND

- ① Study Intersection
- Traffic Signal
- Stop Control
- 10/10 AM/PM Peak Hour Volumes

<p>1</p> <p>50/118 50/57 35/63</p> <p>70/42 999/1,714 114/57</p> <p>96/66 1,600/1,673 416/237</p> <p>109/268 26/27 39/74</p>	<p>2</p> <p>198/57 610/144</p> <p>974/1,798</p> <p>503/278</p>	<p>3</p> <p>81/376 989/1,806</p> <p>29/136 1,073/280</p>	<p>4</p> <p>251/1,004</p> <p>1,070/270</p> <p>818/1,168 7/8</p>	<p>5</p> <p>202/669 0/5</p> <p>687/144 404/126</p> <p>423/18 0/5</p>	<p>6</p> <p>118/546 7/21</p> <p>635/107 51/38</p> <p>81/114 20/17</p>
<p>7</p> <p>109/484 0/0 0/0</p> <p>0/0 0/0 0/0</p> <p>619/86 0/0 0/0</p> <p>0/0 0/0 0/0</p>	<p>8</p> <p>108/466 2/0</p> <p>5/1 2/17</p> <p>599/80 19/1</p>	<p>9</p> <p>95/443 5/0</p> <p>9/0 14/19</p> <p>590/67 16/13</p>			

YEAR 2014 PROJECT OPERATIONS PLUS CUMULATIVE PROJECTS TRAFFIC VOLUMES

PIO PICO ENERGY CENTER
OTAY MESA

Adequacy Issue: Adequate _____ Inadequate _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____

Technical Area: Traffic and Transportation

Project: _____

Technical Staff: _____

Project Manager: _____

Docket: _____

Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (1)	...provide a discussion of the existing site conditions, the expected direct, indirect and cumulative impacts due to the construction, operation and maintenance of the project, the measures proposed to mitigate adverse environmental impacts of the project, the effectiveness of the proposed measures, and any monitoring plans proposed to verify the effectiveness of the mitigation.	Section 5.11-1, Pages 5.11-1 to 5.11-3 Section 5.11.1.1; Pages 5.11-3 to 5.11-8 Section 5.11.1.4; Pages 5.11-9 to 5.11-11 Section 5.11.2.3; Pages 5.11-14 to 5.11-15 Section 5.11.2.4; Pages 5.11-15 to 5.11-16 Section 5.11.2.7; Pages 5.11-18 to 5.11-21 Section 5.11.2.8; Pages 5.11-21 to 5.11-23 Section 5.11.3; Pages 5.11-23 to 5.11-24 Section 5.11.4; Page 5.11-24 to 5.11-25		
Appendix B (g) (5) (A)	A regional transportation setting, on topographic maps (scale of 1:250,000), identifying the project location and major transportation facilities. Include a reference to the transportation element of any applicable local or regional plan.	Section 5.11.1.1; Page 5.11-3 Figure 5.11-1		

Adequacy Issue: Adequate _____ Inadequate _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____

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Docket: _____

Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (5) (B)	If the proposed project including any linear facility is to be located within 20,000 feet of an airport runway that is at least 3,200 feet in actual length, or 5,000 feet of a heliport (or planned or proposed airport runway or an airport runway under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration), discuss the project's compliance with the applicable sections of the current Federal Aviation Regulation Part 77 – Objects Affecting Navigable Airspace, specifically any potential to obstruct or impede air navigation generated by the project at operation; such as, a thermal plume, a visible water vapor plume, glare, electrical interference, or surface structure height. The discussion should include a map at a scale of 1:24,000 that displays the airport or airstrip runway configuration, the proposed power plant site and related facilities.	Section 5.11.1.1; Pages 5.11-7 to 5.11-8 Section 5.11.5.1; Page 5.11-27 Figure 5.11-2		
Appendix B (g) (5) (C)	An identification, on topographic maps at a scale of 1:24,000, and a description of existing and planned roads, rail lines (including light rail), bike trails, airports, bus routes serving the project vicinity, pipelines, and canals in the project area affected by or serving the proposed facility. For each road identified, include the following information, where applicable:	Section 5.11.1.1; Pages 5.11-5 to 5.11-8 Figure 5.11-2		
Appendix B (g) (5) (C) (i)	Road classification and design capacity;	Section 5.11.1.1; Pages 5.11-5 to 5.11-6, Section 5.11.2.; Page 5.11-12 Table 5.11-6		

Adequacy Issue: Adequate _____ Inadequate _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____

Technical Area: Traffic and Transportation

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SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (5) (C) (ii)	Current daily average and peak traffic counts;	Section 5.11.1.4, Table 5.11-3; Page 5.11-10 Figure 5.11-2 Figure 5.11-5		
Appendix B (g) (5) (C) (iii)	Current and projected levels of service before project development, during construction, and during project operation;	Section 5.11.1.4, Table 5-11-3, Table 5.11-4, Page 5.11-10 Section 5.11.2.7, Table 5.11-9, Table 5.11-10, Table 5.11-11, Table 5.11-12; Pages 5.11-18 to 5.11-20 Section 5.11.2.8, Table 5.11-13, Table 5.11-14, Table 5.11-15, Table 5.11-16; Pages 5.11-21 to 5.11-23		
Appendix B (g) (5) (C) (iv)	Weight and load limitations;	Section 5.11.1.1; Pages 5.11-3 to 5.11-6		
Appendix B (g) (5) (C) (v)	Estimated percentage of current traffic flows for passenger vehicles and trucks; and	Section 5.11.1.4, Table 5.11-3; Page 5.11-10		
Appendix B (g) (5) (C) (vi)	An identification of any road features affecting public safety.	Section 5.11.1.2; Page 5.11-8		
Appendix B (g) (5) (D)	An assessment of the construction and operation impacts of the proposed project on the transportation facilities identified in subsection (g)(5)(C). Also include anticipated project-specific traffic, estimated changes to daily average and peak traffic counts, levels of service, and traffic/truck mix, and the impact of construction of any facilities identified in subsection (g)(5)(C).	Section 5.11.2.6; Pages 5.11-17 to 5.11-18 Section 5.11.2.7; Pages 5.11-18 to 5.11-21; Section 5.11.2.8; Pages 5.11-21 to 5.11-23		

Adequacy Issue: Adequate _____ Inadequate _____

DATA ADEQUACY WORKSHEET

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Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (5) (E)	A discussion of project-related hazardous materials to be transported to or from the project during construction and operation of the project, including the types, estimated quantities, estimated number of trips, anticipated routes, means of transportation, and any transportation hazards associated with such transport.	Section 5.11.2.3; Pages 5.11-14 to 15 Section 5.11.2.4; Pages 5.11-15 to 16		
Appendix B (i) (1) (A)	Tables which identify laws, regulations, ordinances, standards, adopted local, regional, state, and federal land use plans, leases, and permits applicable to the proposed project, and a discussion of the applicability of, and conformance with each. The table or matrix shall explicitly reference pages in the application wherein conformance, with each law or standard during both construction and operation of the facility is discussed; and	Section 5.11.5; Pages 5.11-25 to 5.11-30 Table 5.11-17; Pages 5.11-30 to 5.11-33		
Appendix B (i) (1) (B)	Tables which identify each agency with jurisdiction to issue applicable permits, leases, and approvals or to enforce identified laws, regulations, standards, and adopted local, regional, state and federal land use plans, and agencies which would have permit approval or enforcement authority, but for the exclusive authority of the commission to certify sites and related facilities.	Table 5.11-18; Pages 5.11-34 Table 5.11-19; Page 5.11-35		
Appendix B (i) (2)	The name, title, phone number, address (required), and email address (if known), of an official who was contacted within each agency, and also provide the name of the official who will serve as a contact person for Commission staff.	Table 5.11-18; Pages 5.11-34		
Appendix B (i) (3)	A schedule indicating when permits outside the authority of the commission will be obtained and the steps the applicant has taken or plans to take to obtain such permits.	Section 5.11.7; Pages 5.11-34 to 5.11-35 Table 5.11-19; Page 5.11-35		