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April 9, 2012

VIA HAND DELIVERY AND US MAIL

DOCKET
11-AFC-1
DATE APR 09 2012
RECD. APR 09 2012

Mr. Eric Solorio, Siting Project Manager
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Re: Pio Pico Energy Center Project (11-AFC-01)
Additional Traffic Data

Dear Mr. Solorio:

On March 19, 2012, California Energy Commission Staff, Andrea Koch, requested additional information from Applicant Pio Pico Energy Center, LLC regarding traffic and transportation conditions as such relates to the Pio Pico Energy Center Project. Ms. Koch's specific inquiries are set forth in the enclosed email string. Applicant submits for docketing the responses provided to Ms. Koch's inquiries, along with the enclosed table (Table 5.11-22) and directional two-lane highway segment worksheet.

Should you have any questions regarding this submittal, please contact me directly.

Respectfully submitted,

Melissa A. Foster

MAF:jmw
Enclosures
cc: See Proof of Service List

Hellwig, Kimberly J.

-----Original Message-----
From: Casil, Noel [mailto:noel.casil@urs.com]
Sent: Thursday, March 29, 2012 7:03 PM
To: Andrea Koch
Cc: Maggie Fitzgerald; Manker, William; Amanda Johnson; Wu, Jennifer
Subject: RE: Pio Pico Traffic Data Questions

Hi Andrea - It was nice talking to you today.

Please find attached the updated Peak Hour Roadway Table incorporating the peak hour volumes and Levels of Service (LOS) that you requested. Also included are the pertinent calculation sheets.

Please let me know if you have additional questions or need further assistance.

Thanks,
Noel

Noel V. Casil, PE, TE, PTOE
Senior Transportation Engineer
URS Corporation
2020 E. First Street, Suite 400
Santa Ana, CA 92705
Tel: 714.835.6886
Direct: 714.433.7662
Fax: 714.973.4086 (NEW FAX)

-----Original Message-----
From: Andrea Koch [mailto:AKoch@energy.ca.gov]
Sent: Wednesday, March 28, 2012 10:11 AM
To: Casil, Noel
Subject: RE: Pio Pico Traffic Data Questions

Thanks, Noel. Could I get the associated LOS, also? I'm assuming that the LOS for each is similar to what I have for the old data.

Andrea Koch-Eckhardt
Environmental Planner II
916-654-3850
akoch@energy.state.ca.us

CA Energy Commission
Siting, Transmission, and Environmental Protection Division
1516 Ninth Street, MS 40
Sacramento, CA 95814-5504

>>> "Casil, Noel" <noel.casil@urs.com> 3/27/2012 1:37 PM >>>
Hi Andrea - Please find attached the existing peak hour roadway directional volume consistent with Table 5.11-21.

Thanks,
Noel

Noel V. Casil, PE, TE, PTOE
Senior Transportation Engineer
URS Corporation
2020 E. First Street, Suite 400
Santa Ana, CA 92705
Tel: 714.835.6886
Direct: 714.433.7662
Fax: 714.973.4086 (NEW FAX)

-----Original Message-----
From: Andrea Koch [mailto:AKoch@energy.ca.gov]

Sent: Monday, March 26, 2012 1:40 PM
To: Casil, Noel
Subject: RE: Pio Pico Traffic Data Questions

Hi Noel. Any updates on the traffic numbers?

Andrea Koch-Eckhardt
Environmental Planner II
916-654-3850
akoch@energy.state.ca.us

CA Energy Commission
Siting, Transmission, and Environmental Protection Division
1516 Ninth Street, MS 40
Sacramento, CA 95814-5504

>>> "Casil, Noel" <noel.casil@urs.com> 3/21/2012 6:01 PM >>>
Hi Andrea - We can provide the existing peak hour roadway directional volume consistent with Table 5.11-21.

Thanks,
Noel

Noel V. Casil, PE, TE, PTOE
Senior Transportation Engineer
URS Corporation
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Santa Ana, CA 92705
Tel: 714.835.6886
Direct: 714.433.7662
Fax: 714.973.4086 (NEW FAX)

-----Original Message-----
From: Andrea Koch [mailto:AKoch@energy.ca.gov]
Sent: Wednesday, March 21, 2012 3:56 PM
To: Casil, Noel
Cc: David Flores; Eric Solorio; MFitzgerald@sierraresearch.com
Subject: RE: Pio Pico Traffic Data Questions

Hi Noel.

Thanks again for your help.

To follow up, I do have an additional request for information. In my report, I include tables comparing existing (current) peak hour volumes to Year 2013 "with project" peak hour volumes. As we discussed, the existing peak hour volumes (provided by Caltrans) aren't consistent with the Year 2013 "with project" peak hour volumes. Could you provide me with the actual existing peak hour volumes that you used in deriving Table 5.11-21?

Thanks again.

Andrea

Andrea Koch-Eckhardt
Environmental Planner II

916-654-3850
akoch@energy.state.ca.us

CA Energy Commission
Siting, Transmission, and Environmental Protection Division
1516 Ninth Street, MS 40
Sacramento, CA 95814-5504

>>> "Casil, Noel" <noel.casil@urs.com> 3/19/2012 5:45 PM >>>
Hi Andrea - Please find below our response to your questions.

1) Please see Table 5.11-3 in the Traffic and Transportation section of the AFC. It shows that SR 125 has an existing peak traffic volume of 2,400, and that SR 905 has an existing peak traffic volume of 5,600.

See also the "Supplemental Responses to Data Requests Related to Traffic and Transportation" (submitted August 16, 2011). In this document, Table 5.11-21 provides "Year 2013 No Project Conditions" traffic numbers for SR 125 and SR 905. The link to the document is here:

http://www.energy.ca.gov/sitingcases/piopico/documents/applicant/2011-08-16_Supplemental_Responses_to_Data_Requests_related_to_Traffic_and_Transportation_TN-61889.pdf

I compared these two tables and they seem inconsistent. The "Year 2013 No Project Conditions" peak hour volumes appear to be lower than the existing peak hour volumes given in Table 5.11-3 of the AFC. Why would peak hour volumes be lower in 2013? This seems unlikely.

As described in the August 16, 2011 supplemental response letter, the AFC roadway segment analysis were conducted in accordance to County of San Diego and City of San Diego requirements, which only require daily roadway segment LOS analysis.

The SR 125 (2,400) and SR 905 (5,600) existing peak traffic volume shown in Table 5.11-3 and as presented in the AFC was intended to describe existing background traffic information only and not for analysis purposes. The daily (Average Daily Traffic) volume was used as the basis of the AFC roadway segment LOS analysis.

[cid:image001.png@01CD05F4.5537ECE0]

Subsequently in August 2011, Kristin Ford requested that we analyze the roadway segment LOS based on peak hour volumes, henceforth we provided the summary of the results in Table 5.11-21.

The apparent difference occur because the roadway volumes shown in Table 5.11-21 were based on the actual peak hour volumes passing through the intersection during the AM and PM analysis hours as compared to the published peak hour traffic counts from Caltrans database which could have been be collected at slightly different location as dictated by their count stations.

The peak hour roadway segment analysis traffic volume were derived by the identifying the approach and departure directional volumes from the intersection data. Thus, the peak hour roadway segment data are also consistent with the peak hour intersection data that was used in the analysis.

2) I didn't see any truck routes identified in the FSA. Do you know the proposed truck routes, and if not, who could I ask about this?

The current truck routes are described in the County of San Diego General Plan Mobility Element (please attached information). Regarding the proposed truck routes, project related truck traffic will generally use Otay Mesa Road, SR-905, SR-125 and all other nearby state highways and freeways which are also truck routes. As highlighted below, County roads will be used to connect to the aforementioned truck routes if there are no direct access to the truck routes.

[cid:image002.png@01CD05F4.5537ECE0]

I hope the above explanation had adequately answered your questions. Please let me know or feel free to call if you have questions.

Thanks,

Noel

Noel V. Casil, PE, TE, PTOE

Senior Transportation Engineer

URS Corporation

2020 E. First Street, Suite 400

Santa Ana, CA 92705

Tel: 714.835.6886

Direct: 714.433.7662

Fax: 714.973.4086 (NEW FAX)

-----Original Message-----
From: Andrea Koch [mailto:AKoch@energy.ca.gov]
Sent: Monday, March 19, 2012 10:59 AM
To: Casil, Noel
Cc: David Flores; Eric Solorio; MFitzgerald@sierraresearch.com
Subject: Pio Pico Traffic Data Questions

Hi Noel.

I've taken over the Pio Pico Traffic and Transportation analysis from Kristin Ford. I'm hoping you can answer a couple of traffic questions for me as soon as possible (by March 26th). Please let me know if you'll need more time after reviewing the following list.

1) Please see Table 5.11-3 in the Traffic and Transportation section of the AFC. It shows that SR 125 has an existing peak traffic volume of 2,400, and that SR 905 has an existing peak traffic volume of 5,600.

See also the "Supplemental Responses to Data Requests Related to Traffic and Transportation" (submitted August 16, 2011). In this document, Table 5.11-21 provides "Year 2013 No Project Conditions" traffic numbers for SR 125 and SR 905. The link to the document is here:

http://www.energy.ca.gov/sitingcases/piopico/documents/applicant/2011-08-16_Supplemental_Responses_to_Data_Requests_related_to_Traffic_and_Transportation_TN-61889.pdf

I compared these two tables and they seem inconsistent. The "Year 2013 No Project Conditions" peak hour volumes appear to be lower than the existing peak hour volumes given in Table 5.11-3 of the AFC. Why would peak hour volumes be lower in 2013? This seems unlikely.

2) I didn't see any truck routes identified in the FSA. Do you know the proposed truck routes, and if not, who could I ask about this?

Thanks for your help!

Andrea

Andrea Koch-Eckhardt

Environmental Planner II

916-654-3850

akoch@energy.state.ca.us<mailto:akoch@energy.state.ca.us>

CA Energy Commission

Siting, Transmission, and Environmental Protection Division

1516 Ninth Street, MS 40

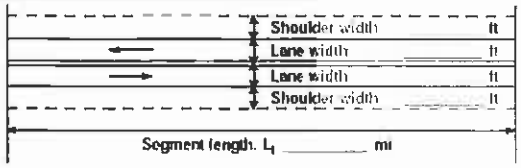
Sacramento, CA 95814-5504

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	NVC	Highway / Direction of Travel	Otay Mesa Road
Agency or Company	SD County	From/To	SR 905/Sanyo Avenue
Date Performed	3/29/2012	Jurisdiction	SD County
Analysis Time Period	AM	Analysis Year	Existing

Project Description: Pio Pico Energy Center

Input Data



Class I highway ☐ Class II highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.88

No-passing zone 0%

% Trucks and Buses, P_T 14 %

% Recreational vehicles, P_R 4%

Access points/ mi 8

Analysis direction vol., V_d 930veh/h

Opposing direction vol., V_o 210veh/h

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 20-9 or 20-15)	1.1	1.7
Passenger-car equivalents for RVs, E_R (Exhibit 20-9 or 20-17)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.966	0.911
Grade adjustment factor [1], f_G (Exhibit 20-7 or 20-13)	1.00	1.00
Directional flow rate [2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV}*f_G)$	1072	262

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field measured speed [3], S_{FM}	mi/h	Base free-flow speed [3], $BFFS_{FM}$	60.0 mi/h
Observed volume [3], V_f	veh/h	Adj. for lane width and shoulder width [3], f_{LS} (Exh 20-5)	0.0 mi/h
Free-flow speed, FFS_d $FFS=S_{FM}+0.00776(V_f/f_{HV})$	mi/h	Adj. for access points [3], f_A (Exhibit 20-5)	2.0 mi/h
Adjustment for no-passing zones, f_{np} (Exhibit 20-19)	1.6 mi/h	Free-flow speed, FFS_d (FSS=BFFS-f_{LS}-f_A)	58.0 mi/h
		Average travel speed, ATS=FFS-0.00776v_p-f_{np}	46.0 mi/h

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 20-10 or 20-16)	1.0	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-10 or 20-16)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.966
Grade adjustment factor [1], f_G (Exhibit 20-8 or 20-14)	1.00	1.00
Directional flow rate [2], v_i(pc/h)=$V_i/(PHF*f_{HV}*f_G)$	1057	242
Base percent time-spent-following [4], $BPTSF(\%)=100(1-e^{-av_d^b})$	72.1	
Adj. for no-passing zone, f_{np} (Exhibit 20-20)	3.2	
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{np}$	74.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 or 20-4)	D
Volume to capacity ratio, v/c=V_p/ 1,700	0.63
Peak 15-min veh-miles of travel, VMT_{15} (veh-mi)=0.25L_t(V/PHF)	0
Peak-hour vehicle-miles of travel, VMT_{60}(veh-mi)=V*L_t	0
Peak 15-min total travel time, TT_{15}(veh-h)=VMT_{15}/ATS	0.0

Notes

1. If the highway is extended segment (level) or rolling terrain, fG=1.0
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F
3. For the analysis direction only
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade

HCS+™ Version 5.5

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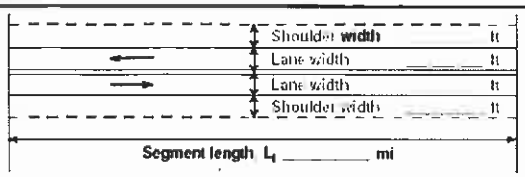
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	NVC	Highway / Direction of Travel	Otay Mesa Road
Agency or Company	SD County	From/To	SR 905/Sanyo Avenue
Date Performed	3/29/2012	Jurisdiction	SD County
Analysis Time Period	AM	Analysis Year	Existing

Project Description: Pio Pico Energy Center

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.88

No-passing zone 0%

% Trucks and Buses, P_T 14 %

% Recreational vehicles, P_R 4%

Access points/ mi 8

Analysis direction vol., V_d 233veh/h

Opposing direction vol., V_o 840veh/h

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 20-9 or 20-15)	1.7	1.1
Passenger-car equivalents for RVs, E_R (Exhibit 20-9 or 20-17)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.911	0.966
Grade adjustment factor [1], f_G (Exhibit 20-7 or 20-13)	1.00	1.00
Directional flow rate [2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV}*f_G)$	291	958

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field measured speed [3], S_{FM}	mi/h	Base free-flow speed [3], $BFFS_{FM}$	60.0 mi/h
Observed volume [3], V_f	veh/h	Adj. for lane width and shoulder width, [3] f_{LS} (Exh 20-5)	0.0 mi/h
Free-flow speed, FFS_d $FFS=S_{FM}+0.00776(V_f/f_{HV})$	mi/h	Adj. for access points [3], f_A (Exhibit 20-5)	2.0 mi/h
Adjustment for no-passing zones, f_{np} (Exhibit 20-19)	0.8 mi/h	Free-flow speed, FFS_d (FSS=BFFS-f_{LS}-f_A)	58.0 mi/h
		Average travel speed, ATS=FFS-0.00776v_p-f_{np}	47.7 mi/h

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 20-10 or 20-16)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 20-10 or 20-16)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.966	1.000
Grade adjustment factor [1], f_G (Exhibit 20-8 or 20-14)	1.00	1.00
Directional flow rate [2], v_i(pc/h)=$V_i/(PHF*f_{HV}*f_G)$	268	955
Base percent time-spent-following [4], $BPTSF(\%)=100(1-e^{-av_d^b})$	39.2	
Adj. for no-passing zone, f_{np} (Exhibit 20-20)	13.3	
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{np}$	42.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 or 20-4)	C
Volume to capacity ratio, v/c=V_p/1,700	0.17
Peak 15-min veh-miles of travel, VMT_{15} (veh-mi)=0.25L_t(V/PHF)	0
Peak-hour vehicle-miles of travel, VMT_{60}(veh-mi)=V*L_t	0
Peak 15-min total travel time, TT_{15}(veh-h)=VMT_{15}/ATS	0.0

Notes

1. If the highway is extended segment (level) or rolling terrain, fG=1.0
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis—the LOS is F
3. For the analysis direction only
4. Exhibit 20-21 provides factors a and b
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade

HCS+™ Version 5.5

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TABLE 5.11-22
PIO PICO ENERGY CENTER
PEAK HOUR ROADWAY SEGMENT ANALYSIS
CEC INFORMATION REQUEST MARCH 29, 2012

				Existing Conditions				Year 2013 No Project Conditions				Year 2013 Plus Project Construction				Year 2014 No Project Condition				Year 2014 Project Operations			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Roadway	Segment	Lane Type	Direction	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
SR 125	North of SR 905	2-Undivided Expressway	NB	85	B	439	B	108	B	492	B	107	B	554	B	110	B	510	B	110	B	512	B
			SB	495	B	173	B	778	B	194	B	840	B	194	B	806	B	201	B	808	B	201	B
SR 905	Cal Mesa Road and Piper Ranch Road	2 Divided	EB	1495	B	1562	C	1608	C	1747	C	1650	C	1747	C	1684	C	1810	C	1674	C	1810	C
		3 Divided	WB	1019	B	1654	B	1141	B	1740	B	1147	B	1987	B	1183	B	1803	B	1183	B	1813	B
Otay Mesa Road	SR 905 and Sanyo Avenue	1-Undivided	EB	108	B	131	C	1042	D	261	D	1215	D	261	D	1079	D	270	D	1081	D	270	D
			WB	230		940		235		941		242		1255		244		975		244		937	
Otay Mesa Road	Sanyo Avenue and Enrico Fermi Drive	1-Undivided	EB	161	C	129	B	650	C	140	B	953	D	140	D	674	C	145	B	686	C	145	B
			WB	172	B	559	C	782	B	625	C	788		974		799	B	648	C	799	B	660	C
Otay Mesa Road	Enrico Fermi Drive and Alta Road	1-Undivided	EB	123	C	74	B	586	C	63	B	889	C	83	B	607	C	86	B	819	C	88	B
			WB	94	B	407	B	685	B	455	B	712		766	C	709	B	472	B	709	B	484	B
Alta Road	Otay Mesa Road and Proposed Site Access	1-Undivided	NB	123	C	74	B	685	C	63	B	889	C	83	B	607	C	86	B	819	C	88	B
			SB	109	B	407	B	705	B	455	B	712		765	C	709	B	472	B	709	B	484	B

Notes:
1 - Roadway segment analysis based from Table 7 - Generalized Peak Hour Directional Volume for Florida's Urbanized Areas based from Highway Capacity Manual
2- Two-lane undivided roadways with volumes exceeding 880 directional volume per lane were out of the tabulated (Table 7) range and were calculated using Highway Capacity Software (HCS) Two-way Two-Lane Highway Segment analysis.
3 - Roadway volume on Alta Road north of Otay Mesa Road is the same as Otay Mesa Road between Enrico Fermi Drive and Alta Road.

BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT
COMMISSION OF THE STATE OF CALIFORNIA
1516 NINTH STREET, SACRAMENTO, CA 95814
1-800-822-6228 – WWW.ENERGY.CA.GOV

APPLICATION FOR CERTIFICATION
FOR THE *PIO PICO ENERGY CENTER, LLC*

Docket No. 11-AFC-1
PROOF OF SERVICE
(Revised 3/20/12)

Pio Pico Energy Center, LLC
Applicant's Submittal of Additional Traffic Data

APPLICANT

Gary Chandler, President
Pio Pico Energy Center
P.O. Box 95592
South Jordan, UT 84095
grchandler@apexpowergroup.com

David Jenkins, Project Manager
Pio Pico Energy Center, LLC
1293 E. Jessup Way
Mooresville, IN 46158
djenkins@apexpowergroup.com

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1801 J Street
Sacramento, CA 95811
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John A. McKinsey
Melissa A. Foster
Stoel Rives, LLP
500 Capitol Mall, Suite 1600
Sacramento, CA 95814
jamckinsey@stoel.com
mafoster@stoel.com

INTERESTED AGENCIES

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e-mail service preferred
e-recipient@caiso.com

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Attorney for Rob Simpson
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ENERGY COMMISSION – PUBLIC ADVISER

Jennifer Jennings
Energy Commission Public Adviser
e-mail service preferred
publicadviser@energy.state.ca.us

DECLARATION OF SERVICE

I, Judith M. Warmuth, declare that on April 9, 2012:

☒ I deposited copies of the aforementioned document and, if applicable, a disc containing the aforementioned document in the United States mail at 500 Capitol Mall, Suite 1600, Sacramento, California 95814, with first-class postage thereon fully prepaid and addressed to those identified on the Proof of Service list herein and consistent with the requirements of California Code of Regulations, Title 20, sections 1209, 1209.5, and 1210.

OR

☒ I transmitted the document(s) herein via electronic mail only pursuant to California Energy Commission Standing Order re Proceedings and Confidentiality Applications dated November 30, 2011. All electronic copies were sent to all those identified on the Proof of Service list herein and consistent with the requirements of California Code of Regulations, Title 20, sections 1209, 1209.5, and 1210.

OR

☐ On the date written above, I placed a copy of the attached document(s) in a sealed envelope, with delivery fees paid or provided for, and arranged for it/them to be delivered by messenger that same day to the office of the addressee, as identified on the Proof of Service list herein and consistent with the requirements of California Code of Regulations, Title 20, sections 1209, 1209.5, and 1210.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct, that I am employed in the county where this mailing occurred, and that I am over the age of 18 years and not a party to the proceeding.

Judith M. Warmuth