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FIGURES

Figure 4.4-1 General Transportation Features

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4.4 TRAFFIC AND TRANSPORTATION

This section presents an evaluation of the existing traffic and transportation systems in the proposed Project region and the potential effects of the Project on these systems. The Project is located within the East Elliott Community Plan Area of the City of San Diego, approximately 1 mile northwest of the City of Santee. The City of San Diego's Tierrasanta neighborhood is located south of SR 52 in the vicinity of the Project. Access to the Project would be via Sycamore Landfill Road. Construction and other traffic would predominantly access the site by taking SR 52 to the Mast Boulevard exit, and then traveling northeast on Mast Boulevard to access Sycamore Landfill Road (Figure 4.4-1). SR 52 at the Mast Boulevard exit is approximately 5.6 miles east of the interchange with I-15, approximately 9 miles east of I-805, and approximately 12 miles east of I-5. The nearby interstate highways provide convenient access to the Project site for equipment and materials delivered from distant locations. This section of the AFC discusses potential impacts of the Project on the existing transportation system. Traffic due to construction and operation of the facility are included. A description of the existing transportation system and level of service (LOS) are presented, along with an analysis of potential impacts.

The Sycamore Landfill Draft Environmental Impact Report (Sycamore Landfill 2008) is used as the basis for this discussion.

4.4.1 Existing Conditions

The following is a description of existing traffic and transportation facilities in the Project region including roads, highways, freeways, rail lines, bike trails, airports, bus routes, pipelines, and canals. Regional traffic and transportation facilities are discussed in Section 4.4.1.1. Local traffic and transportation facilities are described in Section 4.4.1.2. Planned transportation facilities in the Project area by San Diego County, the City of San Diego, or Caltrans are discussed in Section 4.4.1.4.

4.4.1.1 Regional Setting

Figure 4.4-1 shows the regional traffic and transportation facilities in the area of the Project site. The Project site is located west of the City of Santee and north of SR 52 in the City of San Diego, California (San Diego County) in the East Elliot Community Plan Area, north of SR 52 and the neighborhood of Tierrasanta. However, the entrance to the access road to the Project site is immediately adjacent to the corporate limit of the City of Santee. According to the San Diego County General Plan, the Project area is located in an area of park, open space, and recreation land use, and the landfill is surrounded by an industrial employment area. Figure 4.4-2 illustrates the existing details of the road system in the Project vicinity.

Roads and Highways

Characteristics of major highways and roads in the Project vicinity, and other relevant roads and highways in the area, are presented in the local traffic and transportation facilities discussion in Section 4.4.1.2. The plant site will be accessed from Sycamore Landfill Road off Mast Boulevard and SR 52. SR 52 is a newly constructed four- to six-lane expressway recently opened in March 2011 and is also referred to as the San Clemente Canyon Freeway. The full expansion of SR 52 to six lanes with auxiliary lanes is planned for operation by 2013. SR 52 is

presently six lanes west of the Mast Boulevard exit, but narrows to four lanes about a quarter mile west of the exit. Mast Boulevard is the primary exit from SR 52 and is a four-lane street with additional left turn lanes at large intersections located in the City of Santee. Mast Boulevard is classified as a Major Road. Sycamore Landfill Road is a private road that serves the landfill facility and maintenance is the responsibility of the landfill. The portion that will be used to access the Project components is a paved two-lane road with no striping and no paved shoulders. An average of 2,500 to 5,300 waste vehicle trips per day, and 540 to 1,740 other trips per day (employees, vendors, etc.) were estimated to use Sycamore Landfill Road over the life of the facility (Sycamore Landfill Master Plan Draft EIR 2008).

Table 4.4-1 provides a summary of the major features of area streets and highways that would be used to access the Project. The entrance to Sycamore Landfill is located at the intersection of Mast Boulevard and Sycamore Landfill Road, and includes a parking area, offices, and weigh stations.

Table 4.4-1 Major Features of Highways and Streets in the Vicinity of the Project Site

Highway or Street	Lanes	Direction of Travel (to the Project Site)	Signal
SR 52	4 to 6 (build-out is for an additional 2 HOV lanes)	East/southeast	None (it is a freeway)
SR 52 exit ramp to Mast Boulevard	1 with 2 at the signal	East/southeast	Yes
Mast Boulevard under SR 52	4	East/northeast	Yes (at the ramp exit)
Mast Boulevard to Sycamore Landfill Road	5 (1 is a left turn lane)	East/northeast	Yes (at the intersection)
Sycamore Landfill Road	2	West and north	none
West Hills Parkway to Sycamore Landfill Road	5 (1 through and left turn, 1 only left turn), also bikes lanes in both directions	North/northwest	Yes (at the intersection)

Air Service

FAA Regulations, Title 14 of the CFR, Part 77, establishes standards for determining obstructions in navigable airspace in the vicinity of airports that are available for public use and are listed in the airport directory of the current airman’s information manual. These regulations set forth requirements for notification of proposed obstructions that extend above the earth’s surface. FAA notification is required for any potential obstruction structure erected over 200 feet in height above ground level. Notification is required if the obstruction is greater than specified heights and falls within any restricted airspace in the approach to airports. For airports with runways longer than 3,200 feet, the restricted space extends 20,000 feet (3.3 nautical miles) from the runway with no obstruction greater than a 100:1 ratio of the distance from the runway. For airports with runways measuring 3,200 feet or less, the restricted space extends 10,000 feet (1.7 nautical miles) with a 50:1 ratio of the distance from the runway. For heliports, the restricted space extends 5,000 feet (0.8 nautical miles) with a 25:1 ratio.

Public and private airports located within approximately 30 miles of the site include: Gillespie Field, located less than 4 miles to the east/southeast; McClellan-Palomar Airport, located approximately 26 miles to the north/northwest; Ramona Airport, located approximately 23 miles

to the north/northeast; Oceanside Municipal Airport, located approximately 30 miles to the north/northwest; MCAS Miramar; Camp Pendleton, located approximately 5.6 miles to the west; Montgomery Field Airport, located approximately 6.3 miles to the west/southwest; San Diego International Airport, located approximately 13 miles to the southwest; North Island Naval Air Station/Halsey Field Airport, located approximately 15 miles to the southwest, Imperial Beach Naval Outlying Field (NOLF), located approximately 20 miles to the south/southwest; and Brown Field Municipal Airport, located approximately 19 miles south. The nearest public airport to the 230kV gen tie is Gillespie Field, which is approximately 3.7 miles (or 15,740 feet) to the southeast. While the height of project structures is below the FAA height threshold, the Applicant will complete the necessary forms to gain agency concurrence.

Public Transit

There are two Metropolitan Transit Service (MTS) routes located in the vicinity of the Project (MTS website 2011). MTS was created in 1975 by the passage of California Senate Bill 101 and owns assets of San Diego Trolley, Inc. and San Diego Transit Corporation. MTS provides bus and rail services directly or by contract with public or private operators, and determines the routing, stops, frequency of service, and hours of operation for its existing services. Ridership of the MTS is approximately 82 million annual passengers, or 263,000 each week day.

The El Cajon Transit Center Kearny Mesa Express (870) bus route uses SR 52 during commute times both westbound and eastbound during the morning and evening commutes. The route passes by the Project along SR 52 and the nearest transfer point is significantly east in the City of Santee at Carlton Hills Boulevard. This route does not operate during weekends or holidays. The Santee Trolley West Santee (834) trolley route follows West Hills Parkway under SR 52 and Mast Boulevard in the vicinity of the Project. The trolley route follows West Hills Parkway and Mast Boulevard along the eastern and southern sides of these streets and would not interfere with left turns coming from the south on Mast Boulevard and right turns coming from the west on Sycamore Landfill Road. The nearest transfer points are located south of the Project at the intersection of West Hills Parkway and Mission Gorge Road, and north of the site along Mast Boulevard near West Hills High School.

West Hills High School is located east of the Project at 8756 Mast Boulevard in the City of Santee. The nearest K-8 school is Carlton Oaks located at 9353 Wetherford Road in the City of Santee.

Bike and Pedestrian Facilities

A completely separate ROW for the exclusive use of bicycles and pedestrians is present north of SR 52 in the vicinity of the Project (City of San Diego 2011). This bicycle path is present along the shoulder of SR 52. Another pedestrian trail path crosses Sycamore Landfill Road near the entrance to the landfill north of the Project and ends at the northern part of the intersection of Mast Boulevard and Sycamore Landfill Road. A Class 1 multi-use path runs east/west under SR 52 and ends in the vicinity of the Sycamore Landfill parking lot. Mast Boulevard and West Hills Parkway both have striped lanes provided for one-way bicycle travel in the vicinity of the Project site (City of San Diego "icommuter" website 2011).

Waterways

There are no navigable waterways in the Project area. The site drains naturally to the southwest along two parallel drainages, which are normally dry but can have surface flow in response to precipitation events. When carrying runoff, the drainages flow to culverts that cross SR 52 and then drain to the Little Sycamore Canyon. Although grading of the plant site and construction of other Project components will involve rerouting storm water drainage onsite, flows would be directed through the same culverts across SR 52.

Truck Routes, Weight, and Load Limitations

Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in the California Vehicle Code (CVC) sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are, therefore, applicable to the Project.

General Provisions

The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.

The maximum wheel load is the lesser of the following: (a) the load limit established by the tire manufacturer; or (b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.

Vehicles with Trailers or Semi-Trailers

The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.

Other Transportation Facilities

The proposed Project was selected, in part, for its proximity to existing transmission corridors. SDG&E has several transmission lines near the proposed power plant. SDG&E owns and maintains the Mission-Miguel 230kV transmission lines, which pass approximately 4,800 feet west of the plant site, and the Sycamore-Miguel and Sycamore-Miguel Tap 230kV transmission lines, which are located approximately 1.5 miles north of the proposed power plant site. Figure 2.1-2 shows the proposed Project in relation to the relevant transmission resources in the immediate Project area.

The Project will connect to the existing 20-inch diameter SDG&E natural gas pipeline that is located 2,200 feet away from the proposed plant site at the intersection of Mast Boulevard and Sycamore Landfill Road. Figure 2.1-2 shows the proposed Project in relation to the relevant gas pipeline resources in the immediate Project area.

4.4.1.2 Local Setting

Table 4.4-2 shows average annual daily traffic (AADT) and peak hour traffic volumes in the vicinity of the Project. Trucks are allowed on all state routes and San Diego County highways and roads in the vicinity of the Project. Table 4.4-3 shows the total average annual daily traffic and total average annual daily truck traffic for major highway locals in the vicinity of the Project. Heavy trucks comprised between 2.2 and 6.8 percent of the total vehicle AADT on major highways that might be affected by the Project. Average weekday traffic volumes on Mast Boulevard between SR 52 and West Hills Parkway from 2002 to 2006 ranged from 22,200 to 27,700 and from West Hills Parkway to Fanita Parkway weekday traffic ranged from 19,700 to 21,800. Average weekday traffic volumes on West Hills Parkway between Mast Boulevard and Carlton Oaks Drive from 2002 to 2006 ranged from 10,900 to 11,900. Average weekday traffic volumes on Mission Gorge Road between West Hills Parkway and SR 52 from 2002 to 2006 ranged from 13,700 to 15,300 (SANDAG 2011).

Table 4.4-2 AADT and Peak Hour and Peak Month Traffic (2009)

Route	Description	West Peak Hour	West Peak Month	West AADT	East Peak Hour	East Peak Month	East AADT
52	Junction with route 15	6,100	72,000	42,000	7,300	84,000	79,000
52	Santo Road	7,300	84,000	79,000	7,000	75,000	74,000
52	Mast Boulevard	7,000	75,000	74,000	5,600	62,000	61,000
8	Junction with route 15	19,300	245,000	241,000	16,600	218,000	214,000
8	La Mesa, Junction with route 125 south	15,000	188,000	184,000	19,500	243,000	234,000
8	El Cajon, junction with route 67 north	13,100	170,000	166,000	10,700	137,000	134,000
Route	Description	South Peak Hour	South Peak Month	South AADT	North Peak Hour	North Peak Month	North AADT
I-15	Junction with route 8	13,800	162,000	160,000	16,700	202,000	198,000
I-15	San Diego, Friars Road	16,700	202,000	198,000	16,600	216,000	206,000
I-15	San Diego, Aero Drive Interchange	16,600	216,000	206,000	13,900	180,000	179,000
I-15	San Diego, Balboa Avenue	13,900	180,000	179,000	13,000	169,000	167,000
I-15	Clairemont Mesa Boulevard Interchange	13,000	169,000	167,000	12,200	150,000	149,000
I-15	Junction with route 52	12,200	150,000	149,000	13,500	176,000	174,000
125	Junction with route 8	11,900	148,000	146,000	7,400	91,000	92,000
125	La Mesa, Amaya Drive	7,400	91,000	92,000	8,100	90,000	87,000
125	Navajo Road	8,100	90,000	87,000	6,900	78,000	75,000
125	Grossmont College Drive	6,900	78,000	75,000	6,100	69,000	68,000
125	Junction with route 52, Santee	6,100	69,000	68,000	2,350	28,000	27,000

Sources: Caltrans 2011a, SANDAG 2011

Table 4.4-3 Total AADT and Truck AADT (2009)

Route	Description*	Total AADT	Truck AADT Total	Percent Truck AADT
I-5	B Junction Rte 52 East	178,000	7,298	4.1
I-15	B Junction Rte 8	160,000	3,520	2.2
I-15	A Junction Rte 8	198,000	9,860	5.0
I-805	B Junction Rte 52	179,000	12,244	6.8
I-805	A Junction Rte 52	196,000	10,858	5.5
SR 52	B Junction Rte 805	85,000	2,635	3.1
SR 125	B Junction Rte 8	146,000	6,424	4.4
SR 8	B Junction Rte 15	241,000	7,230	3.0
SR 8	A Junction Rte 15	214,000	7,490	3.5

Source: Caltrans 2011b; *A leg is given for each count location and is denoted by an A or B. For traffic volume purposes, a highway intersection or interchange has two legs. According to ascending post miles (route direction) and a post mile reference at the center of the intersection or interchange, B = back leg, A = ahead leg.

City of San Diego LOS Thresholds

The Transportation Research Board Highway Capacity Manual (HCM) 2000 defines six LOS for various transportation facility types. LOS is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure of the effect of a number of factors, including roadway geometrics, speed, travel delay, freedom to maneuver, and safety. The LOS provides an index to the operational qualities of a roadway segment or an intersection. The six levels are given letter designations ranging from “A” to “F”, with “A” representing the best operation conditions and “F” the worst. The City of San Diego goal for acceptable operating conditions is LOS E or better for intersections and roadway segments.

The following LOS requirements are recommended by the County of San Diego and Caltrans for roads under their jurisdiction. Another measurement that is used to determine traffic conditions on roads is the traffic volume to capacity ratio, or V/C. Local V/C thresholds are shown in Table 4.4-4.

Table 4.4-4 Local Recommended LOS Requirements and V/C Thresholds

Agency	Recommendation
San Diego Association of Governments (SANDAG) 2006 Congestion Management Program Update	Minimum of LOS D for county roadways but if Existing LOS is worse than D, then the Existing LOS must be maintained.
Caltrans	Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. If an existing State highway facility is operating at less than the appropriate target LOS, the existing measures of effectiveness (MOE) should be maintained.
City of San Diego / City of Santee	The allowable increase in V/C for freeways is 0.01. The allowable increase in V/C for roadway segments is 0.02.

Existing LOS

The Sycamore Landfill Master Plan Draft EIR (2008) included completion of a traffic study to evaluate local capacity related to the proposed landfill expansion. Table 4.4-5 shows predicted LOS and volume-to-capacity (V/C) under 2010 conditions without the proposed landfill expansion. The proposed Sycamore Landfill expansion project has not received approval. Existing LOS reflects the existing landfill operation conditions.

Table 4.4-5 2010 LOS and V/C

Intersection/Road Segment	Peak Hour	LOS	Existing Capacity (LOS E)	V/C	ADT
Mast Boulevard / SR 52 EB Ramps	AM PM	B A	NA	NA	NA
Mast Boulevard / SR 52 WB Ramps	AM PM	B B	NA	NA	NA
Mast Boulevard / West Hills Parkway / Sycamore Road	AM	F	NA	NA	NA
Mast Boulevard / Fanita Parkway	AM PM	F E	NA	NA	NA
Mast Boulevard / Carlton Hills Boulevard	AM PM	C C	NA	NA	NA
SR 52 to West Hills Parkway and Sycamore Road		D	40,000	0.85	33,820
West Hills Parkway and Sycamore Road to Fanita Parkway	NA	C	40,000	0.72	28,830
Fanita Parkway to Carlton Hills Boulevard	NA	B	40,000	0.49	19,430
SR 52 (west of Mast Boulevard) westbound	AM PM	F B	6,600*	1.511 0.359	9,975** 2,366**
SR 52 (west of Mast Boulevard) eastbound	AM PM	B F	4,400*	0.479 2.029	2,109** 8,929**
SR 52 (east of Mast Boulevard) westbound	AM PM	F B	4,400*	1.564 0.365	6,880** 1,607**
SR 52 (east of Mast Boulevard) eastbound	AM PM	B F	4,400*	0.313 1,414	1,375** 6,223**

Source: Sycamore Landfill 2008; *vehicles per hour per lane; **peak hour volumes; NA – not applicable for intersections

4.4.1.3 Planned Transportation Facilities

Construction of the Project, from mobilization through site preparation and grading to commercial operations, is expected to take place from March 2013 until June 2014. Planned transportation projects that might be under construction during the same time frame have the potential to cause additional effects to area transportation facilities and services.

The Final 2010 Transportation Improvement Program (SANDAG 2010) document was reviewed to determine the existence of future planned projects in the vicinity of the Project site. The 2010 Regional Transportation Improvement Program (RTIP) is a prioritized program designed to implement the region’s overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation related air pollution in support of efforts to attain federal and state air quality standards for the region. The 2010 RTIP also incrementally implements the Regional Transportation Plan (RTP), the long-range transportation

plan for the San Diego region (approved by the SANDAG Board of Directors in November 2007). Projects listed in the 2010 RTIP that are located in the vicinity of the Project follow:

I-15 Managed Lanes (Middle): From SR 56 to Centre City Parkway. This project includes construction of managed lanes including three DARs. Phase 3 of the project was open to traffic in March 2009 and therefore, is not concurrent with the proposed Project construction schedule.

SR 52 Freeway (E&F) In San Diego, Santee, and Lakeside: From SR 125 to Cuyamaca Street to SR 67. This project includes construction of a four-lane freeway. The SR 52 freeway extension through Santee into East County opened to motorists on March 29, 2011, and is therefore not concurrent with the proposed Project construction schedule. This project adds Managed Lanes and extends the freeway to improve traffic flow on SR 52 from I-15 east to SR 67. Benefits of the completed project included: reduced congestion on I-8, Mission Gorge Road, Mast Boulevard, and Prospect Avenue; reduced traffic on I-8 by as much as 20 percent, direct access to job centers from East County communities; flexibility of reversing traffic with Managed Lanes; improved mobility by increasing roadway capacity; and travel time reduced by 10 minutes. The project work around bike paths and pedestrian trails that run alongside Forester Creek offers users a safe and scenic tour of the valley.

SR 52 Auxiliary Lanes, Truck Lane, and Inside Widening: From SR 52/I-15 to Mast Boulevard. This project includes an undercrossing (7.4/13.3) (Aux Lanes) from Mast Boulevard, an undercrossing to SR 52/SR 125 separation (13.3/14.9) (IW), and from west of Santo Road, and an overcrossing to the west of Oak Canyon Bridge (truck lanes) in San Diego. Phase 1 would construct eastbound and westbound auxiliary lanes and truck lanes. Phase 2 would add one mixed flow lane in each direction, widen two structures, and install a ramp meter at Mission Gorge Road (PE only) and widen the existing roadway. Phase 1 is complete and Phase 2 is scheduled for operation by June 2013. Phase 2 of this project could potentially be under construction within the proposed Project construction time frame.

SR 125 (Toll, Gap, Connector): From SR 905 to SR 54. This project includes construction of a four-lane facility and six-lane freeway with interchange and HOV provisions. Phases 1 and 2 were scheduled to be operational by September 2008 and 2009, respectively. Phase 3 is scheduled for operation by January 2012, and is therefore, not concurrent with the proposed Project construction time frame.

Santee Rehabilitation and Major Repair Work: FY 2010/2011 - Mission Gorge Road to end of cul-de-sac Los Ranchitos Road and Mast Boulevard to north City limits. This project includes reconstruction and rehabilitation in the form of removal and replacement of existing pavement section 2 inches minimum, 3 inches typical, edge grind with 1.5 inch minimum overlay, and complete reconstruction with 6 inches base and 2 inch surface course. The scheduled work is for fiscal year 2010/2011, and therefore is not anticipated to run concurrently with the proposed Project construction time frame.

4.4.2 Environmental Consequences

This section presents the preliminary analysis of potential Project impacts to traffic and transportation systems during both construction and operations.

4.4.2.1 Significance Criteria

Significance criteria were determined based on CEQA Guidelines, the County of San Diego Guidelines for Determining Significance (County of San Diego 2010), and on performance standards or thresholds adopted by responsible agencies. An impact may be considered significant if the Project results in:

- An increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Exceeding a level of service standard established by the County for designated roads.
- A substantial increase in hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.
- Inadequate emergency access.
- Inadequate parking capacity.
- A conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
- A change in air traffic patterns.

4.4.2.2 Construction Impacts

Construction of the proposed Project, from mobilization through site preparation and grading to commercial operation, is expected to take place from March 2013 until June 2014, a period of 18 months. Table 4.4.6 presents the construction-related trips attributed to the proposed Project for both the average day during construction and for days when construction activities are at a peak during months 11 and 12 of the 18 month construction schedule. Table 4.4.7 presents the monthly construction schedule by activity to provide an overall view of construction traffic that would be anticipated. Table 4.4-6 is a summary table of the Project-generated roundtrips per workday during construction. These trips account for construction of all portions of the project (gas line, facility, gen tie, and switchyard) and do not assume any workers will be carpooling. These numbers were derived from the Applicant's construction experience on similar projects with allowances for areas where the projects differ. The worker commute trips assume that the workers arrive at the site in the morning and leave late afternoon. No other worker commute trips are anticipated. The construction equipment, material, and other deliveries include the delivery of facility equipment, construction equipment, and construction materials, and hauling of waste and recyclable materials from the Project site.

Table 4.4-6 Average and Peak Construction Traffic (Roundtrips)

Vehicle Type	Average Daily Trips	Peak Daily Trips (Occurs in Month 11)
Construction Workers	120	268
Delivery	15	30
Heavy Trucks	5	10
Total	140	308

Table 4.4-7 Construction Schedule

Project Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Mobilize	■																	
Site boundary Works	■																	
Demolition	■	■																
Civil Rough Grade Works	■	■																
Civil Foundation/Concrete Works		■	■	■	■													
Steel Works			■	■	■	■	■											
Gas Line Installation			■	■	■	■	■											
Building Erection				■	■	■	■	■	■									
Genset Delivery							■	■	■	■	■							
BoP deliver							■	■	■	■	■	■						
Mechanical Installation				■	■	■	■	■	■	■	■	■	■					
Electrical Installation				■	■	■	■	■	■	■	■	■	■	■	■			
Interior Finishing and Landscaping							■	■	■	■	■	■	■	■	■			■
HV Interconnection Works					■	■	■	■	■	■	■	■	■	■				
Pre-Commissioning											■	■	■	■	■	■		
Training On-site and O&M Team														■	■	■	■	■
1 st Start & Commissioning														■	■	■	■	■
Performance Testing																■	■	■
Commercial Operation																	■	■
Final Grading																		■
Demobilization																		■

Table 4.4-8 provides a very preliminary overview of trip distribution based on the types of trips that will take place during the 18-month construction period. Trip routes for each trip type are further discussed in the sections on construction routes and construction worker traffic. The maximum number of trips is provided for a conservative estimate of potential traffic impacts.

Table 4.4-8 Estimated Trip Distribution During Project Construction

Vehicle Type	SR 52	Trips (max)	Mast Boulevard	Trips (max)	Sycamore Landfill Road	Trips (max)	Mission Gorge Road	Trips (max)	West Hills Parkway	Trips (max)
Construction Workers	90%	241	15%	40	10%	27	90%	241	90%	241
Delivery	90%	27	90%	27	100%	30	5%	2	10%	3
Heavy Trucks	90%	9	90%	9	100%	10	5%	1	10%	1

Notes:

* These are preliminary predictions of the primary routes based on trip type.



Construction personnel parking will be located offsite at an existing paved parking lot at 7927 Mission Gorge Road in the City of Santee with shuttle service to the Project site. Construction laydown will be within the Project site, and/or a leased parcel of previously disturbed Sycamore Landfill property. Construction access to the Project site will be from Sycamore Landfill Road, as shown on Figure 2.1-2. Materials and equipment will be delivered by truck.

Construction Transportation Routes

The construction transportation routes from SR 52 are shown in Figure 4.4-1. The most anticipated materials and equipment hauling route is expected to originate from I-5 and I-15 (north or south), exit to SR 52 east, and exit on Mast Boulevard to access the Project site via the local roads shown in Figure 4.4-2. Sources of some of the construction materials and equipment have been identified along with their predicted haul routes as shown in Table 4.4-9.

It is anticipated that water for Project construction will be provided the City of San Diego Municipal Water Department via a nearby fire hydrant, probably located alongside Mission Gorge Road south of the intersection with West Hills Parkway at a location compatible with existing uses. Water from the hydrant will be pumped into water trucks for delivery to construction areas for dust suppression. These trips are included in the overall number of construction trips listed in Table 4.4-6. Drinking water will be provided by a bottled water service.

Table 4.4-9 Anticipated Haul Routes

Materials	Expected Primary Haul Route
Heavy Equipment	I-15 to SR 52 east, SR 52 to Mast Boulevard exit, Mast Boulevard to Sycamore Landfill Road
General Construction Materials	I-15 to SR 52 east, SR 52 to Mast Boulevard exit, Mast Boulevard to Sycamore Landfill Road
Water	Mission Gorge Road, Mast Boulevard, West Hills Parkway, Sycamore Landfill Road (based on identified fire hydrant)

Worker commuting routes are expected to be more dispersed, although the majority of commute trips would still be expected to travel on I-5, I-15, and SR 52 and exit on Mast Boulevard to access Sycamore Landfill Road.

The proposed temporary construction laydown and parking areas will be located on previously disturbed Sycamore Landfill property approximately one-half mile from the plant site (approximately 5 acres). Additional construction personnel parking will be located offsite with shuttle service to construction areas.

Construction Worker Traffic

There will be an expected average and peak workforce of approximately 120 and 268, respectively, of construction craft people, supervisory, support, and construction management personnel onsite during construction. An approximate indication of the occurrence of Project construction activities by phase is shown in Table 4.4-7.

Construction will be scheduled to occur between 7 a.m. and 7 p.m., Monday through Friday. Additional hours may be necessary to make up schedule deficiencies or to complete critical construction activities. During some construction periods and during the startup phase of the Project, some activities will continue 24 hours per day, 7 days per week. The peak construction site workforce is expected to occur in months 11 and 12 of the construction period, however peak heavy truck traffic, related to excavation efforts, will occur during months 1 and 2.

The construction labor pool is expected to come primarily from the San Diego metropolitan area. The worker commute peak morning period will be between 6:00 a.m. and 8:00 a.m., and the afternoon peak will be between 4:00 p.m. and 6:00 p.m., Monday through Friday. The proposed temporary construction laydown and parking areas will be located on previously disturbed Sycamore Landfill property approximately one-half mile from the plant site (approximately 5 acres). Additional construction personnel parking will be located offsite at an existing paved parking lot at 7927 Mission Gorge Road in the City of Santee (Figure 2.2-1) with shuttle service to the Project site. Ingress to the parking area would primarily be by traveling east along Mission Gorge Road and making a right turn directly into the parking lot. The parking lot has 290 spaces. Existing egress for commuting workers is limited to a right turn onto Mission Gorge Road (to travel east) or exiting the parking area onto Rancho Fanita Drive and making a left turn at the signalized intersection onto Mission Gorge Road. The final ingress and egress for parking, including traffic controls, will be included in the Transportation Management Plan. The offsite parking area and shuttle service is expected to significantly reduce the amount of left turns from Mast Boulevard to Sycamore Landfill Road during the peak worker commute time.

Construction worker traffic will occur over an 18-month period, with the peak activities occurring for 2 months. The addition of a maximum of 268 (based on the maximum monthly workforce) worker daily commute trips would comprise less than 4 percent of the 2009 peak hour trips on SR 52 in the vicinity of the Project and would not increase the 2010 V/C on SR 52 above the 0.01 threshold. Only a very limited amount of workers would travel on Mast Boulevard and Sycamore Landfill Road due to the offsite parking area and the shuttle service that will be provided during Project construction. Thus, worker trips would not impact traffic on these roads or affect the LOS at the intersection. It is anticipated that most construction workers would use West Hills Parkway and Mission Gorge Road to access the offsite parking area. The addition of a maximum of 268 (based on the maximum monthly workforce) worker daily commute trips would comprise less than 2 percent of the 2009 average weekday trips on West Hills Parkway in the vicinity of the Project. Due to the relatively low number of peak worker commute trips during a short period of 2 months, the impacts of project-related construction worker commuter traffic will be less than significant.

Construction Equipment and Material Deliveries

Equipment materials and other deliveries to and from the construction site will primarily use Interstates I-5 and I-15, SR 52, Mast Boulevard, and Sycamore Landfill Road for ingress/egress to the Project site during construction. Daily and monthly truck traffic will vary. Over the 18-month construction period, the estimated number of deliveries is 20 per week day on average, with up to 40 per week day maximum. The proposed construction laydown area for the Project will be located onsite, and an additional construction laydown area will be located north of the plant site at the southern end of the landfill (Figure 2.1-2).

A project construction Traffic Management Plan (TMP) will be developed for the Project using Mast Boulevard and Sycamore Landfill Road that will specify delivery routing for equipment, materials and other deliveries to facilitate traffic flow. Construction equipment and materials will be stored and stockpiled within the laydown areas. Construction safety measures for the appropriate transportation (e.g., movement) of equipment and materials in, and around the plant site from the laydown area is the responsibility of the construction contractor. The contractor will implement an onsite program to ensure worker safety, spill control, and containment within the laydown area and during the movement of equipment and materials for the duration of construction.

The transportation of water is included in the equipment, materials, and other deliveries accounted for during construction. The maximum daily water use during construction is estimated to be 8,000 gallons so approximately two to three truckloads of water will be needed per day during the peak of water use during grading (typical construction water truck capacities are in the range of 3,000 gallons.). As previously identified, it is anticipated that water for Project construction will be provided by the city of San Diego Municipal Water Department via a nearby fire hydrant, probably located alongside Mission Gorge Road south of the intersection with West Hills Parkway. The addition of two to three round trips per day for delivery of construction water would be insignificant in relation to the average traffic volumes on the expected haul route to the plant site. The specific fire hydrant and other details regarding water delivery during Project construction will be identified in the Transportation Management Plan.

Equipment, materials, and other deliveries will generally be spread through the day. Peak delivery and heavy truck daily trips are predicted to be 40 trips per day. These trips are expected to be dispersed throughout the day and would not all occur during peak morning and evening commute hours. The addition of 40 delivery and heavy truck trips during construction of the Project would comprise only 0.04 percent of the 2009 heavy truck AADT on SR 52 in the vicinity of the Project and would not increase the 2010 V/C on SR 52 above the 0.01 threshold. The addition of 40 delivery and heavy truck trips would comprise only 0.18 percent of the 2009 total AADT on Mast Boulevard in the vicinity of the Project. Due to the relatively low number of materials delivery and heavy truck trips over a dispersed daytime period, which reveal minimal impacts on the volume of trips on roadways in the vicinity of the plant site, the impacts of Project -related construction delivery traffic will be less than significant.

Typically, all haul truck weights will be within Caltrans dimensional and weight limits. Concrete trucks are typically under the 80,000 pound gross weight limit (usually 35 to 38 tons fully loaded gross weight). The exception would be the 11 generator sets that each weigh 296,200 pounds. Weight and/or oversize permits will be required for delivery of the generator sets. If necessary, each generator set could be broken up into the engine at 217,000 pounds and the generator at 79,200 pounds for shipping.

Gen Tie and Gas Pipeline Construction Traffic Controls

The proposed Project will connect to the SDG&E 230kV electric transmission system at the utility switchyard, approximately 1 mile north of the plant site. The proposed 230kV gen tie route runs north along the west side of Sycamore Landfill Road for approximately 2,600 feet then northwest for approximately 2,600 feet to the utility switchyard. The utility switchyard and the entire run of 230kV gen tie will be located on property owned by the Sycamore Landfill.

A Traffic Management Plan (TCP) will be developed in coordination with the Sycamore Landfill to ensure that construction traffic during the gen tie construction period of approximately 5 months does not interfere with landfill operations. Project construction traffic will use Sycamore Landfill Road to the plant site, and then use a new gen tie access road located east of the Sycamore Landfill Road. Gen tie construction will require crossing Sycamore Landfill Road and the existing landfill facility at the southernmost facility edge. The TCP will provide specific details for traffic mitigation at this location. Considering the short term nature of the gen tie construction, and the strict adherence to an approved TCP that will include close coordination with Sycamore Landfill, it is expected that construction of the gen tie will have a less than significant impact on traffic and transportation.

The Project will connect to the existing 20-inch diameter SDG&E natural gas pipeline that is located 2,200 feet away from the proposed plant site at the intersection of Mast Boulevard and Sycamore Landfill Road. From the tie-in point, the Project's natural gas pipeline lateral will generally follow Sycamore Landfill Road to the proposed plant site. The 8-inch natural gas pipeline will be designed to minimize new ground disturbance to the extent practical. The pipeline construction activities will take approximately 5 months and be completed prior to startup of the Project operations. The construction will involve the opening of a narrow trench, laying pipe, and backfilling the trench, as further described in Section 2.0, Project Description.

A TCP will be developed for the Project to ensure minimal disruption to local area traffic during construction of the gas pipeline lateral. Traffic control for pipeline construction will be in accordance with Caltrans and the California MUTCD. The TCP will also be developed in coordination with the City of San Diego and the City of Santee. Temporary traffic control will be required for a portion of the gas pipeline lateral due to a segment of pipeline that will be constructed within the Mast Boulevard and Sycamore Landfill Road ROW. Considering the short term nature of the pipeline construction and the strict adherence to an approved TCP, it is expected that construction of the natural gas pipeline lateral will have a less than significant impact on traffic and transportation.

Oversize Loads

Large equipment deliveries (i.e., oversize or heavy loads) will be required during construction. These loads will arrive at the site using I-15 and SR 52. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, sections 117 and 660-711 of the California Streets and Highways Code, and sections 1411.1 and 1411.6 of the CCR. Affected vehicles will be required to obtain transportation permits from Caltrans. Given that the impacts from these deliveries are temporary and are managed by special local and/or state permits, effects to roads and highways from movement of heavy/oversize loads are not projected to be significant.

Construction Hazardous Materials Transportation

Hazardous materials that will be transported for construction will include fuels, lubricants, paints, sealers, adhesives, solvents, batteries, compressed gasses, solvents, and other materials used for construction. Most of these materials will be consumed. Small amounts will be used and then transported offsite as hazardous waste. Hazardous materials will be transported to and from the site via I-15 and SR 52. Proper containers and transportation procedures that conform to

applicable DOT requirements will be used for all material and waste shipments (i.e., 49 CFR Chapters II, III; CVC Section 31300, et seq.).

Hazardous materials are routinely transported over California highways throughout the state each day in accordance with applicable federal, state, and local regulations. Project deliveries for hazardous materials will be required to comply with all applicable federal, state, and local regulations for the transportation of hazardous materials. As a result, impacts from hazardous material transportation will not be significant.

Construction Debris and Non-Hazardous Waste

Construction debris and other non-hazardous wastes will be generated during construction. This construction waste can be described as scrap wood, steel, paper, mixed trash, and general construction debris. During construction a minimal number of truck trips per month will be required to haul this non-hazardous waste for disposal. These trips are included in the equipment, materials and other deliveries shown in Table 4.4-7. Project grading and construction will require concrete, aggregate, and possibly structural fill. Traffic for importing construction materials such as concrete, aggregate, and structural fill, and for hauling away unacceptable material (e.g., soil mixed with debris) is accounted for in the analysis of traffic impacts.

Hazards Due to Existing Transportation Design Features

SR 52 from I-15 to the Mast Boulevard exit is a newly completed six-lane expressway designed to optimal road standards. Therefore, sight deficiencies were not identified and existing pavement conditions are optimal. The Mast Boulevard exit is signalized and designed for the most up-to-date safety standards. Since heavy trucks traveling to and from the landfill would use the same local access routes, the local roads are expected to be able to accommodate most heavy trucks delivering materials to the Project site. Therefore, sight deficiencies were not identified for these local roads and existing road conditions are expected to be sufficient.

Hazards to Pedestrians or Bicyclists

A bike route is present along the shoulder of SR 52 in the Project vicinity. A pedestrian/bike trail is also present north of SR 52 in the vicinity of the Project and crosses Sycamore Landfill Road, ending at the landfill entrance facility. Mast Boulevard and West Hills Parkway both have striped lanes provided for one-way bicycle travel in the vicinity of the Project site. Public sidewalks are located on both sides of Mast Boulevard east of SR 52, and on both sides of West Hills Parkway in the vicinity of the Project. Pedestrian crossings with sidewalks are also present along the north side of Mast Boulevard at the SR ramp intersections. Pedestrian signals are provided along the SR 52 Mast Boulevard exits, and at the Mast Boulevard/Sycamore Landfill Road intersection. The TCP will provide mitigation measures for construction impacts at the trail crossing, sidewalks, and bike routes to ensure these facilities remain operational. Such impacts will be temporary over the construction period and the trail will be restored to its original condition following construction. Impacts to pedestrians and bicyclists will be temporary and will not be significant as a result of Project construction or operations. No significance criteria for pedestrian or bicycle facilities are identified in either the current San Diego County General Plan or General Plan 2020. Therefore, the Project does not create significant conflicts with current policies regarding pedestrian and bicycle travel.

Parking Capacity

Parking for the construction laborers and supervisors, equipment, and deliveries will be provided at the Project site, as well as the nearby offsite parking area located on an existing paved parking lot at 7927 Mission Gorge Road in the City of Santee south of SR 52 (Figure 2.2-1). Specific areas within the Project have been identified for worker parking and construction laydown. As a result, project-related construction activities will have a less than significant impact on parking in or around the vicinity of the Project area.

Public Transit

The Santee Trolley – West Santee MTS route 834 runs parallel to Mast Boulevard and crosses the intersection with Sycamore Landfill Road. The trolley route is limited to morning and evening commute times with a maximum of 5 runs per day. All potential impacts to the trolley route will be avoided. The trolley route is located along the southern side of Mast Boulevard and will not interfere with construction traffic. Therefore, the impact of construction on public transit will be less than significant.

The El Cajon Transit Center Kearny Mesa Express (870) bus route uses SR 52 during commute times both westbound and eastbound during the morning and evening commutes. The route passes by the Project along SR 52 and the nearest transfer point is significantly east in the City of Santee at Carlton Hills Boulevard. Additional Project worker commuting trips do not contribute significantly to traffic on SR 52 and thus, the impact of construction to the bus route will be less than significant.

It is assumed that Project-related construction workers will arrive at the site in the morning before 7:00 a.m. and leave after 4:00. Construction truck trips will occur throughout the day. Therefore, the impact of construction to school bus traffic will be less than significant.

Public Safety

There is a potential for public safety impacts from the Project on local streets including Mast Boulevard and West Hills Parkway, due to the additional construction hauling and commuting traffic on these streets. Potential impacts to public safety might come from the greater amount of heavy truck and commuter traffic on these roads and the potential for effects to other vehicles, pedestrians, or bicyclists that use these streets. Effects could also occur from ingress and egress points at the offsite parking area. Implementation of appropriate BMPs and mitigation measures will reduce the impact of construction to less than significant.

4.4.2.3 Operations Impacts

Project site access will be provided from Sycamore Landfill Road via a 24-foot wide road shown in Figure 2.2-2. This figure also shows the proposed parking layout for the Project during operation. The proposed Quail Brush facility is expected to employ up to 11 full-time employees. Anticipated job classifications are shown in Table 4.4-10. Based on a maximum of 11 commuter roundtrips per day, it is not expected that area transportation facilities would be impacted. Materials and delivery trips during operation will be very limited. Due to the small number of employees and delivery trips, the LOS on all roadways would not be affected.

Table 4.4-10 Typical Plant Operation Workforce

Department	Personnel	Shift	Workdays
Operations & Maintenance	1 Plant Manager	5 Week day 10-hour shifts	5 days a week
	10 Plant Technicians	5 Rotating 12-hour shifts with 2 Plant Technicians per shift	7 days a week

Domestic water will be delivered to the Project and kept in storage tanks located onsite. It is estimated that two 6,500-gallon diesel-fueled water trucks per week would be required for delivery of water to the Project site. The source of water is anticipated to be located near Palomar Mountain, California, and delivery trucks are expected to travel on SR 76, SR 79, SR 65, and SR 52 (from the east) to access the Project. The additional four water truck trips per week on these roads would have an less than significant impact on area traffic and transportation facilities.

Operational Hazardous Materials Transportation

Hazardous materials deliveries to the site and hazardous waste transport from the site will occur to support Project operations and maintenance. Section 4.9, Hazardous Materials Handling, identifies the quantities of various hazardous materials and hazardous waste that will be transported for the Project.

Hazardous materials and hazardous waste will be transported on SR 52 and I-15. Hazardous materials and hazardous waste transportation will occur in accordance with applicable federal, state and local regulations.

The types of hazardous materials and hazardous wastes that will be transported for the Project are routinely transported on roads and highways throughout the United States each day in accordance with applicable federal, state, and local regulations. Project-related hazardous material and hazardous waste transport will be subject to the same federal, state, and local regulations, and as such, impacts will be less than significant.

4.4.2.4 Significant Unavoidable Adverse Impacts

There are no significant unavoidable adverse impacts on traffic and transportation from either construction or operations of the proposed Project.

4.4.3 Cumulative Impacts

Transportation projects with potential for cumulative impacts are identified and described in Section 4.1.2. Of the projects identified in Section 4.17, there was only one considered to have the potential for cumulative impacts:

SR 52 Auxiliary Lanes, Truck Lane, and Inside Widening: From SR 52/I-15 to Mast Boulevard. This project includes an undercrossing (7.4/13.3) (Aux Lanes) from Mast Boulevard, an undercrossing to SR 52/SR 125 separation (13.3/14.9) (IW) and from west of Santo Road, and an overcrossing to the west of Oak Canyon Bridge (truck lanes) in San Diego. Phase 1 would construct eastbound and westbound auxiliary lanes and truck lanes. Phase 2 would add one mixed flow lane in each direction, widen two structures and install a ramp meter at Mission

Gorge Road (PE only) and widen the existing roadway. Phase 1 is complete and Phase 2 is scheduled for operation by June 2013. Phase 2 of this project could potentially be under construction within the first portion of the Quail Brush Project construction time frame.

Another planned project with the potential to impact area traffic and transportation facilities is the proposed expansion of the Sycamore Landfill. The proposed expansion would include mitigation measures at the intersection of Mast Boulevard and Sycamore Landfill Road.

Construction-Related Cumulative Impacts

If the landfill expansion and/or road mitigation improvements at the intersection were to occur during proposed Project construction, there would likely be impacts to area traffic. In general, the additional Project construction traffic is not expected to have adverse cumulative effects to area public traffic or public streets and facilities.

The Transportation Management Plan for the construction phase of the Project will include consideration of the Sycamore Landfill expansion, as well as planned SR 52 improvements. The applicant will coordinate the creation of the Plan with Sycamore Landfill for all roads and traffic control activities on Sycamore Landfill Road and within the landfill facility property.

Operations-Related Cumulative Impacts

There were no projects with potential for cumulative impacts to Project operations.

4.4.4 Mitigation Measures

The following site characteristics, Project design features, and mitigation measures serve to avoid or minimize Project impacts to traffic and transportation facilities:

- TRANS-1.** Parking for all construction personnel (during construction) and facility personnel (during operation) will be provided both on and offsite. Approximately 90 percent of the parking is currently expected to be located at the offsite parking area. The offsite parking with shuttle service will significantly minimize traffic impacts during peak commuting times.
- TRANS-2.** A TCP/TMP will be prepared and implemented to ensure appropriate traffic control and safety measures are included as part of the construction activities. The construction TCP/TMP will address site entrances/exits, emergency access, signage, lighting, traffic control device placement, truck routes, the overall construction schedule, the timing of heavy equipment and material delivery, construction hours of operation, anticipated worker arrival and departure times, and any detours and/or lane closures. The Applicant will coordinate the development and final approval of the Plan with the City of San Diego, the City of Santee, and Sycamore Landfill.
- TRANS-3.** The Applicant has initiated coordination with emergency service providers including the Fire Department to ensure access roads are designed to accommodate emergency vehicles. This includes design of road widths and turning radii.

TRANS-4. As feasible, water and other Project materials and equipment will be hauled using approximately the largest capacity trucks available to minimize trip generation.

TRANS-5. The applicant will pay transportation impact fees to mitigate traffic impacts.

4.4.5 Laws, Ordinances, Regulations, and Standards

LORS related to traffic and transportation are summarized in Table 4.4-11.

Table 4.4-11 Applicable LORS for Traffic and Transportation

Jurisdiction	Authority	Agency	Requirements	Compliance	Section
Federal	49 CFR, Chapter II, Subchapter C; and Chapter III, Subchapter B	FHWA	Regulations for the transportation of hazardous materials on public highways.	By meeting standards for the transportation of hazardous materials	4.4.2.2.5, 4.4.2.3.2
State	California Vehicle Code §35780; California Streets & Highways Code §117, 660-711; 21 CCR §1411.1-1411.6	California Department of Transportation	Regulations for the transportation of oversized loads over state highways; requires permit to transport over-size loads over State highways. Enforced by the California Highway Patrol.	By obtaining necessary permits from Caltrans	4.4.2.2.4
State	California Vehicle Code §31303-31309, 31600-31620, 32000-32004, 32050-32053, 32100-32109, & 34000-34100	California Department of Transportation	Regulations for the safe transportation of hazardous materials.	By meeting standards for the transportation of hazardous materials	4.4.2.2.5, 4.4.2.3.2
State	California Vehicle Code §35550	California Department of Transportation	Regulations for maximum weight of vehicles on highways; requires that vehicles on highways meet certain weight restrictions.	By meeting the necessary weight requirements for all Project related vehicles	4.4.2.2.4
State	California MUTCD, Chapter 6C	California Department of Transportation	Traffic control plans for construction near roadways; the needs and control of all road users through a temporary traffic control zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.	By preparing the necessary traffic control plans	4.4.2.5

4.4 Traffic and Transportation

Jurisdiction	Authority	Agency	Requirements	Compliance	Section
State	California Department of Transportation	California Department of Transportation	Level of service standards for state facilities; Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.	By not impacting Caltrans roadways such that LOS is decreased below target or existing LOS	4.4.2,5, 4.4.2.3, 4.4.2.2.2, 4.4.2.2.3

4.4.5.1 Federal

Any transport of hazardous materials for construction and operation of the Project would fall under authority of Title 49. Title 49 CFR 171-177 governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles. Title 49 CFR 350-399 and Appendixes A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways. Title 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.

4.4.5.2 State

The Project will require the transport of hazardous materials, transport of oversize and/or overweight loads, and might require state right-of-way encroachment.

CVC Sections 13369, 15275 and 15278 address the licensing of drivers and classifications of licenses required for operation of particular types of vehicles and certificates permitting the operation of vehicles transporting hazardous materials are addressed. CVC Sections 2500-2505 authorize the issuance of licenses by the Commissioner of the CHP to transport hazardous materials, including explosives.

CVC Sections 25160 et seq. describe requirements for the safe transport of hazardous materials. CVC Sections 31303-31309 regulate the highway transportation of hazardous materials, routes used, and restrictions. CVC Section 31303 requires hazardous materials to be transported on state or interstate highways that offer the shortest overall transit time possible. CVC Sections 32000-32053 regulate the licensing of carriers of hazardous materials and include noticing requirements. CVC Sections 34000-34121 establish special requirements for transporting flammable and combustible liquids over public roads and highways. CVC Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5, and 34510-11 regulate the safe operation of vehicles, including those used to transport hazardous materials.

CVC Section 35780 requires approval for a permit to transport oversized or excessive loads over state highways.

California Street and Highways Code (S&HC) Sections 660, 670, 1450, 1460 et seq., 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads. S&HC Sections 117 and 660-711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way.

California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements.

4.4.6 Agencies and Agency Contacts

Table 4.4-12 provides a list of agency contacts for the Project.

Table 4.4-12 Agencies and Agency Contacts for Traffic and Transportation

Agency	Name	Title	Phone	Email	Mailing Address
California Department of Transportation (Caltrans)	John Markey	Branch Chief	(619) 688-6158	john_markey@dot.ca.gov	2050 Taylor Street San Diego, CA 92110
City of San Diego Transportation Department – Traffic Engineering	Sandra Teasley	tbd	(619) 533-4207	engineering@sandiego.gov	1222 First Avenue, MS 301 San Diego, CA 92101-4154

4.4.7 Required Permits and Permitting Schedule

Table 4.4-13 provides a list of permits that would be required outside of CEC’s jurisdiction for the Project.

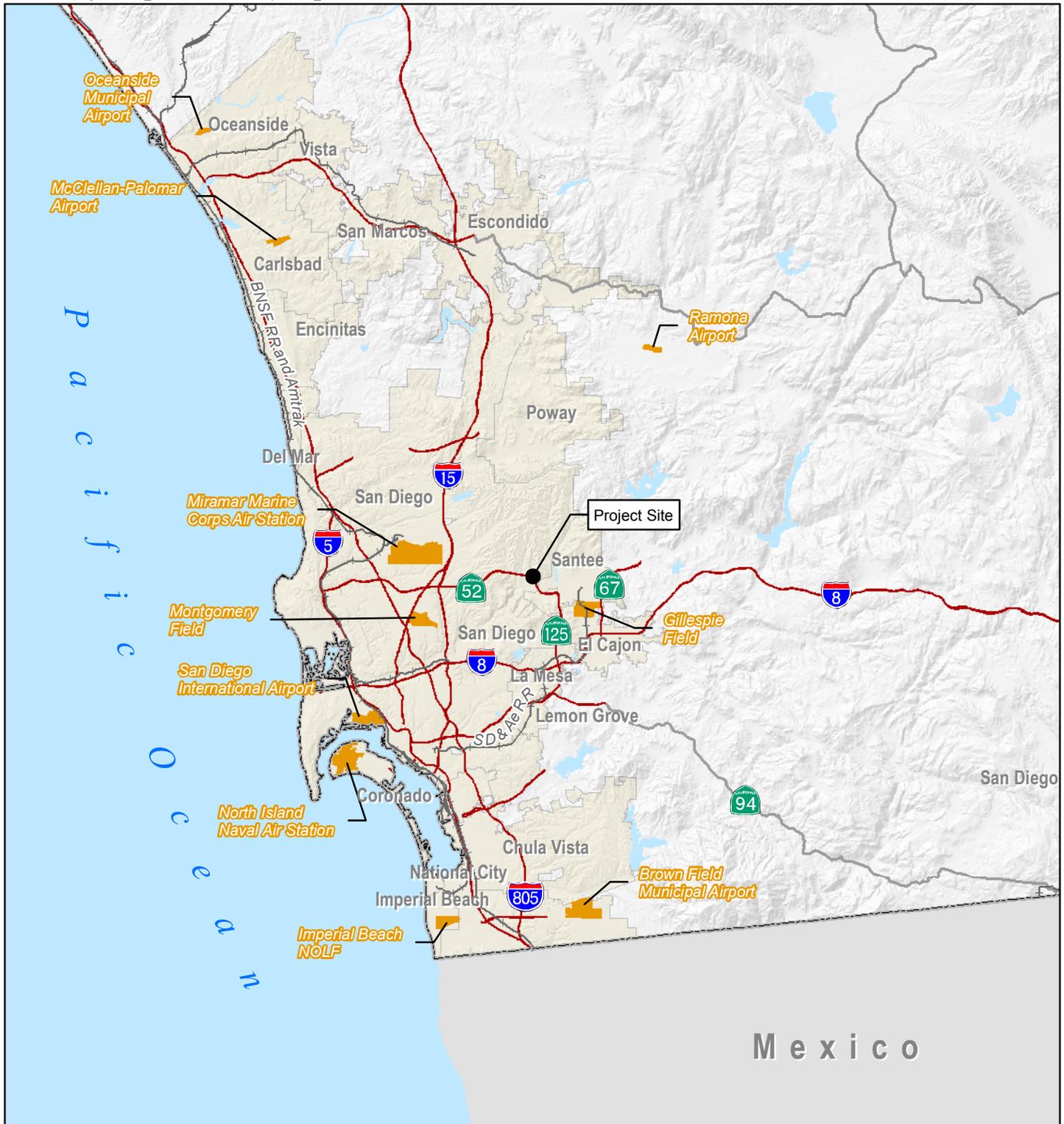
Table 4.4-13 Schedule of Permits Required Outside of Commission Jurisdiction for the Project

Agency	Jurisdiction	Permit	Schedule	Progress
California Department of Transportation (Caltrans)	California Vehicle Code §35780; California Streets & Highways Code §117, 660-711; 21 California Code of Regulations (CCR) §1411.1-1411.6	Overload Permit	Prior to transport of oversized loads	Permit will be obtained prior to construction

4.4.8 References

- Caltrans 2011a. ADT Traffic Data for State Highways. <http://traffic-counts.dot.ca.gov/2009all/2009TrafficVolumes.htm>. accessed 7/4/11.
- Caltrans 2011b. AADT Truck Traffic. <http://traffic-counts.dot.ca.gov/2009all/docs/2009truckpublication.pdf>, accessed 7/4/11.
- City of San Diego. 2011. City of San Diego Bicycle Master Plan Update. June 2011.
- City of San Diego “icommuter” website 2011. www.icomutesd.com. accessed 7/7/11.
- County of San Diego 2010. Guidelines for Determining Significance – Transportation and Traffic. Land Use and Environment Group. Department of Planning and Land Use , Department of Public Works. Second Revision 6/30/09. First Modification 2/19/10.
- Metropolitan Transit System (MTS) website 2011. <http://www.sdmts.com/>. accessed 7/7/11.
- SANDAG. 2010. Final 2010 Transportation Improvement Program. September 2010.
- San Diego Association of Governments (SANDAG) 2011. http://www.sandag.org/resources/demographics_and_other_data/transportation/adt/sandiego_adt.pdf. accessed 7/4/11.
- Sycamore Landfill. 2008. Sycamore Landfill Master Plan Draft Environmental Impact Report.

FIGURES



Legend

- railroads
- County Boundary
- Interstate Highway
- US and State Highways
- Airport Boundary
- Cities/Towns

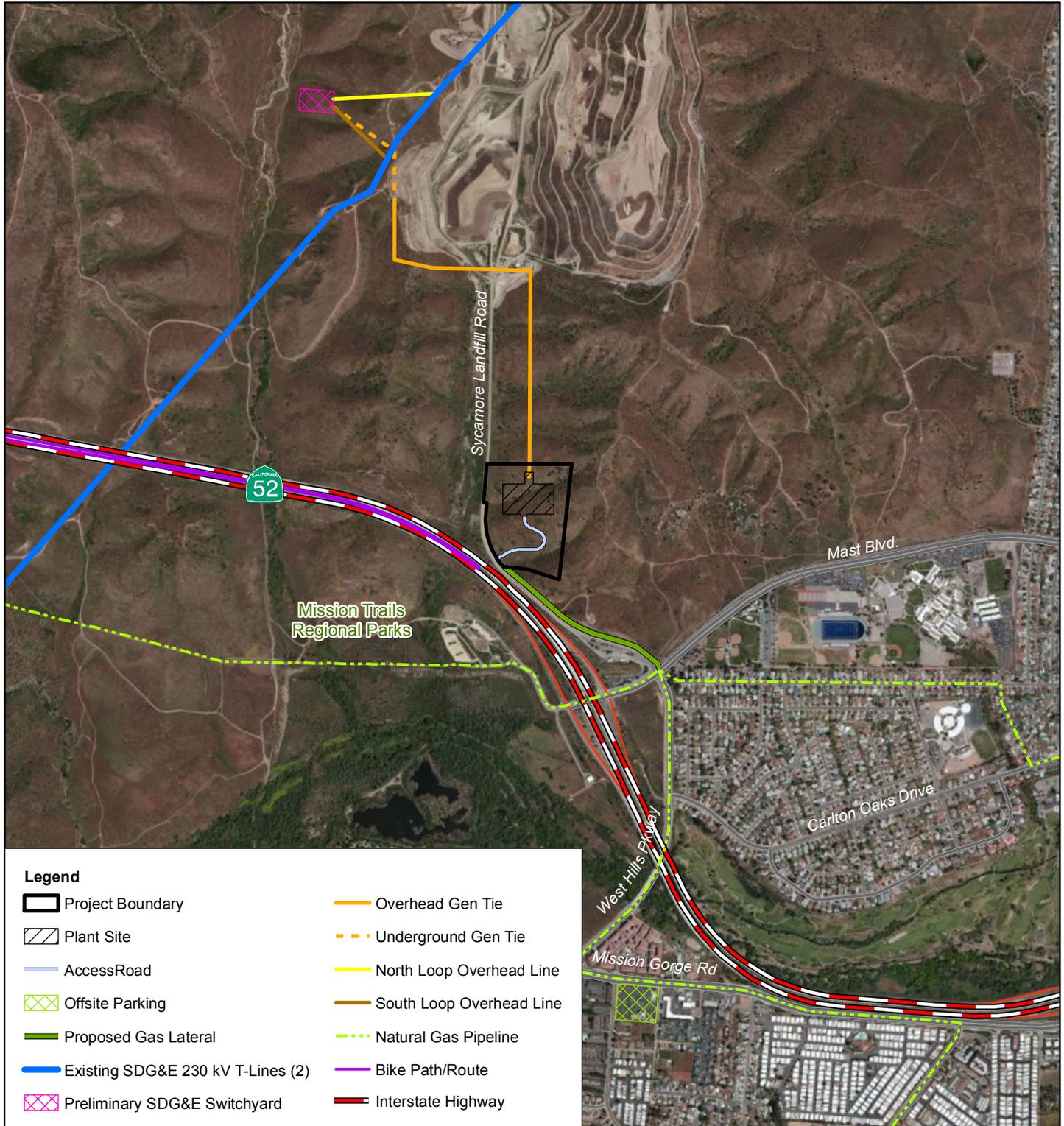
QUAIL BRUSH GENERATION PROJECT

**FIGURE 4.4-1
 GENERAL TRANSPORTATION
 FEATURES**

0 4 8 16
 Miles

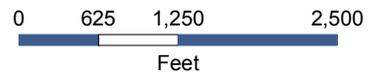
Cogentrix

TETRA TECH EC, INC.



QUAIL BRUSH GENERATION PROJECT

**FIGURE 4.4-2
PROJECT SITE**



DATA ADEQUACY WORKSHEETS

Adequacy Issue: Adequate _____ Inadequate _____
 Technical Area: **Traffic and Transportation**
 Project Manager: Eric Solorio

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____
 Technical Staff: _____
 Technical Senior: _____

Project: _____
 Docket: _____

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.	4.4.1, 4.4.2, 4.4.2.4, 4.4.2.5, 4.4.3, 4.4.4		
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.	4.4.1.1, Figure 4.4-1		
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.	4.4.1.1		

Adequacy Issue: Adequate _____ Inadequate _____
 Technical Area: **Traffic and Transportation**
 Project Manager: Eric Solorio

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____
 Technical Staff: _____
 Technical Senior: _____

Project: _____
 Docket: _____

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)	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:	Figure 4.4-2		
Appendix B (g) (5) (C) (i)	Road classification and design capacity;	4.4.1.1, 4.4.1.2		
Appendix B (g) (5) (C) (ii)	Current daily average and peak traffic counts;	4.4.1.2		
Appendix B (g) (5) (C) (iii)	Current and projected levels of service before project development, during construction, and during project operation;	4.4.1.2, 4.4.2.2		
Appendix B (g) (5) (C) (iv)	Weight and load limitations;	4.4.1.1, 4.4.2.2		
Appendix B (g) (5) (C) (v)	Estimated percentage of current traffic flows for passenger vehicles and trucks; and	4.4.2.2		
Appendix B (g) (5) (C) (vi)	An identification of any road features affecting public safety.	4.4.2.2		
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).	4.4.2.2, 4.4.2.3		

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.	4.4.2.3		
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	4.4.5		
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.	4.4.5		
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.	4.4.6		

Adequacy Issue: Adequate _____ Inadequate _____ DATA ADEQUACY WORKSHEET Revision No. 0 Date _____
 Technical Area: Traffic and Transportation Project: _____ Technical Staff: _____
 Project Manager: Eric Solorio 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 (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.	4.4.7		