3.11 TRAFFIC AND TRANSPORTATION

The incremental change to the existing Larkspur Energy Facility, as described in Section 2.0, Project Description of this document, would not involve substantial changes to the Traffic and Transportation findings and conclusions in Section 11.0 (Traffic and Transportation) in the 2001 AFC.

3.11.1 Environmental Baseline

3.11.1.1 Regional

This Amendment does not require changes to the Regional Environmental Baseline Information as discussed in the 2001 AFC.

3.11.1.2 Local

The local transportation network around the Project site is illustrated in Figure 3.11-1. Local baseline information has been updated here due to: (1) the actual location of the construction laydown area differs from the location discussed in the 2001 AFC, and (2) construction workforce estimates and workforce traffic estimates have decreased, compared with the 2001 AFC. For these reasons, the construction-related traffic analysis has been updated.

The Project will require parking for construction workers during the construction period. Adequate parking would be provided within the construction laydown area. Construction workers will be shuttled to and from the Project site. Unloading will take place on the Project site.

The characteristics of local roadways are summarized below:

- Site access is provided by State Route 905 (SR-905) east to Otay Mesa Road to Harvest Road.

The roadways in the vicinity of the Project site that may be affected are as follows:

- SR-905 is classified as a 6-lane primary arterial from I-805 to Piper Ranch Road. Interim SR-905 is classified as a 4-lane major arterial from Piper Ranch Road to Airway Road. Existing average daily traffic (ADT) ranges from 55,260 vehicles near the I-805 junction to 40,290 vehicles to the west of La Media Road.
- Otay Mesa Road is a west-east roadway extending from Beyer Boulevard (in the community of San Ysidro) to Alta Road in Otay Mesa. Otay Mesa Road varies from 2 to 6 lanes within the City of San Diego, becoming a 24 to 40 foot wide interim road in the Otay Mesa community east of its junction with SR-905 and Harvest Road (along the northern edge of the existing Larkspur Energy Facility and the Project site). Therefore, for the purposes of this analysis, a 2-lane capacity was utilized for Otay Mesa Road. Otay Mesa Road has been adopted as Traversable SR-905 from just west of Caliente Avenue to Interim SR-905 just east of Piper Ranch Road.
- Sanyo Avenue is classified as a 4-lane collector road extending north-south from Airway Road to Old Otay Mesa Road. This roadway is within the jurisdiction of the City of San Diego.

- Airway Road is classified as a 4-lane major street between La Media Road and SR-905. This roadway is within the jurisdiction of the City of San Diego.

The existing ADT volumes on key roadways segments throughout the Project area are shown on Figure 3.11-2. Table 3.11-1 lists existing ADT volumes, along with design capacities and Level of Service (LOS) on the roadway segments that may be affected by the Project during operation and construction of the facility (Caltrans 2005).

Table 3.11-1 displays the LOS analysis results for key area roadway segments under existing conditions. Three roadway segments of SR-905, three roadway segments of Otay Mesa Road, and one roadway segment of Sanyo Avenue were selected for evaluation, as they are the locations that would most likely be affected by Project-related traffic during both Project construction and operations. Existing ADT volumes on selected roadway segments were obtained from Caltrans and City of San Diego volume counts.

TABLE 3.11-1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING NO BUILD CONDITIONS

Roadway	Segment	Cross-Section Classification	ADT	Design Capacity	LOS
SR 905	La Media Road to Piper Ranch Road	6 – Lane Prime	65,000	55,000	F
SR 905	Otay Mesa Road to Airway Road	4 – Lane Major	36,605	35,000	E
SR 905	Airway Road to Siempre Viva Road	4 – Lane Major	36,500	35,000	E
Otay Mesa Road	SR 905 to Sanyo Avenue	2 – Lane Collector	8,100	9,000	C
Otay Mesa Road	Sanyo Avenue to Enrico Fermi Drive	2 – Lane Collector	5,600	9,000	B
Otay Mesa Road	Piper Ranch Road to Sanyo Avenue	2 – Lane Collector	7,935	9,000	C
Sanyo Avenue	Otay Mesa Road to Airway Road	2 – Lane Collector	3,377	9,000	A

Notes:
ADT = average daily traffic
LOS = level of service

As shown in Table 3.11-1, all Project area roadway segments are currently operating at acceptable LOS C or better under existing conditions except for the following:

- SR-905 between La Media Road and Piper Ranch Road.
- SR-905 between Otay Mesa Road and Airway Road.
- SR-905 between Airway Road and Siempre Viva Road.

3.11.2 Environmental Consequences

3.11.2.1 Significance Thresholds

The City of San Diego has established LOS standards and thresholds to analyze arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum desired LOS capacity, roadway geometrics, and the existing or forecasted ADT volume. Table 3.11-2 presents the City of San Diego roadway segment capacity and LOS standards.

TABLE 3.11-2
CITY OF SAN DIEGO ROADWAY SEGMENT DAILY CAPACITY AND LOS STANDARDS

Functional Classification	Levels of Service				
	A	B	C	D	E
Expressway (6-lane)	30,000	42,000	60,000	70,000	80,000
Prime Arterial (6-lane)	25,000	35,000	50,000	55,000	60,000
Major Street (6-lane)	20,000	28,000	40,000	45,000	50,000
Major Street (4-lane)	15,000	21,000	30,000	35,000	40,000
Collector (4-lane)	7,500	10,500	20,000	25,000	30,000
Collector (3-lane)	5,000	7,000	10,000	13,000	15,000
Collector (2-lane) (with no fronting property)	4,000	5,500	7,500	9,000	10,000

Source:
City of San Diego, February 1997, SANTEC / ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region, March 2, 2000
Note: LOS – level of service

The City of San Diego General Plan Circulation Element recommends LOS D or better as the minimum acceptable for roadway segment ADT volumes. These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The functional capacity of roadway facilities can vary by the actual characteristics, which exist on each facility under review. Typically, the performance and LOS of a roadway segment are based on the ability of arterial intersections to accommodate peak hour volumes. For the purposes of this traffic analysis, LOS D is considered acceptable under near-term and build-out conditions for roadway segments, assuming adjacent intersection performance is acceptable.

3.11.2.2 Construction Related Impacts (Year 2007 Peak Project Construction)

Project construction is anticipated to be completed over a 12-month construction schedule (to include pre-construction, construction/commissioning and post-construction). An average of 29 workers would be on site during construction activities. However, during an approximately 3-month peak period, the construction workforce may reach up to 50 workers during the peak month.

Year 2007 baseline conditions ADT volumes within the Project area was taken from URS's; Application for Certification for the Otay Mesa Generating Station (2004).

During the construction period, small quantities of hazardous materials and construction waste products will be hauled to and from the Project site. More detailed discussion on Project construction waste management and handling of hazardous materials are presented in Section 3.13 Waste Management and Section 3.5 Hazardous Materials, respectively. All applicable LORS will be observed during the course of Project construction.

3.11.2.2.1 Trip Generation

Peak period construction traffic impacts associated with the Project were analyzed to assess the potential worst-case scenario. The construction effort is anticipated to require a maximum of 50 workers per day during the peak construction period at month 7. As a result, it is forecasted that 50 worker vehicles would enter and exit the construction laydown area during the peak construction month. These vehicles would all arrive and depart during a single 7:00 a.m. to 7:00 p.m. shift, resulting in 100 daily vehicle trips. Truck traffic would include deliveries of plant equipment and construction materials by truck, such as concrete, steel and lumber.

3.11.2.2.2 Trip Distribution

The expected source of workers is union labor originating from north and west of the Project site. There is insignificant population to the south and east of the Project site. Trip distribution for construction workers and material deliveries would primarily originate from the west via SR-905 and then east on Airway Road towards the construction laydown area.

During construction, the Project site will be directly accessed from Otay Mesa Road via a temporary construction driveway. Workers will be shuttled back and forth from the construction laydown area via Airway Drive, Sanyo Avenue, Otay Mesa Road, and vice-versa. Construction material and equipment movements would follow the same route.

Upon completion of the major construction activities, all Project access would be through the existing main facility entry off Harvest Road.

3.11.2.2.3 Existing Plus Peak Project Construction Traffic Impacts

The LOS analysis for roadway segments in the Project area was performed by adding daily traffic volumes during peak Project construction to the existing ADT volumes, as presented in Table 3.11-3. The

existing plus peak Project construction daily traffic volumes on key roadways segments throughout the Project area are shown on Figure 3.11-3.

TABLE 3.11-3
ROADWAY SEGMENT LOS RESULTS
EXISTING PLUS PEAK PROJECT CONSTRUCTION CONDITIONS

Roadway	Segment	Cross-Section Classification	ADT	Design Capacity	LOS
SR-905	La Media Road to Piper Ranch Road	6 – Lane Prime	65,130	55,000	F
SR-905	Otay Mesa Road to Airway Road	4 – Lane Major	36,735	35,000	E
SR-905	Airway Road to Siempre Viva Road	4 – Lane Major	36,530	35,000	E
Otay Mesa Road	SR 905 to Sanyo Avenue	2 – Lane Collector	8,230	9,000	C
Otay Mesa Road	Sanyo Avenue to Enrico Fermi Drive	2 – Lane Collector	5,730	9,000	B
Otay Mesa Road	Piper Ranch Road to Sanyo Avenue	2 – Lane Collector	8,007	9,000	C
Sanyo Avenue	Otay Mesa Road to Airway Road	2 – Lane Collector	3,449	9,000	A

Notes
ADT = average daily traffic
LOS = level of service

Based on the minimal increase of short-term peak Project construction-related traffic, the addition of Project construction ADT volume is not anticipated to result in a significant impact in local roadway LOS. The following three roadway segments would continue to operate at LOS E or LOS F conditions under existing plus peak Project construction conditions:

- SR-905 between La Media Road and Piper Ranch Road.
- SR-905 between Otay Mesa Road and Airway Road.
- SR-905 between Airway Road and Siempre Viva Road.

The three SR-905 segments were forecasted to have the same LOS with or without the Project; thus no impact to the operations of the existing roadways within the Project area is anticipated.

3.11.2.3 Operations Related Impacts (Year 2008 Project Operations)

Year 2008 ADT volumes for baseline conditions were developed by applying a 3 percent annual growth factor. One additional employee would be required on site during the normal operational phase of the Project. As there are currently two employees on-site, a planned three employee workforce will oversee the operation and maintenance of both the existing Larkspur Energy Facility and the Project. Similar to

existing conditions, an incremental increase in deliveries and maintenance-related trips are anticipated as part of the normal operations.

Based on operational needs of the Project the following sources of vehicular traffic are anticipated:

- Operations Personnel Vehicles
- Bottled Water Deliveries
- Office Materials and Supplies Deliveries
- Trash Pickup
- Tools and Spare Parts Deliveries
- Chemicals (e.g.,. aqueous ammonia, sulfuric acid, water treatment) Deliveries
- Lubricating Oil and Filters Deliveries
- Hazardous and Non-hazardous Waste Pickups
- Visitor Vehicles

During the operational phase of the Project, small quantities of hazardous materials will be delivered and operational waste products will be hauled to and from the site. More detailed discussion on Project operational waste management and handling of hazardous materials are presented in Section 3.13 Waste Management and Section 3.5 Hazardous Materials, respectively. All applicable LORS will be observed during Project operations.

3.11.2.3.1 2008 Project Opening Year Traffic Impacts

The LOS analysis for roadway segments in the study area was performed by growing existing daily traffic volumes during construction to the 2008 Project opening year volumes, as presented in Table 3.11-4.

TABLE 3.11-4
ROADWAY SEGMENT LOS RESULTS AND 2008 PROJECT OPENING YEAR CONDITIONS

Roadway	Segment	Cross-Section Classification	ADT	Design Capacity	LOS
SR 905	La Media Road to Piper Ranch Road	6 – Lane Prime	66,950	55,000	F
SR 905	Otay Mesa Road to Airway Road	4 – Lane Major	37,705	35,000	E
SR 905	Airway Road to Siempre Viva Road	4 – Lane Major	37,595	35,000	E
Otay Mesa Road	SR 905 to Sanyo Avenue	2 – Lane Collector	8,343	9,000	C
Otay Mesa Road	Sanyo Avenue to Enrico Fermi Drive	2 – Lane Collector	5,768	9,000	B
Otay Mesa Road	Piper Ranch Road to Sanyo Avenue	2 – Lane Collector	8,173	9,000	C
Sanyo Avenue	Otay Mesa Road to Airway Road	2 – Lane Collector	3,478	9,000	A

Notes:

ADT = average daily traffic
LOS = level of service

In general, the addition of the forecasted daily traffic volumes under Year 2008 Project opening year conditions is not anticipated to result in a significant change to existing roadway LOS and operations. Similar to existing conditions, three segments will remain at LOS E or LOS F conditions.

- SR-905 between La Media Road and Piper Ranch Road.
- SR-905 between Otay Mesa Road and Airway Road.
- SR-905 between Airway Road and Siempre Viva Road.

The three SR-905 segments are forecasted to have the same LOS without the Project and will not impact the operations of the existing roadway within the Project area. The 2008 Project opening year daily traffic volumes on key roadways segments throughout the Project area are shown on Figure 3.11-4.

3.11.2.4 Summary of Operation Phase Impacts

3.11.2.4.1 Project Operations

The existing Larkspur Energy Facility currently employs four operational workers with no more than two workers on-site during any given time. The Project will require the addition of one new employee on site.

No significant traffic impact is anticipated based on the single employee trips added during Project operations. Therefore, no further analysis is needed beyond those provided in the Year 2010 Project opening year conditions.

3.11.2.4.2 Transport of Hazardous Materials

During the operational phase of the Project, trucks will periodically deliver/pick-up replacement parts, lubricants, liquid fuels, and other consumables, as described in the 2001 AFC.

Currently the existing 10,000-gallon aqueous ammonia tank on site is filled annually, with supply for approximately 500 hours of operation for each turbine for a total of 1,000 hours of gas turbine operation. Therefore, the Project, operating at 4,000 hours per year would require an incremental increase of four additional fillings per year for a total of five aqueous ammonia deliveries per year. This would average approximately one aqueous ammonia delivery every 2.5 months. Additionally, the ammonia delivery trucks follow prearranged routes and would be in compliance with all LORS governing the safe transportation of hazardous materials. Therefore, no impact to traffic on state highways or local streets is anticipated.

3.11.3 Mitigation Measures

No significant traffic impacts were identified during the short-term peak Project construction activities. Therefore, no mitigation measures are proposed other than those offered (either as part of the construction activity requirements or as pro-active measures initiated by the Project proponent) to minimize construction-related trip making and resultant increases of traffic to the surrounding roadway circulation system.

Consistent with the stipulations contained in the 2001 AFC, a standard traffic control plan consistent with the size and scope of Project construction activity designed to minimize impact to traffic flow will be developed and implemented. Some of the proposed measures include but are not limited to the following:

- Utilize proper signs and traffic control measures in accordance with Caltrans, County, and City requirements.
- Schedule traffic lane or road closures during off-peak hours whenever possible.
- Limit vehicular traffic to designated access roads, construction laydown area, and the Project site.

The following permits will be obtained prior to Project construction:

- Transportation permits required by Caltrans to transport oversized, overweight, over height, and over length vehicles on state highways (in compliance with California Vehicle Code Section 35780; the Streets and Highways Code Sections 117 and 660-711; and 21 California Code of Regulations 1411.1 to 1411.6).
- Encroachment permits required when conducting work within Caltrans, County of San Diego, and City of San Diego rights-of-way (ROW).

Compliance with California Vehicle Code Section 31300 et seq. regarding the transportation of hazardous materials is required.

3.11.4 Consistency with LORS

The Project would comply with all applicable traffic and transportation LORS as discussed below. Table 3.11-4 summarizes all applicable LORS and Table 3.11-5 lists all agency contacts.

TABLE 3.11-4
SUMMARY OF LORS

LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
Federal				
Title 49, Code of Federal Regulations, Section 171-177	Governs the transportation of hazardous materials, including the marking of transportation vehicles.	Section 3.11.4.1, Federal Authorities and Administering Agencies	California Highway Patrol	2
Title 14, Code of Federal Regulations, Section 77.13(2)(i)	Requires Applicant to notify FAA of any construction greater than height limits defined by the FAA.	Section 3.11.4.1, Federal Authorities and Administering Agencies	Federal Aviation Administration	1
State				
California Vehicle Code, Section 353	Defines the hazardous materials.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2
California Vehicle Code, Sections 13369, 15275, 15278	Addresses the licensing of drivers and the classification of license required for the operation of particular types of vehicles. In addition, these sections require the possession of certificates of permitting the operation of vehicles transporting hazardous materials.	Section 3.11.4.2, State Authorities and Administering Agencies	California Department of Motor Vehicles	4
California Vehicle Code, Section 31303-31309	Requires transporters of hazardous materials to use the shortest route possible.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2
California Vehicle Code, Section 32000-32053	Regulates the licensing of carriers of hazardous materials and noticing requirements.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2
California Vehicle Code, Section 32100-32109	Transporters of inhalation hazardous materials or explosive materials must obtain a hazardous materials transportation license.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2
California Vehicle Code, Section 34000-34100	Establish special requirements for the flammable and combustible liquids over public roads and highways.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2

TABLE 3.11-4
SUMMARY OF LORS
(CONTINUED)

LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
California Vehicle Code, Section 34500	Regulate the safe operation of vehicles, including those that are used for the transportation of hazardous materials.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2
California Vehicle Code, Section 35550	Imposes weight guidelines and restrictions upon vehicles traveling upon freeways and highways.	Section 3.11.4.2, State Authorities and Administering Agencies	California Department of Transportation	3
California Vehicle Code, Section 35780	Requires approval for a permit to transport oversized or excessive load over state highways.	Section 3.11.4.2, State Authorities and Administering Agencies	California Department of Transportation	3
California Streets and Highways Code, Sections 117	Permits for the location in the ROW of any structures or fixtures necessary to telegraph, telephone, or electric power lines or of any ditches, pipes, drains, sewers, or underground structures.	Section 3.11.4.2, State Authorities and Administering Agencies	California Department of Transportation	3
California Streets and Highways Code, Sections 660, 670, 672, 1450,1460,1470, 1480 et seq.	Defines highways and encroachment. Regulate ROW encroachment and the granting of permits with conditions for encroachment in state, county and city roads.	Section 3.11.4.2, State Authorities and Administering Agencies	California Department of Transportation	3, 5, 6,7
California Health and Safety Code, Section 25160 et seq.	Addresses the safe transport of the hazardous materials.	Section 3.11.4.2, State Authorities and Administering Agencies	California Highway Patrol	2
California Department of Transportation Traffic Manual, Section 5-1.1	Requires traffic control plans to ensure continuity of traffic during roadway construction.	Section 3.11.4.2, State Authorities and Administering Agencies	California Department of Transportation County and City of San Diego	3, 5, 6,7

TABLE 3.11-4
SUMMARY OF LORS
(CONTINUED)

LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
Local				
City of San Diego General Plan, Circulation Element	Requires LOS D or better operating conditions for rural roadways.	Section 3.11.4.3, Local Authorities and Administering Agencies	City of San Diego	5, 6
City of San Diego Municipal Code, Chapter 8: Traffic and Vehicles, Article 5: Special Regulations §85.21 Overload Moving — Permit Required	Requires permit to transport heavy and oversize loads.	Section 3.11.4.3, Local Authorities and Administering Agencies	City of San Diego	5, 6
City of San Diego Municipal Code, Chapter 8: Traffic and Vehicles, Article 6: Stopping, Standing and Parking §86.22 Display of Warning Devices When Commercial Vehicle Disabled	Requires the display of warning devices when commercial vehicles become disabled.	Section 3.11.4.3, Local Authorities and Administering Agencies	City of San Diego	5, 6

Notes:

FAA = Federal Aviation Administration

LORS = laws, ordinances, regulations, and standards

ROW = right-of-way

TABLE 3.11-5
AGENCY CONTACT LIST

No.	Agency	Contact /Title	Telephone
1	Federal Aviation Administration	Karen McDonald Western Pacific Region AWO5202 15000 Aviation Boulevard Lawndale, CA 90261-1002	310-725-6557
2	California Highway Patrol	Otay Mesa Inspection Facility 2335 Enrico Fermi San Diego, CA 92173	619-671-3000
3	California Department of Transportation	Moe Bhuyian, MS, PE Regional Manager, Southern Region Permits District 8464 West 4th Street., M.S. 618 San Bernardino, CA 92401	909-388-7053
4	Department of Motor Vehicles	Public Inquiry Licensing Operations Division 2415 1st Avenue, M.S. F101 Sacramento, CA 95818	916-657-8698
5	City of San Diego	William Anderson, FAICP Manager/Director Transportation Planning Division Public Works Department 202 C Street, M.S. 5A San Diego, CA 92101	619-533-6335
6	City of San Diego	Ali Sabouri Development Services Department 1222 1st Avenue, M.S, 501 San Diego, CA 92101	619-446-5359
7	County of San Diego	Robert "Bob" Goralka Public Works Transportation Planning 5469 Kearny Villa Road, Suite 305 San Diego, CA 92123	858-872-4202

3.11.4.1 Federal Authorities and Administering Agencies

3.11.4.1.1 Title 49, Code of Federal Regulations, Parts 171-177.

Governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

The administering agencies for the above regulation are the California Highway Patrol (CHP) and the Department of Transportation (DOT), Pipeline and Hazardous Materials Safety Administration (PHMSA).

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

3.11.4.1.2 Title 14, Code of Federal Regulations, Section 77.13(2)(i).

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

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

The Project heights would not exceed 200 feet. Therefore, notification to the FAA would not be required.

3.11.4.2 State Authorities and Administering Agencies

3.11.4.2.1 California Vehicle Code, Section 353.

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

The administering agency for the above statute is the CHP.

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

3.11.4.2.2 California Vehicle Code, Sections 2500-2505.

Authorizes the Commissioner of Highway Patrol to issue licenses for the transportation of hazardous materials including explosives.

The administering agency for the above statutes is the CHP.

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

3.11.4.2.3 California Vehicle Code, Sections 13369, 15275, 15278.

Addresses the licensing of drivers and the classification of license required for the operation of particular types of vehicles. Requires a commercial driver's license to operate commercial vehicles. Requires an endorsement issued by the Department of Motor Vehicles (DMV) to drive any commercial vehicle identified in Section 15278.

The administering agency for the above statutes is the DMV.

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

3.11.4.2.4 California Vehicle Code, Sections 31303-31309.

Requires that the transportation of hazardous materials be on the state or interstate highway that offers the shortest overall transit time possible.

The administering agency for the above statutes is the CHP.

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

3.11.4.2.5 California Vehicle Code, Sections 31600-31620.

Regulates the transportation of explosive materials.

The administering agency for the above statutes is the CHP.

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

3.11.4.2.6 California Vehicle Code, Sections 32000-32053.

Authorizes the CHP to inspect and license motor carriers transporting hazardous materials of the type requiring placards.

The administering agency for the above regulation is the CHP.

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

3.11.4.2.7 California Vehicle Code, Sections 32100-32109.

Requires that shippers of inhalation hazards in bulk packaging to comply with rigorous equipment standards, inspection requirements, and route restrictions.

The administering agency for the above regulation is the CHP.

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

3.11.4.2.8 California Vehicle Code, Sections 34000-34100.

Establishes special requirements for vehicles having a cargo tank and for hazardous waste transport vehicles and containers, as defined in Section 25167.4 of the Health and Safety Code. The Commissioner shall provide for the establishment, operation, and enforcement of random on- and off-highway inspections of cargo tanks and hazardous waste transport vehicles and containers, and ensure that they are designed, constructed, and maintained in accordance with the regulations adopted by the Commissioner

pursuant to this code and Chapter 6.5 (commencing with Section 25100) of Division 20 of the Health and Safety Code.

The administering agency for the above regulation is the CHP.

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

3.11.4.2.9 California Vehicle Code, Section 3500.

Regulates the safe operation of vehicles, including those vehicles that are used for the transportation of hazardous materials.

The administering agency for the above regulation is the CHP.

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

3.11.4.2.10 California Vehicle Code, Section 35550.

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

The administering agency for the above statute is the California DOT (Caltrans).

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

3.11.4.2.11 California Vehicle Code, Section 35780.

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

The administering agency for the above statute is Caltrans.

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

3.11.4.2.12 California Streets and Highways Code, Section 117.

Unless otherwise specifically provided in the instrument conveying title, the acquisition by the department of any ROW over any real property for state highway purposes, includes the right of the

department to issue, under Chapter 3 (commencing with Section 660), permits for the location in the ROW of any structures or fixtures necessary to telegraph, telephone, or electric power lines or of any ditches, pipes, drains, sewers, or underground structures.

The administering agency for the above statute is Caltrans.

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

3.11.4.2.13 The California Streets and Highways Code, Sections 660, 670, 672, 1450, 1460, 1470, 1480 et seq.

Defines highways and encroachment, requires encroachment permits for projects involving excavation in State Highways, County/City streets. This law is generally enforced at the local level.

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

The Project would apply for encroachment permits for any excavation in state and county roadways prior to construction.

3.11.4.2.14 California Health and Safety Code, Section 25160 et seq.

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

The administering agency for the above regulation is the DTSC.

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

3.11.4.2.15 California Department of Transportation Traffic Manual, Section 5-1.1.

Requires a temporary traffic control plan be provided for "continuity of function (movement of traffic, pedestrians, bicyclists, transit operations), and access to property/utilities" during any time the normal function of a roadway is suspended.

The administering agencies for the above regulation are Caltrans and City of San Diego Public Works Department. The Applicant would file a Traffic Control Plan prior to the start of construction.

3.11.4.3 Local Authorities and Administering Agencies

3.11.4.3.1 City of San Diego General Plan Circulation Element.

According to the General Plan Circulation Elements of City of San Diego, the General Plan addresses traffic and circulation policy; goals and objectives that could be affected by construction of the Project:

The City of San Diego General Plan Circulation Element recommends LOS D or better as the minimum acceptable for roadway segment ADT volumes. These standards are generally used as long-range planning guidelines to determine the functional classification of roadways. The actual functional capacity of roadway facilities can vary by the actual characteristics, which exist on each facility under review. Typically, the performance and LOS of a roadway segment are based on the ability of arterial intersections to accommodate peak hour volumes. For the purposes of this traffic analysis, LOS D was considered acceptable under near-term and build-out conditions for roadway segments, assuming adjacent intersection performance is acceptable.

3.11.4.3.2 San Diego Municipal Code, Chapter 8: Traffic and Vehicles, Article 5: Special Regulations, §85.21 Overload Moving — Permit Required.

Transportation Permit Required. No person shall move or cause to be moved over or across any public ROW under the jurisdiction of The City of San Diego any vehicle, load, trailer, or combinations thereof, which exceed the height, width, length, size, or weight of vehicle or load limitations provided in Division 15 of the Vehicle Code of the State of California, without first obtaining a transportation permit therefore from the City Engineer.

3.11.4.3.3 San Diego Municipal Code, Chapter 8: Traffic and Vehicles, Article 6: Stopping, Standing and Parking, §86.22 Display of Warning Devices When Commercial Vehicle Disabled.

Every motor truck having an unladen weight of 4,000 pounds or more, and every truck tractor irrespective of weight when operated upon any highway outside of any business or residence district and upon which highway there is insufficient street lighting to reveal a vehicle at a distance of 200 feet during the time specified in Section 618 of the Vehicle Code of the State of California, shall be equipped with and carry at least two flares or lights or reflectors when reflectors shall be of a type approved by the California Department of Motor Vehicles. When any vehicle above– mentioned or any trailer or semi–trailer is disabled on the roadway or within 10 feet thereof at any time mentioned in said Section 618, a warning signal of the character indicated above shall be immediately placed at a distance of approximately 100 feet in advance of and 100 feet to the rear of such disabled vehicle. The warning signals herein mentioned shall be displayed continuously during the times mentioned in said Section 618 while such vehicle remains disabled upon the roadway or within 10 feet thereof.

3.11.5 References Cited

California Code. 2005. Vehicle Code. 2005. Street and Highway Code.

California Energy Commission. 2001. Larkspur Energy Facility Conditions of Certification. Located at http://www.energy.ca.gov/sitingcases/peakers/larkspur/documents/01_Larkspur_SA.PDF.

Caltrans. 2005. 2005 Traffic Volumes on the California State Highway System (CSHS). http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/.

City of San Diego General Plan. 2007. Circulation Element.

City of San Diego Municipal Code. 2007. Chapter 8: Traffic and Vehicles

Code of Federal Regulations. 2002. Title 14 Aeronautics and Space, Federal Aviation Administration.

Transportation Research Board. 2000. Highway Capacity Manual.

URS. 2004. Application for Certification for the Otay Mesa Generating Station.

Wildflower Energy, Application for Certification Pursuant to the 21-Day Emergency Permitting Process Larkspur Energy Facility San Diego, California, March 7, 2001.

3.11.6 Conditions of Certification

This Amendment does not require changes to the conditions identified in the Traffic and Transportation section of the Larkspur Energy Facility Conditions of Certification (CEC 2001).