

## 8.12 Traffic and Transportation

This section assesses transportation impacts associated with the SVEP. The analysis primarily quantifies impacts on intersection levels of service expected during construction of the proposed project. Additional transportation factors examined in this section include safety, goods movement, and any potential impacts to air, rail, and waterborne transportation networks. Section 8.12.1 discusses the existing environmental setting; Section 8.12.2 discusses the environmental effects of project construction and operation; Section 8.12.3 evaluates potential cumulative impacts to traffic and transportation due to other simultaneous projects; Section 8.12.4 includes proposed mitigation measures during construction and operation; Section 8.12.5 presents applicable LORS; Section 8.12.6 provides agency contacts; Section 8.12.7 discusses permits and permit schedules, and Section 8.12.8 contains references.

### 8.12.1 Affected Environment

#### 8.12.1.1 Project Location and Description

The project site is located in an agricultural area and is designated as light industrial and zoned manufacturing/service commercial. The eastern portion of the site along Menifee Road will be made available for development as industrial/commercial property and the power plant will be constructed on the western portion of the site.

To the north is the SCE Valley Substation. The Burlington Northern Santa Fe (BNSF) branch line railroad borders the projects site to the northeast. Residential areas are located to the north and west.

The proposed facility would result in additional traffic that includes both passenger vehicles related to construction workers and permanent employees, and delivery vehicles transporting commercial equipment.

#### 8.12.1.2 Existing Transportation Facilities

Riverside County does not specifically detail size and load limits for any roadways in the project site vicinity. Therefore, the only applicable regulations are found in California Vehicle Code, as described in Section 8.12.5 Laws, Ordinances, Regulations and Standards.

##### 8.12.1.2.1 Regional Roadway Facilities

The proposed project lies near primary transportation corridors (Figure 8.12-1). Major roadways in proximity to the proposed project site include Interstate 215 (I-215) and State Route 74 (SR-74).

##### *Interstate 215*

I-215 is a north-south freeway west of the project area. Within the project vicinity, I-215 is a four-lane roadway that joins I-15 in the City of Murrieta. I-215 extends north of the area through the City of Perris and the City of San Bernardino. I-215 provides north-south access to the greater Riverside area to the north and to San Diego area to the south. In the project area, this freeway receives traffic from the surrounding communities of Sun City, Romoland, Winchester, and Homeland. I-215 also receives traffic from the cities of Perris and Hemet via SR-74. Freeway interchanges near the area include those at SR-74, Ethanac Road and McCall Boulevard.

According to traffic counts conducted by Caltrans in 2004, I-215 carries approximately 69,000 average daily vehicle trips in the vicinity of the project site. Truck traffic accounts for approximately 9 percent of all trips.

### **State Route 74**

This roadway is a primary thoroughfare in the project area, generally in an east-west direction. SR-74 is currently a four-lane facility that merges with SR-79 east of the project area near the City of Hemet. North of the project site, SR-74 parallels Matthews Road until it merges with I-215. After this overlapping section, SR-74 diverges from I-215 at the 4th Street exit and continues west through the City of Perris. East of Ethanac Road, which no longer connects with SR-74, this roadway is also known as Pinacate Road. The portion of Pinacate Road located within the project study area is referred to as SR-74 throughout the remainder of this report.

According to traffic counts conducted by Caltrans in 2004, SR-74 carries approximately 25,000 average daily vehicle trips in the vicinity of the project site. Truck traffic accounts for approximately 11 percent of all trips.

#### **8.12.1.2.2 Local Roadway Facilities**

The project site is connected to the major roadways in the area via Ethanac Road, McCall Boulevard, Menifee Road, McLaughlin Road, Rouse Road, Palomar Road, Matthews Road, and Junipero Road. These roadways are described below, and Figure 8.12-2 shows the arrangement of the local roadway network in the vicinity of the project site. Table 8.12-1 provides classification and traffic volume data for the local and regional roadways. Existing traffic data are not available for McLaughlin Road, Rouse Road, Palomar Road, and Junipero Road due to low traffic volumes on these roads.

TABLE 8.12-1  
Characteristics of Roadways in Project Study Area

<b>Name</b>	<b>Classification</b>	<b>Hourly Design Capacity<sup>a</sup></b>	<b>Average Daily Traffic Volume<sup>b, c</sup></b>	<b>Truck Traffic<sup>b, d</sup></b>	<b>Peak Hour Volume<sup>b, d</sup></b>
<b>Regional Roadways</b>					
I-215 (post mile 20.84)	Freeway	8,400	69,000	9%	5,500
SR-74 (post mile 28.91)	Principal Arterial	3,000	25,000	11%	2,100
<b>Local Roadways</b>					
Ethanac Road <sup>e</sup>	Collector	1,500	4,095	7%	932
McCall Boulevard	Collector	1,500	13,264	0.1%	463
Menifee Road	Collector	1,500	6,949	0.1%	457
Matthews Road	Collector	1,500	3,452	12%	280
McLaughlin Road	Local Road	800	-	-	-
Rouse Road	Local Road	800	-	-	-
Palomar Road	Local Road	800	-	-	-
Junipero Road	Local Road	800	-	-	-

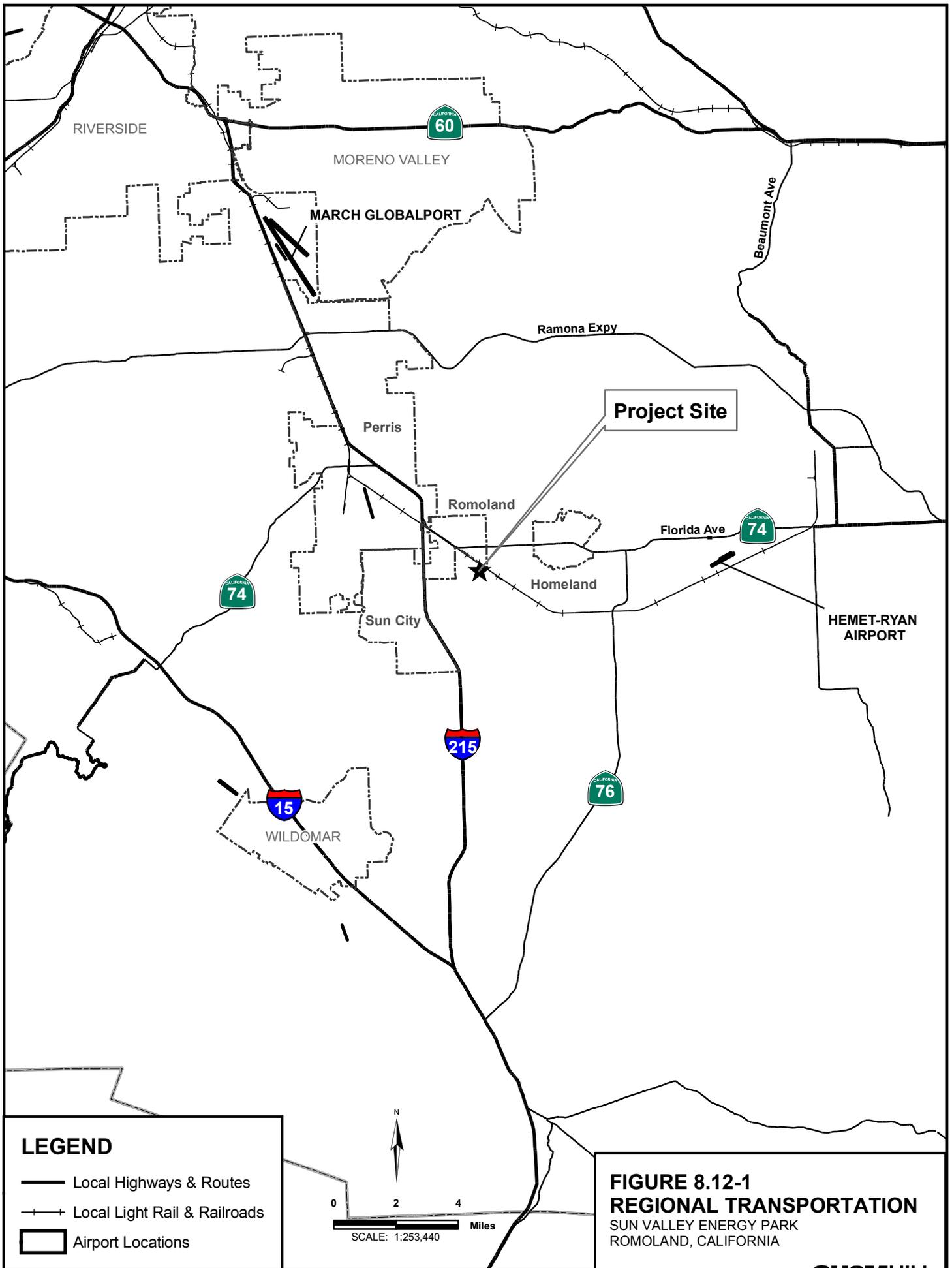
<sup>a</sup> Source: Transportation Research Board, 2000.

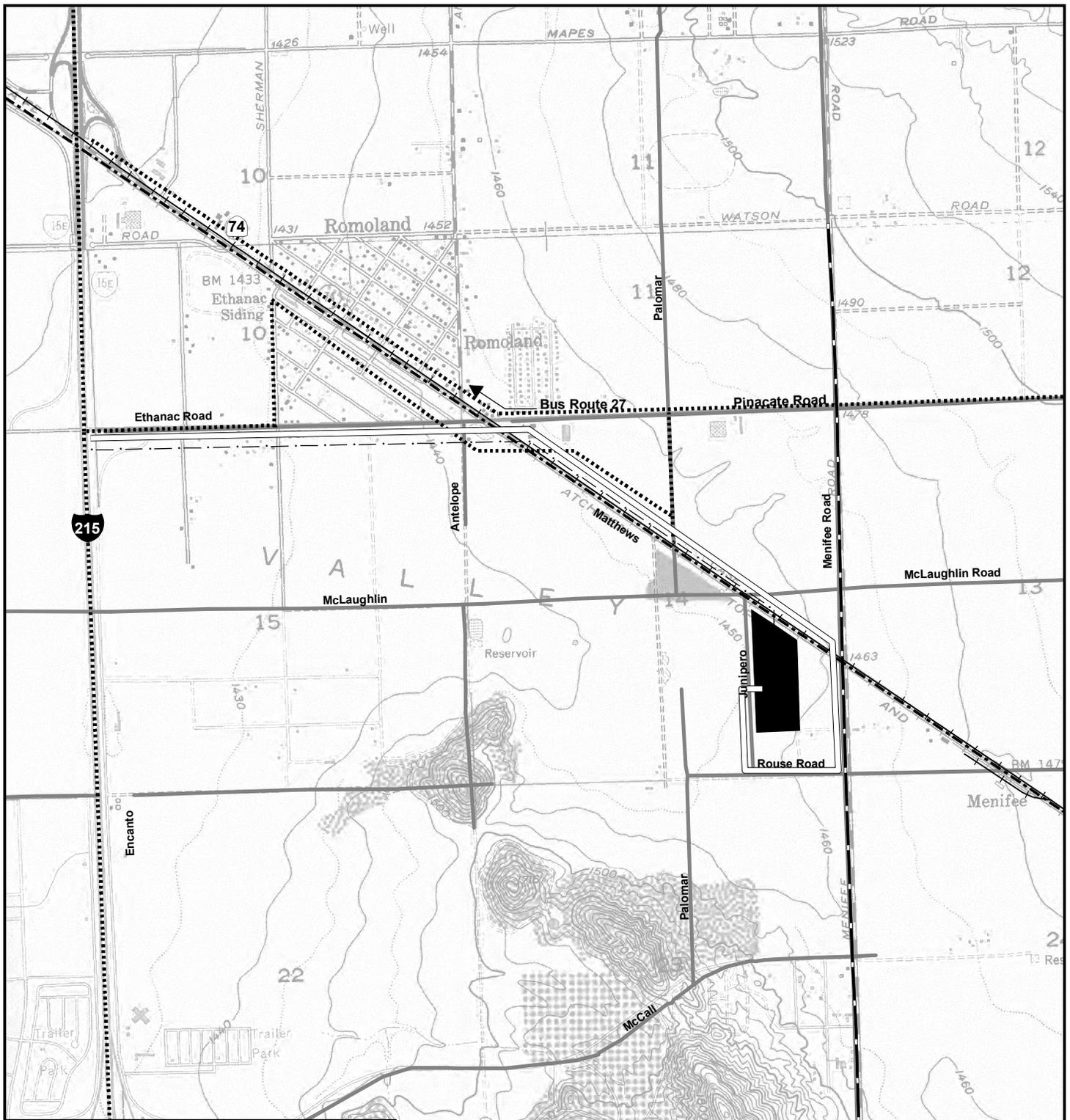
<sup>b</sup> Source: California Department of Transportation (Caltrans), 2004.

<sup>c</sup> Source: Riverside County Transportation Department, 2005.

<sup>d</sup> Source: Southern California Association of Governments (SCAG) 2000 Model (Peak Hour Volume = p.m. Peak Period).

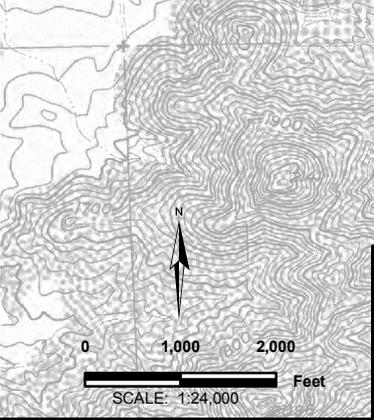
<sup>e</sup> Traffic on Ethanac has probably decreased since the most recent count, due to the recently constructed barrier to SR-74.





**Legend**

-  Project Site
-  Local Light Rail & Railroads
-  Community Trail
-  Off Road Bike Trail
-  Bus Route 27
-  Construction Traffic Route
-  Hazardous Materials Transport Route



**FIGURE 8.12-2**  
**LOCAL TRANSPORTATION**  
**FACILITIES**  
 SUN VALLEY ENERGY PROJECT  
 ROMOLAND, CALIFORNIA

### ***Ethanac Road***

Ethanac Road is an east-west two-lane collector, northwest of the project area. Ethanac Road crosses the BNSF railroad before it terminates at Matthews Road and SR-74. Ethanac Road no longer provides direct access to SR-74 as it once did. Because this intersection with SR-74 was very hazardous, a barrier was placed between these two roadways in 2003. Ethanac Road connects the project site to I-215 via Matthews Road. There are no stop signs or traffic signals on Ethanac Road between I-215 and Matthews Road. Access to Ethanac Road from north-south roadways (Sherman Road, Dawson Road and Antelope Road) between I-215 and Matthews Road is controlled by stop signs on the minor streets.

According to the Riverside County Traffic Counts Book dated August 23, 2005, Ethanac Road carried approximately 4,095 average daily vehicle trips in the vicinity of the project site between Tyler Street and SR-74. The count for this segment is dated September 2001, however, which was before direct access to SR-74 from Ethanac Road was blocked. Before this barrier was put in place, travelers could reach SR-74, a major east-west corridor, via Ethanac Road. With the barrier in place, travelers to SR-74 would be unlikely to use Ethanac Road, as it would require a detour south on Matthews Road, which is not paved, to Menifee Road. It is therefore possible that, despite growing traffic in the local area, traffic on Ethanac Road may have decreased, due to the cessation of northbound connecting trips to SR-74 caused by the new Ethanac Road to SR-74 barrier.

### ***McCall Boulevard***

McCall Boulevard is an east-west two to four-lane collector, south of the project area. McCall Boulevard connects the project site to I-215 via Menifee Road. McCall Boulevard traverses thru agricultural and residential areas and also provides access to Menifee Valley Medical Center.

According to traffic counts taken in 2003, provided by Riverside County, McCall Boulevard carries approximately 13,264 average daily vehicle trips in the vicinity of the project site.

### ***Menifee Road***

Menifee Road is a north-south two to four-lane collector, east of the project area. Menifee Road crosses the BNSF railroad and Matthews Road south of McLaughlin Road. Menifee Road provides access to SR-74 for traffic traveling north from the communities of Winchester and Menifee. This roadway provides access to SR-74 for southbound traffic originating near the community of Nuevo. Menifee Road turns east and becomes Simpson Road, a major east-west roadway providing access to the community of Winchester, near the community of Menifee. North of SR-74, Menifee Road terminates at its intersection with Nuevo Road.

According to traffic counts taken in 2003, provided by Riverside County, Menifee Road carries approximately 6,949 average daily vehicle trips in the vicinity of the project site.

### ***Matthews Road***

Matthews Road is a northwest-southwest collector in the project vicinity. The roadway is adjacent to the BNSF railroad. The northern boundary of the project site lies on the opposite side of the BNSF railroad tracks from Matthews Road. For construction of the SVEP, a temporary railroad crossing from Matthews Road will allow workers access to the project site from Matthews Road to future Junipero Road and the SVEP. VSE will obtain a permit

from the Riverside County Transportation Commission to use this temporary crossing. Matthews Road is a two-lane road with approximately ten-foot-wide lanes and one to three-foot-wide shoulders. A stop sign controls traffic at its intersection with Palomar Road. Approximately 1,500 east of its intersection with Palomar Road, Matthews Road is an unpaved, two-lane facility. A one-way stop exists at the intersection of Matthews Road and Menifee Road. Matthews Road continues until it reaches its terminus in the community of Winchester.

According to traffic counts taken in September of 2004, provided by Riverside County, Matthews Road carries approximately 3,452 average daily vehicle trips in the vicinity of the project site (between Ethanac Road and Palomar Road).

#### ***McLaughlin Road***

McLaughlin Road is an east-west, unpaved local roadway north of the project area. The road connects Menifee Road with Matthews Road, Palomar Road and Encanto Drive which runs adjacent to I-215. McLaughlin Road is narrow with little or no shoulder.

#### ***Rouse Road***

Rouse Road is an unpaved east-west local roadway located near the project area to the south. The road connects Menifee Road with Palomar Road and Encanto Drive, adjacent to I-215. Rouse Road is narrow with little or no shoulder. During project operation, Rouse Road will provide access to Junipero Road and the SVEP site, from Menifee Road.

#### ***Palomar Road***

Palomar Road is an unpaved north-south local roadway west of the project area. The roadway connects the project site to McLaughlin Road, Matthews Road and SR-74 to the north and Rouse Road to the south. Palomar Road also crosses the BNSF railroad north of the project site.

#### ***Junipero Road***

Junipero Road is a north-south road right-of-way, the future alignment of which will bound the SVEP site on the west. Currently, Junipero Road is a track between agricultural fields, adjacent to the project site. Approximately 0.5 miles south of the SVEP site, Junipero Road is newly improved as a connecting street over a short distance north of McCall Boulevard. During project construction, Junipero Road will provide primary access to the project site from Matthews Road to the north. During project operation, Junipero Road will provide primary access to the SVEP site from the south via Rouse Road

### **8.12.1.3 Level of Service Analysis**

Riverside County uses the Level of Service (LOS) criteria, as defined by the 2000 *Highway Capacity Manual*, to assess the performance of its street and highway system and the capacity of roadways. The requirements are specified in the Circulation Element of the County of Riverside General Plan.

Traffic flow characteristics for different LOS are described in Table 8.12-2. LOS C is the minimum acceptable LOS along all County maintained roads and conventional state highways in Riverside County. As an exception, LOS D may be allowed in Community Development areas, only at intersections of any combination of highways, arterials, conventional state highways or freeway ramp intersections. LOS E may be allowed in

designated community centers to the extent that it would support transit-oriented development and walkable communities.

TABLE 8.12-2  
Level of Service Criteria for Urban Streets.

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

Source: Transportation Research Board, 2000.

V/C = volume/capacity ratio

Existing average daily traffic volumes on selected roadway segments were collected from the Riverside County Traffic Count database. Riverside County intersection turn movement data were not available. Therefore, the traffic impacts were analyzed based on daily roadway capacity. Ramp volumes published by Caltrans were used to evaluate construction impacts on I-215 at Ethanac Road.

This analysis focuses on the following study area roadway segments during a typical weekday peak hour between 4:00 p.m. to 6:00 p.m. (evening peak).

- SR-74 from Matthews Road to Menifee Road
- Ethanac Road from I-215 to Matthews Road
- McCall Boulevard from I-215 to Menifee Road
- Menifee Road from SR-74 to McCall Boulevard
- Matthews Road from Ethanac Road to Menifee Road
- I-215/Ethanac Road on and off ramps

Traffic conditions were evaluated using the methodology of Transportation Research Board's 2000 *Highway Capacity Manual*. Roadway conditions were evaluated for the following scenarios:

- Existing (2005) conditions
- Construction (2007) conditions

LOS was calculated for most major road segments in the study area. Traffic data were not available for less utilized roads in the immediate project vicinity. These roads generally serve surrounding agricultural area which tends to generate low volumes of traffic.

Historical traffic data (from 1998 to 2003) for local roadways were compared to more recent data and planned construction projects in the project vicinity. It is expected that this area will experience fairly high growth rates; however, the traffic conditions in 2007 (beginning of construction) and 2008 (beginning of commercial operation) will remain comparable to the 2005 (existing) conditions. Therefore, updated traffic forecasts for 2007 and 2008 were unnecessary. Additionally, facility operation conditions were not evaluated since traffic generated by permanent employees and deliveries during facility operation will be minimal.

### 8.12.1.3.1 Existing Conditions

Table 8.12-3 shows the existing p.m. peak hour traffic volumes on local roadways. Under existing conditions, the studied roadway segments operate at LOS B or better during the peak period. The roadways that will collect and carry all traffic to the project site entrance, Menifee Road and Matthews Road, currently operate at LOS A.

TABLE 8.12-3  
Existing Level of Service Summary for Local Roadways

Name	Segment	Hourly Design Capacity <sup>a</sup>	Peak Hour Volume <sup>b, c, d</sup>	V/C	LOS
SR-74	East of Menifee Road	3,000	2,100	0.70	B
Ethanac Road <sup>e</sup>	I-215 to SR-74 (Matthews Road)	1,500	932	0.62	B
McCall Boulevard	I-215 to Menifee Road	1,500	463	0.31	A
Menifee Road	SR-74 to McCall Boulevard	1,500	457	0.30	A
Matthews Road	Ethanac Road to Menifee Road	1,500	280	0.19	A

<sup>a</sup> Source: Transportation Research Board, 2000

<sup>b</sup> Source: Caltrans, 2004

<sup>c</sup> Source: Riverside County Transportation Department, 2005

<sup>d</sup> Source: SCAG 2000 Model (Peak Hour Volume = p.m. Peak Period)

<sup>e</sup> Traffic on Ethanac has probably decreased since the most recent count, because Ethanac Road no longer connects with SR-74, as it did when these counts were made.

In addition, a merge/diverge analysis for the Ethanac Road/I-215 interchange was prepared using 2004 traffic data. As shown in Table 8.12-4, the analysis indicated that the freeway will operate at LOS D during the peak periods for the merge/diverge locations for all four ramps. Riverside County considers LOS D to be the limit of acceptable delay in Community Development areas. Community Development areas are identified as “areas appropriate for urban or suburban development, including areas for single family and multiple family residential uses, commercial, industrial, business park, public facilities, and a mix of uses”. Caltrans considers LOS D to be the limit of acceptable delay. Therefore, the I-215 ramps at Ethanac Road currently operate at acceptable LOS.

TABLE 8.12-4  
Existing Level of Service Summary for I-215 at Ethanac Road

Name	Segment	Average Daily Traffic Volume <sup>a</sup>	Peak Hour Ramp Volume <sup>b</sup>	LOS <sup>b</sup>
I-215 Northbound	Ethanac Road off ramp	3,500	280 (a.m. peak)	D
I-215 Northbound	Ethanac Road on ramp	2,400	190 (p.m. peak)	D
I-215 Southbound	Ethanac Road off ramp	2,200	175 (a.m. peak)	D
I-215 Southbound	Ethanac Road on ramp	4,000	320 (p.m. peak)	D

<sup>a</sup> Source: Caltrans, 2004.

<sup>b</sup> Calculations based on Transportation Research Board, 2000.

#### 8.12.1.4 Public Transportation

Public transportation in the area is provided by Riverside Transit Agency (RTA). The Riverside Transit Agency Bus Lines 27, 61, 74, and 208 are the closest connections to the project site. Line 27 is the only one of these lines that provides near access to the project site. Figure 8.12-2 shows the Line 27 route. The RTA connects with Metrolink, the regional rail system in Southern California. Metrolink connects Riverside County with the City of Los Angeles. No park-and-ride lots for carpooling were identified within 3 miles of the project site.

#### 8.12.1.5 Bicycle and Pedestrian Circulation

A majority of the roads in the area are narrow, with little or no shoulder and few sidewalks. Within the project area, SR-74 is a designated Class II bikeway under the Circulation Element of Riverside County's General Plan. The plan also designates Menifee Road as a community trail. Community trails are intended to link areas of a community to the regional trail system and to link areas of a community with each other. Also, an off-road bicycle trail exists along the BNSF railroad right-of-way north and northwest of the project site, generally between Ethanac Road and Menifee Road. Figure 8.12-2 shows existing and proposed bicycle facilities in the project area.

#### 8.12.1.6 Airports

Hemet-Ryan Airport (HMT) and French Valley Airport (F70) are managed by the Riverside County Economic Development Agency. HMT is located near Hemet, approximately 10 miles east of the proposed project site. F70 is located near Murrieta, approximately 16 miles south of the proposed project site. There are no major commercial passenger airports in the project vicinity. March GlobalPort is a commercial cargo airport located at the former March Air Force Base, approximately 12 miles north-northwest of the SVEP site. Express package service company DHL Express has recently begun using March GlobalPort as a regional air cargo hub.

#### 8.12.1.7 Goods Movement

##### 8.12.1.7.1 Freight Rail Service

The BNSF branch line railroad borders the project site on the northeast side. This line provides freight transport service between the Hemet/San Jacinto area, March Inland Port and major markets within California and other destinations north and east. The number of train trips made within the vicinity of the study area is approximately 2 to 3 trips per week. Trains traveling through the project vicinity travel at approximately 10 miles per hour. None of the railroad-crossings in the project vicinity are signalized. Riverside County Transportation Commission reports that there are no plans to install a signalization system at this particular location.

##### 8.12.1.7.2 Truck Access

A designated truck route between I-215 and the project site during construction will be from the Ethanac Road, east to Matthews Road and south to Junipero Road and the project site. This will require construction of a temporary rail crossing at Matthews Road and McLaughlin Road. Currently unpaved sections of Matthews Road, McLaughlin Road and Junipero Road, which will be used during construction, will be paved in accordance with

Riverside County requirements. During operation, the truck route will follow Ethanac Road east to Matthews Road, Matthews Road southeast to Menifee Road, Menifee Road south to Rouse Road, Rouse Road west to Junipero Road, and Junipero Road north to the SVEP.

### **8.12.1.8 Planned Transportation Improvements and Other Projects**

There are no planned transportation improvements within the immediate vicinity of the SVEP, construction of three other developments may affect transportation and traffic conditions on the roadways in the project vicinity. Figure 8.12-3 shows locations of these projects. These include the Inland Empire Energy Center, approximately 0.5 mile from the SVEP, and the Menifee Valley Ranch Specific Plan area, which has begun development as a planned development with residential, commercial, and community/open space uses east of Menifee Road. Further from the project site, the Riverside County Transportation Commission is improving State Route 74 west of I-215, between I-215 and Lake Elsinore.

#### **8.12.1.8.1 Inland Empire Energy Center**

Inland Empire Energy Center (IEEC) is located approximately 0.5 mile from the SVEP. Ethanac Road is north of the IEEC, Antelope Road borders the site to the west, and McLaughlin Road borders the site to the south. Normal access to the IEEC site will be from an extension of Antelope Road from its current terminus south of Ethanac Road. Construction of this project started in August 2005 and is expected to continue for a total of 24 months until July 2007. The project will have average and peak workforces of 250 and 490 employees, respectively. Facility operation will require approximately 23 permanent employees.

#### **8.12.1.8.2 Menifee Valley Ranch**

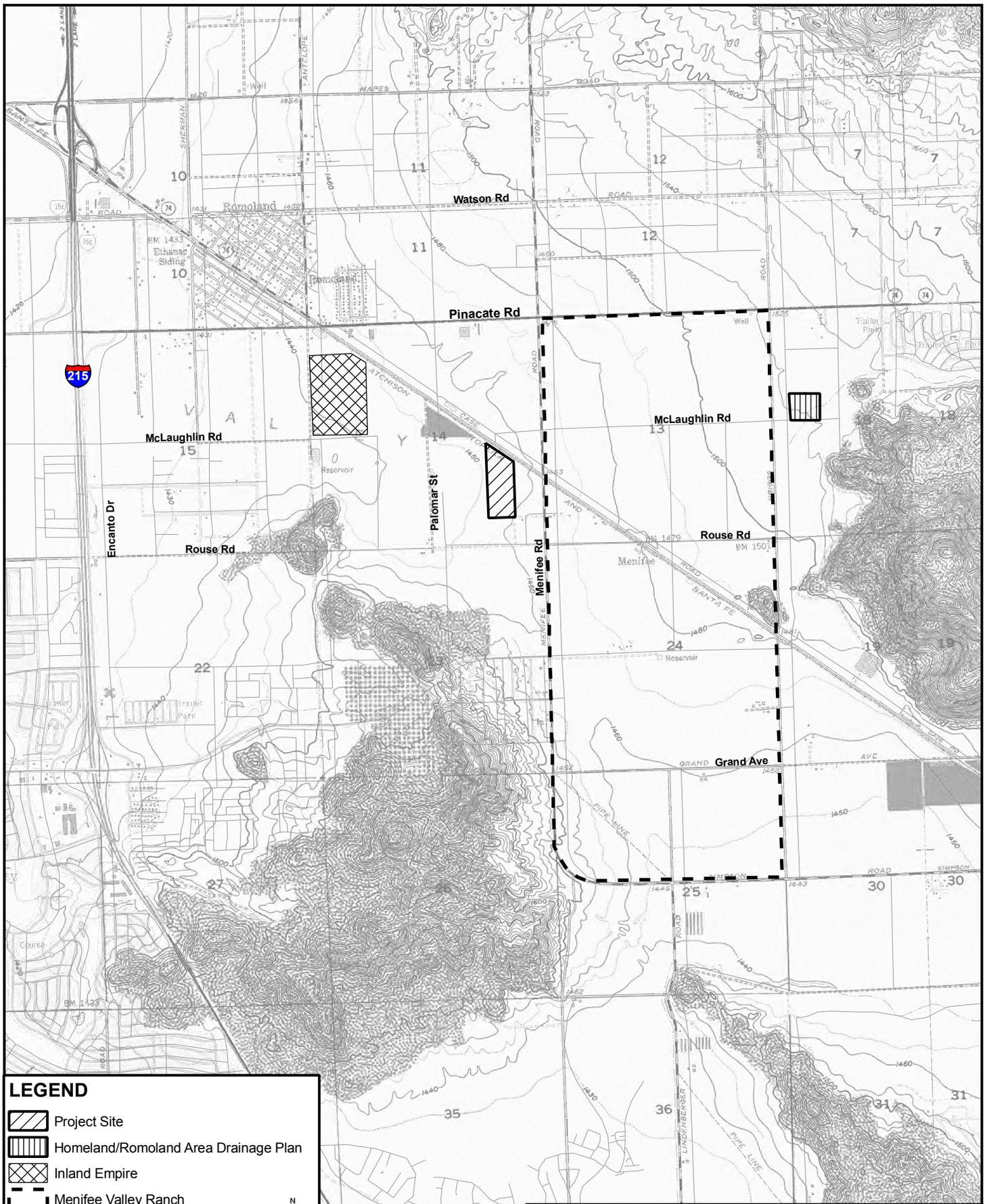
Menifee Valley Ranch is a large residential development planned for the area immediately east of the SVEP and Menifee Road. The specific plan for this development was approved by Riverside County in 2002 for 4,063 residential units on 1,357 acres and includes residential and commercial uses, parks, a golf course, and schools. Construction of this project has recently begun. As part of this development, Menifee Road is currently under expansion to a four-lane, divided urban arterial between McCall Boulevard and Matthews Road.

#### **8.12.1.8.3 Homeland/Romoland Area Drainage Plan**

The Homeland/Romoland Area Drainage Plan identifies new drainage facilities in the vicinity of the SVEP site. In particular, a new storm water drainage channel is planned along SR-74, Ethanac Road and McLaughlin Road. A Draft Environmental Impact Report for this plan has been recently completed by the Riverside County Flood Control and Water Conservation District. Approximate project construction period is not available. It is anticipated that construction will start after completion of SVEP.

## **8.12.2 Environmental Consequences**

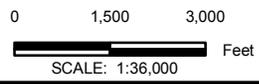
This section discusses potential environmental impacts of the proposed project. Potential traffic impacts during construction of the plant, as well as plant operation after construction, have been considered and analyzed. Significance criteria were developed based upon Appendix G of the CEQA *Guidelines*, which identifies significant impacts to be caused by a project if it results in an increase in traffic that is substantial relative to the amount of



**LEGEND**

-  Project Site
-  Homeland/Romoland Area Drainage Plan
-  Inland Empire
-  Menifee Valley Ranch

Note: All Project sites are approximate to SVEP site



**FIGURE 8.12-3**  
**OTHER PROJECTS IN THE SVEP VICINITY**  
 SUN VALLEY ENERGY PROJECT  
 ROMOLAND, CALIFORNIA

existing traffic and the capacity of the surrounding roadway network. In addition, impacts are assessed in accordance with the criteria used by Riverside County, Southern California Association of Governments, and Caltrans. The more stringent criteria were used to determine project-related impacts.

During the peak construction phase, the project is expected to generate approximately 408 average daily construction worker round trips. When completed, the operational phase of the proposed project would generate approximately 3 additional employee commutes or 6 daily trips. To analyze the “worst-case” scenario, traffic impacts associated with peak construction traffic were analyzed. Consequently, a quantitative traffic analysis was not conducted for the long-term operations phase since it would generate a low volume of peak hour trips (3 morning and 3 evening peak hour employee trips). This would not have a measurable impact on the study area intersections.

### 8.12.2.1 Thresholds of Significance

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

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

### 8.12.2.2 Level of Service Criteria

#### 8.12.2.2.1 Construction Impacts

Peak hour traffic operations were evaluated for the weekday evening peak periods (4:00 to 6:00 p.m.) for the local roadway network adjacent to the project site during construction. The peak hour analysis examined the worst-case scenario, the impact of a maximum of 408 daily workers during construction of the project.

#### *Trip Generation*

Construction of the proposed project is anticipated to begin in the Spring of 2007 and end in the Spring of 2008. A peak workforce would consist of approximately 408 workers.

Construction for the plant would generally be scheduled to occur between 7:00 a.m. and 7:00 p.m., Monday through Friday, although 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. Based on the regular schedule, most worker trips to the project site would occur during the morning (inbound to site) and evening (outbound from site) peak commute hours. The delivery of construction materials and the hauling of materials from the project site would also occur during the day, but not during the peak hours. Table 8.12-5 summarizes the total daily and peak-hour construction vehicle trip generation for the construction period.

TABLE 8.12-5  
Construction Trip Generation for the Proposed Project

Vehicle Type	Average Daily Round Trips	Peak Daily Round Trips	Morning Peak Hour		Evening Peak Hour	
			In	Out	In	Out
Construction Personnel <sup>a</sup>	220	408	408	0	0	408
Delivery Trucks <sup>b</sup>	5	8	0	0	0	0
Heavy Vehicles and Trucks <sup>b</sup>	5	10	0	0	0	0
<b>Total</b>	<b>230</b>	<b>436</b>	<b>408</b>	<b>0</b>	<b>0</b>	<b>408</b>

<sup>a</sup> Approximately 10 construction personnel trips (5 inbound and 5 outbound) associated with lunch and other business-related trips would occur from 9:00 a.m. to 4:00 p.m. (outside of peak hours).

<sup>b</sup> Delivery and other truck trips would occur from 9:00 a.m. to 4:00 p.m. (outside of peak hours).

Based on a worst-case scenario, it is assumed that each worker will drive a separate vehicle to the project site, making two trips per day (one round trip to the site and back).

Construction workers would generate an maximum of 408 round trips during the peak construction period. Delivery trucks and heavy vehicles would generate additional 18 trips during this period. Also, approximately 10 construction personnel trips (5 inbound and 5 outbound) associated with lunch and/or business-related trips would occur outside of the peak hours.

**Trip Distribution**—The construction worker trip distribution has been based on the assumption that the entire workforce will commute from within Riverside County. To arrive to the project site, 80 percent of construction workers would use I-215. It is assumed that an equal number of workers will use northbound and southbound I-215 and connecting Ethanac Road on ramps and off ramps. From I-215, workers will take the Ethanac Road exit, proceed to Matthews Road, and continue southeast to the project site. Remaining 20 percent of workers would originate in the communities east of the project site. They would use SR-74, Menifee Road, and Matthews Road to access the project site.

**Construction Phase Project Conditions**—Table 8.12-6 shows the results of the peak construction conditions traffic analysis for local roadways. Based on the traffic analysis, the addition of the peak construction worker traffic volumes would not have a significant impact on traffic operations of the local roadways. LOS for SR-74 east of Menifee Road will degrade from LOS B to LOS C, and LOS for Ethanac Road between I-215 and Matthews Road will degrade from LOS B to LOS D, but these segments will still operate in the range of acceptable LOS. Other roadway segments will continue to operate well below their capacity.

TABLE 8.12-6  
Construction Level of Service Summary for Local Roadways

Name	Segment	Hourly Design Capacity <sup>a</sup>	Peak Hour Volume <sup>b, c, d</sup>	V/C	LOS
SR-74	East of Menifee Road	3,000	2,182	0.73	C
Ethanac Road <sup>e</sup>	I-215 to SR-74 (Matthews Road)	1,500	1,258	0.84	D
McCall Boulevard	I-215 to Menifee Road	1,500	463	0.31	A
Menifee Road	SR-74 to McCall Boulevard	1,500	539	0.36	A
Matthews Road	Ethanac Road to Menifee Road	1,500	606	0.40	A

<sup>a</sup> Source: Transportation Research Board, 2000.

<sup>b</sup> Source: Caltrans, 2004.

<sup>c</sup> Source: Riverside County Transportation Department, 2005.

<sup>d</sup> Source: SCAG 2000 Model (Peak Hour Volume = p.m. Peak Period).

<sup>e</sup> Traffic on Ethanac has probably decreased since the most recent count, because Ethanac Road no longer connects with SR-74 as it did when the counts were made.

Table 8.12-7 shows the results of the peak construction conditions traffic analysis for I-215 at Ethanac Road. The merge/diverge analysis prepared for I-215 at Ethanac Road indicates that all ramps except the I-215 southbound on-ramp will continue to operate at LOS D. The merge to I-215 from the southbound on-ramp is expected to operate at LOS E during construction, which is below acceptable LOS. Project contribution to the traffic volumes on I-215 would be up to 162 peak hour trips in each direction, or less than two percent. These additional peak hour trips could have a significant impact on ramp operations at I-215 and Ethanac Road, if construction traffic coincides with peak hour traffic. This effect would be temporary, however, lasting only part of the duration of construction. As with most construction projects, however, SVEP construction work hours will begin and end prior to peak traffic hours.

TABLE 8.12-7  
Construction Level of Service Summary for I-215 at Ethanac Road

Name	Segment	Average Daily Traffic Volume <sup>a</sup>	Peak Hour Ramp Volume <sup>b</sup>	LOS <sup>b</sup>
I-215 Northbound	Ethanac Road off-ramp	3,500	443 (a.m. peak)	D
I-215 Northbound	Ethanac Road on-ramp	2,400	353 (p.m. peak)	D
I-215 Southbound	Ethanac Road off-ramp	2,200	338 (a.m. peak)	D
I-215 Southbound	Ethanac Road on-ramp	4,000	483 (p.m. peak)	E

<sup>a</sup> Source: Caltrans, 2004.

<sup>b</sup> Calculations based on Transportation Research Board, 2000.

The construction personnel by month table (Section 8.10, Socioeconomics) was used to further evaluate traffic impacts of the peak construction personnel. Based on this information, it was determined that the I-215 southbound on-ramp will operate at LOS E

from Month 5 to Month 9 or whenever the total number of construction trips exceeds 120. In other words, addition of more than 90 trips to the evening peak traffic on southbound I-215 on ramp will decrease LOS at this ramp. This effect would be temporary, and will last approximately five months. In addition, actual construction traffic will arrive and depart during off peak hours.

Construction of linear facilities will not have adverse traffic impacts. New gas line, sanitary sewer, non-reclaimable wastewater, reclaim water, potable water, and transmission line will connect to the existing facilities near the project site.

#### **8.12.2.2 Operational Impacts**

The permanent addition of 9 employees would generate 3 morning peak hour, and 3 evening peak hour trips. Once these trips are distributed on the study area network, they would result in a less-than-significant impact, as their traffic volumes would be immeasurable in terms of intersection LOS.

The remaining non-peak hour trips would be associated with regular plant deliveries, visitors, and employee business-related trips. Since these trips would be spread throughout the day, and would not occur during the peak commute hours, they would also have a less-than-significant impact on traffic operations.

#### **8.12.2.3 Parking Facilities**

Construction laydown and parking areas will be within existing site boundaries and on the SCE easement, north of the plant site. When completed, the project would contain adequate onsite parking to accommodate the permanent 9 employees.

#### **8.12.2.4 Public Transportation**

RTA Bus Lines 27, 61, 74, and 208 have stops in the general vicinity of the project site and Line 27 stops in Romoland, relatively near the SVEP. However, it is anticipated that majority of the employees will be driving to and from the project site. Therefore public transit routes within the vicinity of the project location will not be affected during construction or facility operation.

#### **8.12.2.5 Bicycle and Pedestrian Circulation**

Neither bicycle nor pedestrian facilities within the vicinity of the project location will be affected during construction or facility operation.

#### **8.12.2.6 Goods Movement**

Construction and operation of the proposed project would not impact adjacent freight rail line, and air or shipping routes. Therefore, the project would not have a significant impact on goods movement.

#### **8.12.2.7 Safety**

There will be no changes to the design of the roadways in the vicinity of the proposed project site. Truck traffic within the area would continue to use designated truck routes to access the proposed project site. Impacts to vehicle, pedestrian, and bicycle safety as a result of construction and operation of the project would be less-than-significant.

### 8.12.2.8 Air, Rail, and Waterborne Traffic

The proposed project would have no impacts on air, rail, or waterborne traffic.

### 8.12.2.9 Hazardous Materials Transport

Construction of the proposed project would generate hazardous wastes consisting primarily of batteries, and various liquid wastes (e.g., cleaning solutions, solvents, paint and antifreeze). Contaminated soils could also be generated in the pre-construction or site preparation phase and would be transported as hazardous materials or hazardous waste. Transport route arrangements would be required with Caltrans officials for permitting and escort, as applicable. Generally, only small quantities of hazardous materials will be used during the construction period, as described in Section 8.5, Hazardous Materials Handling. They may include gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. Because of the small quantities of hazardous materials involved, shipments will likely be consolidated. Multiple truck deliveries of hazardous materials during construction are unlikely. During construction, a minimal number of truck trips per month will be required to haul waste for disposal. Because the transport of hazardous wastes will be conducted in accordance with the relevant transportation regulations no significant impact is expected.

Operation of the project would result in the generation of additional wastes including lubricants, water treatment chemicals, herbicides and pesticides, and sludge. In addition, operation of the project will require transportation of aqueous ammonia, a regulated substance. Aqueous ammonia will be delivered to the plant by truck transport using designated truck routes (see discussion below). Small quantities of sulfuric acid and various other hazardous materials will also be used in project operations, as described in Section 8.5. According to Division 13 Section 31303 of the CVC, the transportation of regulated substances and hazardous materials will be on the state or interstate highways that offer the shortest overall transit time possible.

Aqueous ammonia is considered a potential inhalation hazard. Division 14.3 Section 32105 of the CVC specifies that unless there is not an alternative route, every driver of a vehicle transporting inhalation hazards shall avoid, by prearrangement of routes, driving into or through heavily populated areas, congested thoroughfares, or places where crowds are assembled.

The truck loading area will be located within a bermed area adjacent to the storage tank onsite. The use of 19 percent aqueous ammonia will require approximately 2 deliveries of ammonia per week or 16 truck trips per month (inbound and outbound). These truck trips would generally occur during the non-peak commute hours.

Table 8.12-8 summarizes expected truck trips for the project, including delivery of hazardous materials and removal of wastes. There will be a maximum of 3 truck trips per day, with an average of 2 or less truck trips per day to the project site. For further information on the management of hazardous materials and waste products, see Sections 8.5 and 8.14.

TABLE 8.12-8  
Estimated Truck Deliveries at the Facility During Operation

Delivery Type	Number and Occurrence of Trucks
Aqueous ammonia	8 per month
Sulfuric acid	2 per month
Cleaning chemicals	1 per month
Trash pickup	1 per week
Lubricating oil	4 per year
Lubricating oil filters	4 per year
Laboratory analysis waste	4 per year
Oily rags	4 per year
Oil absorbents	4 per year
Water treatment chemicals	Up to 4 per week

Additionally, transporters of inhalation hazardous or explosive materials must contact the California Highway Patrol (CHP) and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook that will specify the routes approved to ship inhalation hazardous or explosive materials. The exact route of the inhalation or explosive material shipment will not be determined until the shipper contacts the CHP and applies for a license. Transportation impacts related to hazardous materials associated with power plant operations will not be significant since deliveries of hazardous materials will be limited. Delivery of these materials will occur over prearranged routes and will be in compliance with all LORS governing the safe transportation of hazardous materials.

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

For those materials that require offsite removal, a licensed hazardous waste transporter would move these substances to one of three Class I hazardous waste landfills in proximity to the project site. Access by waste haulers to the project site would be via I-215. Specific outbound truck routes from the project site to I-215 during construction will be as follows:

1. Project site (Junipero Road) to Matthews Road – northbound
2. Matthews Road to Ethanac Road – north-westbound
3. Ethanac Road to I-215 (northbound or southbound) on ramp – westbound

Specific inbound truck routes to the project site from I-215 during construction are as follows:

1. I-215 (northbound or southbound) to Ethanac Road off ramp
2. Ethanac Road to Matthews Road – eastbound
3. Matthews Road to Junipero Road – south-eastbound
4. Junipero Road to project site – southbound

During project operation, access to the site from I-215 for all hazardous materials delivery trucks will be as follows:

1. I-215 (northbound or southbound) to Ethanac Road off ramp
2. Ethanac Road to Matthews Road – eastbound
3. Matthews Road to Menifee Road– southeastbound
4. Menifee Road to Rouse Road – southbound
5. Rouse Road to Junipero Road – westbound
6. Junipero Road to the SVEP – northbound

These inbound and outbound truck routes serving the project site to I-215 would travel through predominantly agricultural and industrial areas within Riverside County.

Outbound trucks would proceed north on I-215 to I-5 or I-10. I-5 and I-10 provide access to California's three Class I hazardous waste facilities including:

- Safety Kleen, Buttonwillow (Kern County)
- Safety Kleen, Westmorland (Imperial County)
- Chemical Waste Management, Kettleman Hills (Kings County)

The major highways and interstates that would be used to carry hazardous wastes from the project site to the appropriate landfills contain adequate capacity to accommodate these vehicle trips. Hauling would be carried out in accordance with local, state, and federal regulations that include the Resource Conservation and Recovery Act (42 U.S. Code 6901et seq.), the California Integrated Waste Management Act (Public Resources Code Sections 40000 et seq.) and the Riverside County Community Health Agency requirements.

In addition, the federal government prescribes regulations for transporting hazardous materials. These regulations are described in the Code of Federal Regulations, Title 49, Section 171. These laws and ordinances place requirements on various aspects of hazardous waste hauling, from materials handling to vehicle signs, to ensure public safety.

Transporting and handling of chemicals and wastes are discussed in Section 8.5, Hazardous Materials Handling, including the transport of ammonia. The ammonia transport route is shown on Figure 8.12-2.

### 8.12.3 Cumulative Impacts

The IEEC project construction is anticipated to be substantially completed and in operation in the third quarter of 2007. Therefore, construction of this project will not coincide with construction of SVEP. Operation of IEEC will require approximately 14 peak hour trips, which is insignificant compared to peak construction trips for the SVEP and existing traffic volumes. Thus, cumulative impacts associated with operation of IEEC and construction and operation of SVEP will not differ from impacts described earlier.

The Menifee Valley Ranch residential development, which has recently begun construction, will likely generate high volumes of construction and, later, residential traffic. Generally, it can be assumed that the majority of Menifee Valley Ranch traffic will use major roadways (e.g. SR-74, McCall Boulevard and Menifee Road) to access area, because these are the most convenient routes from I-215 north and southbound or from areas along SR-74 to the east. Nearly all of the SVEP construction traffic, however, will use Ethanac and Matthews Roads, and so will not conflict with construction or residential traffic for the Menifee Valley Ranch projects.

Construction of new drainage facilities, based on the Homeland/Romoland Area Drainage Plan, will potentially affect operations along SR-74, Ethanac Road and McLaughlin Road. However, since funding for this project is not yet available, it is expected that construction will not coincide with construction of the SVEP project. If construction coincides with SVEP operation, cumulative impacts will be minimal due to a low number of trips associated with the SVEP operation.

In conclusion, the SVEP will not cause a cumulative impact in terms of traffic and transportation, in conjunction with the IEEC, Menifee Valley Ranch, and drainage plan projects. This is because the time during which SVEP construction will generate the most traffic (Spring 2007 to Spring 2008) is the time when construction of the IEEC and Menifee Valley Ranch will likely be winding down. Residential traffic from Menifee Valley Ranch will tend to take entirely different travel routes than the SVEP construction traffic. SVEP operation will generate little traffic and so will not cause any significant cumulative impacts.

## **8.12.4 Mitigation Measures**

### **8.12.4.1 Construction Impacts**

Construction of proposed project would add a moderate amount of traffic to local roadways during the construction period. Since there are no significant impacts and this is a temporary impact, no mitigation measures are required for the local roadways. The morning and afternoon peak hours of the adjacent street system occur during the typical morning peak period of 7:00 a.m. to 9:00 a.m. and the afternoon peak period of 4:00 p.m. to 6:00 p.m. Work hours should be scheduled to begin and end before the typical peak periods begin. Staggered work hours could be easily implemented to avoid adverse impact on I-215 southbound on ramp during the p.m. peak period. This measure would reduce this potentially significant impact to a level below significance.

### **8.12.4.2 Operation Impacts**

The operations-related and maintenance-related traffic associated with the project is considered to be minimal; state and local roadways have adequate capacity to accommodate operations-related traffic. Consequently, no operations-related mitigation measures are required.

## **8.12.5 Laws, Ordinances, Regulations and Standards**

LORS related to traffic and transportation are summarized in the following sections. All applicable LORS and administering agencies are summarized subsequently. Table 8.12-9 describes how the project will comply with all LORS pertaining to traffic and transportation impacts.

TABLE 8.12-9  
Compliance with Laws, Ordinances, Regulations, and Standards

Authority	Administering Agency	Requirements	Compliance (Location in AFC where compliance discussed)
49 CFR, Section 171-177	U.S. Department of Transportation and Caltrans	Requires proper handling and storage of hazardous materials during transportation.	Project and transportation will comply with all standards for the transportation of hazardous materials.
49 CFR, Section 350-399 and Appendices A-G	U.S. Department of Transportation and Caltrans	Requires transporters to address safety considerations for the transport of goods, materials, and substances over public highways.	Project and transportation will comply with all standards for the transport of goods, materials, and substances.
49 CFR, Section 397.9	U.S. Department of Transportation and Caltrans	Directs the USDOT to establish criteria and regulations for the safe transportation of hazardous materials.	Project and transportation will comply to criteria established by USDOT under the Hazardous Materials Transportation Act of 1974.
CVC §§13369, 15275 and 15278	Caltrans	Addresses the licensing of drivers and classifications of licenses required for the operation of particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are required.	The project will conform to these sections in the CVC.
CVC §§2500-2505	Caltrans	Authorizes the issuance of licenses by the Commissioner of the CHP for the transportation of hazardous materials including explosives.	The project will conform to these sections in the CVC.
CVC §§25160 et seq.	Caltrans	Addresses the safe transport of hazardous materials.	The project will conform to these sections in CVC.
CVC §31303-31309	Caltrans	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Transporters will comply with standards for transportation of hazardous materials on state highways during construction and operations. The project will conform to CVC §31303 by requiring that shippers of hazardous materials use the shortest route possible to and from the site.
CVC §§31600-31620	Caltrans	Regulates the transportation of explosive materials.	The project will conform to CVC 31600 - 31620.
CVC §§32000-32053	Caltrans	Regulates the licensing of carriers of hazardous materials and includes noticing requirements.	The project will conform to CVC 32000 - 32053.
CVC §§32100-32109 and 32105.	Caltrans	Establishes special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. Requires that shippers of inhalation or explosive materials contact the CHP and apply for a Hazardous Material Transportation License.	The project will conform by requiring shippers of inhalation or explosive materials to contact the CHP and obtain a Hazardous Materials Transportation License.

TABLE 8.12-9  
Compliance with Laws, Ordinances, Regulations, and Standards

Authority	Administering Agency	Requirements	Compliance (Location in AFC where compliance discussed)
CVC §§34000-34121	Caltrans	Establishes special requirements for the transportation of flammable and combustible liquids over public roads and highways.	The project will conform to CVC §§34000 - 34121.
CVC §§34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5, and 34510-11	Caltrans	Regulates the safe operation of vehicles, including those used to transport hazardous materials.	The project will conform to these sections in the CVC.
CVC §§35550-35559	Caltrans	Regulates weight and load limitations.	The project will conform to these sections in the CVC.
CVC §35780	Caltrans	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Transportation permits will be obtained by transporters for all overloads, as required.
S&HC §§117, 660-711	Caltrans	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Encroachment permits will be obtained by transporters, as required.
S&HC §§660, 670, 1450, 1460 <i>et seq.</i> , 1470, and 1480	Caltrans	Regulates right-of-way encroachment and the granting of permits for encroachments on state and county roads.	The project will conform to these sections in the CVC.
California State Planning Law, Government Code Section 65302	Caltrans	Project must conform to the General Plan.	Project will comply with General Plan.

CFR = Code of Federal Regulations  
 CVC = California Vehicle Code  
 S&HC = California Streets and Highways Code

### 8.12.5.1 Federal

- Title 49, Code of Federal Regulations (CFR), Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- Title 49 CFR 350-399 and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

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.

### 8.12.5.2 State

- California Vehicle Code (CVC) Sections 13369, 15275 and 15278 addresses the licensing of drivers and classifications of licenses required for operation of particular types of vehicles. In addition, 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 31600-31620 regulate the transportation of explosive materials.
- CVC Sections 32000-32053 regulate the licensing of carriers of hazardous materials and include noticing requirements.

CVC Sections 32100-32109 establish special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. CVC Section 32105 requires shippers of inhalation or explosive materials to contact the CHP and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook specifying approved routes.

- CVC Sections 34000-34121 establish special requirements for transporting flammable and combustible liquids over public roads and highways.
- CVC Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5, and 34510-11 regulate the safe operation of vehicles, including those used to transport hazardous materials.
- 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, regulates 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.
- All construction in the public right-of-way will need to comply with the “Manual on Uniform Traffic Control Devices” (Caltrans and Federal Highway Administration [FHWA], 2003).
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in the CVC Sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are therefore applicable to this project.

General Provisions:

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

Vehicles with Trailers or Semitrailers:

- 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.

### 8.12.5.3 Local

The transportation elements of local plans that are applicable to the project are summarized below.

- The 2004 Regional Transportation Plan (RTP) establishes regional transportation goals, policies, objectives, and actions for various modes of transportation, including intermodal and multinodal transportation activities. The RTP is implemented through the County Transportation Improvement Program. The administering agency is the Southern California Association of Governments.

- The Traffic Congestion Relief Program establishes guidelines for development of a balanced transportation system, relating population and traffic growth, land use decisions, LOS performance standards, and air quality improvement. The administering agency is the Southern California Association of Governments.
- Riverside County General Plan establishes goals and policies, and identifies implementation measures for County traffic and transportation systems. The administering agency is the Riverside County Board of Supervisors.
- The County of Riverside Transportation Permits Department requires encroachment permits for pipelines on right-of-ways and for road improvements. The administering agency is the Riverside County Transportation and Land Management Agency.

### 8.12.6 Involved Agencies and Agency Contacts

The proposed project lies in proximity to roadways operated by the County of Riverside and Caltrans. The relevant agencies and appropriate contacts are shown in Table 8.12-10.

TABLE 8.12-10  
Agency Contacts

Agency	Contact/Title	Telephone
County of Riverside Transportation Permits Department	Staff 4080 Lemon Street, 2nd Floor Riverside, CA 92501	(909) 955-6790
Caltrans District 8	Staff 464 West 4th Street San Bernardino, CA 92407	(909) 383-4561
California Highway Patrol	Accounting Section HM Licensing Program P.O. Box 942902 Sacramento, CA 94298-2902	(916) 445-1865
Southern California Association of Governments	Rich Macias Manager of Transportation Planning & Programs 818 W. Seventh Street, 12th Floor Los Angeles, CA 90017	(213) 236-1805
Federal Motor Carrier Safety Administration	California Division 1325 J Street, Suite 1540 Sacramento, CA 95814	(916) 930-2760
Riverside County Transportation Commission	Claudia Chase, Property Agent County Regional Complex 4080 Lemon Street, 3rd Floor Riverside, CA 92502-2208	(951) 787-7141

### 8.12.7 Permits Required and Permit Schedule

Traffic studies for project require consultation with the Riverside County Planning Department, California Highway Patrol, and Caltrans to comply with their requirements.

The relevant permits required for work performed within streets in the Riverside County are identified in Table 8.12-11.

TABLE 8.12-11  
Required Permits

Responsible Agency	Permit/Approval	Schedule
County of Riverside, Transportation Permits Department	Encroachment Permit for pipeline on rights-of-way and road improvements	14 working days
County of Riverside, Transportation Commission	Encroachment Permit for temporary construction railway grade crossing	12 weeks.
County of Riverside Transportation Department	Traffic Control Plan	2 – 4 weeks
Caltrans, District 8	Overload Limit Permits	Approximately 2 weeks prior to delivery

### 8.12.8 References

- California Department of Motor Vehicles. California Vehicle Code. 2005. Accessed on August 25, 2005, from <http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm>.
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Riverside County Transportation Department. 8/23/2005 Traffic Count Book. Accessed on September 16, 2005, from <http://www.tlma.co.riverside.ca.us/trans/traffic.html>.

Riverside Transit Agency. Maps & Schedules. Accessed on September 16, 2005, from [http://www.riversidetransit.com/BusInfo/bi\\_routeListing.html](http://www.riversidetransit.com/BusInfo/bi_routeListing.html).

Southern California Association of Governments. 2004 Regional Transportation Plan. Accessed on August 30, 2005, from <http://www.scag.ca.gov/rtp2001/2004draft/FinalPlan.htm>.

Transportation Research Board. 2000. Highway Capacity Manual.

U.S. Environmental Protection Agency. Resource Conservation and Recovery Act. Accessed on September 2, 2005, from <http://www.epa.gov/region5/defs/html/rcra.htm>.