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3.12 Traffic and Transportation

This section discusses the potential effect on traffic and transportation from the Potentia-Viridi Battery Energy Storage System Project (Project). This evaluation of noise includes the following elements:

- Section 3.12.1 describes nearby transportation facilities that might be affected by the Project, including roads, public transportation, rail, air, bicycle, and pedestrian facilities.
- Section 3.12.2 describes the regulatory setting of the Project;
- Section 3.12.3 presents the impact analysis;
- Section 3.12.4 presents the cumulative impacts of the Project with respect to traffic and transportation;
- Section 3.12.5 presents the mitigation measures;
- Section 3.12.6 describes the laws, ordinances, regulations, and standards (LORS) applicable to traffic and transportation for the Project;
- Section 3.12.7 presents the agencies that have jurisdiction over traffic and transportation and specifies the relevant agency contacts;
- Section 3.12.8 describes the permits required for traffic and transportation and a schedule for obtaining the permits; and
- Section 3.12.9 provides the references used to prepare this subsection.

The following environmental setting and impact evaluation is based in part on the following Project-specific technical report included as an appendix to this EIR:

- Appendix 3.12A –Potentia-Viridi Battery Energy Storage System Transportation Analysis prepared by Dudek, March 2024.

3.12.1 Affected Environment

This section provides a summary of the existing street network, including the major roadways serving the site, the existing transit and rail service, and bicycle and pedestrian facilities in the study area. Figure 1 of Appendix 3.12A presents the Project study area.

3.12.1.1 Roadways

Regional access to the site would be provided from I-580 to Patterson Pass Road – County Road 2063 to the east of the Project. Characteristics of the primary roadways within the study area are described below. The County's Roadway Classification diagram is presented as Figure 3 of Appendix 3.12A.

- Interstate 580 (I-580) is an east-west, divided, six to eight-lane freeway that provides regional access to the Project site. I-580 is an auxiliary highway of I-80 that begins in San Francisco and extends east to Teaneck, New Jersey, and serves as a critical connection for many other regional roadways, freeways, and highways. Caltrans classifies I-580 as a designated truck route, except for a portion of the route through Oakland. The nearest interchange to the site is provided at I-580 and Patterson Pass Road, approximately 1.5 miles east of the site. The posted speed limit is 65 miles per hour (MPH).

- **Patterson Pass Road – County Road 2063** is a two-lane, undivided, east-west roadway that provides local access to the Project site via the interchange with I-580 east of the Project site and will be the main roadway to access the Project. Patterson Pass Road is designated as a local road in the County's General Plan. Patterson Pass Road connects the Project site to the City of Livermore in the west at its intersection with Vasco Way. There are no pedestrian or bicycle facilities present. The posted speed limit is 55 MPH.
- **Midway Road** is a two-lane, north-south, undivided roadway which provides local connection to the Project site via its intersection with Patterson Road. Midway Road is designated as a local road in the County's General Plan. There are no pedestrian or bicycle facilities present. The posted speed limit is 40 MPH.

3.12.1.2 Pedestrian and Bicycle Facilities

The Project site is surrounded by undeveloped rural land with no pedestrian or bicycle infrastructure provided. Based on a review of the County's Bicycle and Pedestrian Master Plan (Alameda County 2019), a Class III Rural bike route (signed route only) is proposed along Patterson Pass Road in the Project study area. Figure 4 of Appendix 3.12A presents the proposed bicycle route.

No future transit routes are proposed in the Project study area and no future rail is proposed in the Project study area.

3.12.1.3 Public Transportation

Eastern Alameda County is served by bus services provided by Livermore Amador Valley Transit Authority, which provides regional and local services throughout Eastern Alameda County and Western San Joaquin County. Regionally, the Project is served by passenger rail services offered by the Altamont Commuter Express (ACE). The transit providers are described below.

Livermore Amador Valley Transit Authority

The Livermore Amador Valley Transit Authority provides access to various public transportation choices for those who live or work in and visit the Tri-Valley area. These include bus connections to Bay Area Rapid Transit (BART), ACE, and Central Contra County Transportation Authority (County Connection). The closest bus stop to the Project site is located at the Vasco Road Transit Center, approximately 10 miles west of the Project site. There are no bus routes or stops within a two-mile radius of the Project site.

Altamont Commuter Express

The Altamont Commuter Express (ACE) provides heavy-rail train service for the communities in Eastern Alameda County and Western San Joaquin County. The ACE operates one route, connecting cities between Stockton and San Jose. The route operates on Mondays through Fridays, westbound in the mornings, and eastbound in the evenings. In the westbound direction, there are four trains beginning at 4:10 A a.m. with approximately 70-minute headways. In the eastbound direction, there are four trains beginning at 3:30 p.m. with approximately 60-minute headways. The closest ACE station to the Project site is the Tracy ACE Station, located approximately nine miles east of the Project site.

3.12.1.4 Rail Traffic

An east-west Union Pacific rail line is located approximately 900 feet south of the Project site, crossing over Patterson Pass Road. However, a railroad bridge carries the rail line over Patterson Pass Road, thus allowing rail traffic to flow without conflicting with vehicular traffic. There are no at-grade rail crossings near the site.

Union Pacific freight operations in California handle an array of commodities, including import-export automobiles and premium intermodal cargo at the Intermodal Container Transfer Facility (ICTF). Other common freight hauled throughout the Golden State includes chemicals, manufactured goods, fruits, vegetables, and canned goods (Union Pacific Railroad 2024).

3.12.1.5 Air Traffic

Livermore Municipal Airport (LVK) is located approximately 19 miles west of the Project site. The Airport is a General Aviation Reliever Airport which serves private, business, and corporate tenants and customers. LVK serves primarily the Tri-Valley region with a population of over 300,000 residents. Most of the Airport's 460 tenants are Livermore and Pleasanton residents (City of Livermore 2023).

Tracy Municipal Airport (TCY) is located approximately 10 miles east of the Project site. The Tracy Municipal Airport is a General Aviation Airport which serves private, business, and corporate tenants and customers. TCY serves primarily the Central Valley and the I-5 Corridor (City of Tracy 2023).

3.12.1.6 Truck Routes – Weight and Load Limitations

Title 10, Chapter 10.16 of the Alameda County Code of Ordinances includes procedures for providing terminal access within unincorporated Alameda County through a permit process for oversized trucks operating on the federally designated highway system. The ordinance states persons requiring terminal access from the federally designated highway system shall submit to the office of the director of public works a permit application in the form provided by the county, with all information required by the director of public works. Upon receipt of the permit application, the director of public works shall ascertain whether the proposed destination meets the requirements for an interstate truck terminal and whether the proposed route is feasible. Route evaluation shall be based on lane widths, intersection geometrics, and compatibility with existing traffic volumes. Access from a federally designated highway system may also require Caltrans approval. Persons seeking approval of a route passing through the county to a terminal located in an adjacent jurisdiction shall comply with the application processes of both agencies. Alameda County has not adopted specific weight and load limitations for County roadways, and instead refers to the California Vehicle Code (CVC) specifications. As the Project would involve the transportation of oversized vehicles, the Project applicant would require an Oversize/Overweight Permit in accordance with the Alameda County Code of Ordinances.

CVC Section 35550 provides the following specifications for weight and load limitations:

A. The gross weight on any one axle shall not exceed 20,000 pounds, and the gross weight upon any one wheel, or wheels, supporting one end of an axle, shall not exceed 10,500 pounds.
B. The gross weight limit for any one wheel, or wheels, shall not apply to vehicles with loads of livestock.

C. The maximum wheel load is the lesser of the following:
   1. The load limit established by the tire manufacturer, on the tire sidewall.
   2. A load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width on the tire sidewall. The steering axle, however, must go by the load limit by the tire manufacturer.

3.12.2 Regulatory Setting

Federal, state, and local laws, ordinances, regulations, and standards (LORS) related to transportation resources were reviewed for applicability to the Project. These are detailed in Section 3.12.6, Laws, Ordinances, Regulations, and Standards.

3.12.3 Impact Analysis

The following subsections discuss the potential direct and indirect impacts related to traffic and transportation from construction and operation of the Project.

3.12.3.1 Methodology

Transportation information and data for this analysis is based on Appendix 3.12A, Potentia-Viridi Battery Energy Storage System Transportation Analysis, prepared by Dudek in June 2024. The Transportation Analysis includes a trip generation analysis of the Project's construction and (permanent) operations and maintenance (O&M) phases; a level of service (LOS) analysis; a vehicle miles traveled (VMT) analysis; and Project access evaluation. The assessment is based on the East County Area Plan, applicable CEQA guidelines, including adherence to Senate Bill (SB) 743 and guidelines from the Governor's Office of Planning and Research (OPR) (OPR 2018). The LOS analysis includes five study intersections and two roadway segments where the Project could cause an impact on traffic due to construction activities. The LOS analysis evaluates the existing (Year 2024) and cumulative (Year 2027) conditions with and without the Project traffic. Daily, AM and PM peak hour turning movements counts were collected at the study intersections and roadways on February 8, 2024. Traffic counts were adjusted to passenger car equivalents (PCE) to reflect truck traffic according to the following industry standards. A detailed discussion of the study methodology can be found in Appendix 3.12A.

3.12.3.2 Impact Evaluation Criteria

The potential for impacts to traffic and transportation were evaluated using the criteria described in the CEQA Environmental Checklist (Appendix G of the CEQA Guidelines). Specific to traffic and transportation, the CEQA Checklist asks, would the project:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; and/or
- Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and/or
- Result in inadequate emergency access.

In addition, the CEC requirements for Opt-In Applications ask for an evaluation of:

- Potential impacts to an airport if the proposed project including any linear facility is to be located within four miles of an airport, a planned or proposed airport runway, or an airport runway under construction,
- Current and projected roadway and intersection level of service before project development, during construction, and during project operation
- Project-related hazardous materials to be transported to or from the Project site during construction and operation.

Although CEQA no longer requires an analysis of LOS, a LOS analysis is included under CEQA Threshold 1 to comply with the CEC requirements for Opt-In Applications (Title 20, California Code of Regulations, Section 1704, Appendix B).

3.12.3.3 Impact Evaluation

The following sections present the potential effects from the construction and operation of the proposed Project on transportation resources.

Impact 3.12-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Construction

Less-than-Significant Impact. The Project site's circulation system does not contain pedestrian, bicycle, public transportation, or airport facilities. Thus, the Project would be consistent with the Alameda County Bicycle and Pedestrian Master Plan (Alameda County 2019) because no public transportation service or dedicated pedestrian or bicycle facilities exist on roadways that would be used to access the Project site. An east-west Union Pacific rail line is located approximately 900 feet south of the Project site. However, a railroad bridge carries the rail line over Patterson Pass Road, thus allowing rail traffic to flow without conflicting with vehicular traffic. There would be no impact to rail traffic.

Consistent with CEC requirements, the Transportation Analysis prepared for the Project (Appendix 3.12A) analyzed the major roadway segments and study intersections near the Project site, with the Project-added construction traffic. A summary of the findings is provided below.

Construction Traffic Generation and Distribution

Based on the TA, the Project is estimated to generate approximately 916 daily trips, 305 AM peak hour trips, and 305 PM peak hour trips during the peak construction period. Utilizing PCE factors, the Project would generate approximately 1,626 daily PCE trips, 394 AM peak hour PCE trips, and 394 PM peak hour PCE trips. For all other phases of construction, the amount of vehicular traffic is estimated to be less than the peak period.

Project trips were assigned to the study area intersections and roadways based on logical travel paths to and from the Project site. The Project trip distribution percentages are shown in Figure 5 of Appendix 3.12A. The Project trip assignments are shown in Figures 6 through 8 of Appendix 3.12A for passenger vehicle, truck, and total trip assignments, respectively.

Intersection LOS with Construction Traffic

Existing traffic controls and geometrics at the study intersections are shown in Figure 9 of Appendix 3.12A and existing peak hour traffic volumes are shown in Figure 10 of Appendix 3.12A. The existing plus Project traffic volumes are shown on Figure 11 of Appendix 3.12A. Table 3.12-1 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions, with and without the Project. As shown in the table, except for the Midway Road and Patterson Pass Road intersection (#1), all the study intersections are currently operating at satisfactory levels of service (LOS D or better and LOS E at the I-580 ramps) under existing conditions and will continue to operate at satisfactory LOS with the peak period of construction traffic added. The Midway Road and Patterson Pass Road intersection (#1) which would degrade to LOS E during the PM peak hour.

Table 3.12-1. Weekday Peak Hour Intersection LOS (with and without Project)

No.	Intersection	Traffic Control[1]	Existing				Existing plus Peak period Construction				Change in Delay (Sec.)		Threshold Exceeded?	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[2]	LOS[2]	Delay[2]	LOS[2]	Delay[2]	LOS[2]	Delay[2]	LOS[2]	AM	PM	AM	PM
1	Midway Rd./Patterson Pass Rd.	OWSC	15.8	C	23.3	C	23.6	C	**37.9**	**E**	7.8	14.6	No	**Yes**
2	N. Midway Rd./ Patterson Pass Rd.	OWSC	16.3	C	21.0	C	24.1	C	33.7	D	7.8	12.7	No	No
3	Midway Rd./Patterson Pass Rd.	OWSC	8.3	A	10.3	B	8.3	A	12.3	B	0.0	2.0	No	No
4	I-580 EB Ramps/ Patterson Pass Rd.	Signal	16.8	B	18.4	B	40.0	C	22.6	C	23.2	4.2	No	No
5	I-580 WB Ramps/ Patterson Pass Rd.	Signal	53.5	D	17.3	B	79.0	E	21.9	B	25.5	4.6	No	No

Source: Appendix 3.12A.
Notes:
1 OWSC = one-way stop control.
2 Delay in seconds per vehicle; highest movement delay is reported for OWSC intersections; LOS = Level of Service.

Roadway Operations with Construction Traffic

Table 3.12-2 presents the existing and Project-added ADT on the regional roadways near the site, including the percentage of truck trips. The percent increase in both total daily ADT and truck ADT with the Project-added traffic would be minimal on I-580 and on Patterson Road, south of the Union Pacific railroad tracks. Under the existing conditions, the Project-related increase in traffic would range from 0.46 percent to 1.8 percent on these road segments.

Construction traffic could cause a substantial traffic increase on Patterson Pass Road, west of Midway Road. The increase in construction trips would range from 11.1 percent of total ADT to a 668.9 percent increase in truck traffic on this segment of Patterson Pass Road. The substantial increase in construction traffic, especially during the AM and PM peak commute hours, could potentially cause degradation of traffic operation on this local road segment. However, the construction activities would be temporary and would be managed through implementation of a Traffic Management Plan, as further described in Section 3.12.5, Mitigation Measures. The Traffic Management Plan would reduce the impact of increased traffic on Patterson Pass Road to a less-than-significant level. A conceptual Construction Traffic Management Plan is included as Appendix 1M. Furthermore, all construction-related traffic would be temporary and short term (peak construction is anticipated to last approximately one month) and would be removed from the study area roadway network upon completion of the Project.

Table 3.12-2. Estimated Existing Construction Trips on Regional Roadways (Peak Construction Period)

Roadway	Existing AADT	Total Project AADT/Percentage Change	Existing Truck AADT	Project Truck AADT/Percentage Change
I-580, west of Patterson Pass Road	40,500[1]	285/0.7%	8,222	164/2.0%
I-580, east of Patterson Pass Road	47,000[1]	290/0.6%	8,319	164/2.0%
Patterson Pass Road, south of Union Pacific Railroad tracks	7,052[2]	127/1.8%	44	0/0.0%
Patterson Pass Road, west of Midway Road	7,107[2]	790/11.1%	61	408/668.9%

Notes: AADT = Annual Average Daily Traffic.
1 Volume obtained from Caltrans Traffic Census Program, 2021.
2 Volume provided from average daily traffic (ADT) counts conducted on February 15, 2024

Based on the analysis above, the Project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system. With implementation of TRANS-1, impacts would be less than significant.

Operations

Less-than-Significant Impact. As previously described, the Project site's existing circulation system does not contain pedestrian, bicycle, public transportation, or airport facilities. The existing railroad bridge carries rail traffic over Patterson Pass Road, thus allowing rail traffic to flow without conflicting with vehicular traffic. There would be no impact to these facilities. A bicycle route is proposed on Patterson Pass Road near the site, however, the permanent operation of the Project is expected to have nominal operational vehicular trips associated with routine maintenance and upkeep of facilities. Therefore, the number of permanent trips (less than 10 daily trips) associated with the Project are not expected to impact the proposed bicycle route or the study area roadway network. The roadway conditions in the Project vicinity would not substantially differ from existing conditions. Therefore, the

Project would not conflict with applicable programs, plans, ordinances, or policies addressing the circulation system and impacts would be less than significant.

Decommissioning

The Project has an operational life of at least 25 years. Transportation impacts of decommissioning at the end of the Project's operational life are expected to be similar to the impacts from construction outlined above. However, traffic volumes within the study area cannot be projected that far in the future, and as such a specific analysis and outcome of impacts cannot be determined at this time. A Decommissioning Plan will be prepared for the Project, which will be updated immediately prior to decommissioning. The Decommissioning Plan will include measures specific to transportation impacts of decommissioning if necessary.

Impact 3.12-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts," and define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. The OPR has clarified in its Technical Advisory (OPR 2018) that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. The County of Alameda has not yet adopted transportation guidelines for evaluating potential project-related impacts to VMT. In the interim, the OPR's Technical Advisory and CEQA Guidelines Section 15064.3(b) Criteria for Analyzing Transportation Impacts have been used to evaluate the proposed Project.

The Project would involve construction that would generate temporary construction-related traffic for approximately 18 months and nominal operations and maintenance traffic; these would be categorized under Section 15064.3(b)(3), qualitative analysis. Section 15064.3(b)(3) recognizes that lead agencies may not be able to quantitatively estimate VMT for every project type. For many projects, a qualitative analysis of construction traffic may be appropriate. The VMT analysis summarized below.

Construction

Less-than-Significant Impact. The Project is estimated to generate approximately 916 daily trips, 305 AM peak hour trips, and 305 PM peak hour trips during the peak construction period. Per OPR, heavy vehicle traffic is not required to be included in the estimation of a project's VMT. As part of the Project's air quality and greenhouse gas emissions analysis, the VMT for the overall Project (using approximate trip lengths for worker commute, vendor, and haul trips) has been estimated using default values for the region from the California Emissions Estimator Model (CalEEMod) land use emissions computer model. However, construction related trips are temporary and would not generate permanent trips. Therefore, for the purposes of this analysis, the VMT from construction is not required to be quantified per SB 743 requirements. The Project construction would be consistent with typical construction activities in terms of the temporary nature of activities, trip generation characteristics, and the types of vehicles and equipment required. There would be no special conditions for constructing the Project. Further, measures to reduce the VMT generated by workers and trucks are limited, and there are no thresholds or significance criteria for temporary, construction related VMT.

While worker and vendor trips would generate VMT, once construction is completed, the construction-related traffic would cease and VMT would return to pre-construction conditions. Therefore, impacts related to construction VMT would be less than significant.

Operations

Less-than-Significant Impact. Based on OPR guidance, projects that generate or attract fewer than 110 trips per day[1] generally may be assumed to cause a less-than-significant transportation impact. As noted previously, the operation of the Project would require up to three full-time employees and is estimated to generate less than 10 daily trips, and therefore would not generate significant VMT.

Therefore, utilizing the guidance provided by OPR, the operation of the Project would not generate a significant number of trips and thereby not cause a substantial amount of VMT. VMT impacts related to Project operations would be less than significant.

Impact 3.12-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction

Less-than-Significant Impact. The Project would not include any new off-site roadway design features, nor would it alter any existing geometric design features along any of the County roads. There would be no changes to the existing off-site circulation on County roads. The Project is not expected to pose any unusual safety hazard to the public, except for the transportation of hazardous materials, where the transporter will be required to obtain a Hazardous Material Transportation License in accordance with CVC Section 32105 and follow proper safety procedures, as further discussed under Impact TRA-5. There are no schools, day care centers, or other generators of pedestrian traffic in the immediate vicinity of the Project site.

Two private access roads would be provided to the Project site via an existing private driveway to the north of the site from Patterson Pass Road and a new private driveway to the southeast of the site, from Patterson Pass Road. The two access roads will be used throughout the construction and operations periods of the Project. Traffic ingress and egress via these two access points will be planned in consultation with Alameda County and would be designed to County standards for sight distance and other safety concerns. All internal roadways and private driveways would be constructed to meet access requirements for operations and maintenance activities and be in accordance with Alameda County Fire Department Standards. It is expected that construction workers would park on-site and would not be staged or transported from any offsite location.

Construction activities would be managed through implementation of a Traffic Management Plan, as further described in Section 3.12.5, Mitigation Measures. In instances where there may be a large amount of slow-moving truck traffic entering or exiting the Project site at one time, the contractor should perform this activity during off-peak times and utilize flaggers to warn of slow-moving trucks ahead. With implementation of the Traffic Management

[1] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Plan, potential impacts due to slow moving over-sized vehicles would be minimized. Therefore, impacts associated with hazardous design features or incompatible land uses would be less than significant.

Operations

No Impact. As described above. the Project would not include any new off-site roadway design features, nor would it alter any existing geometric design features along any of the County roads. The Project operations would generate less than 10 daily trips and roadway conditions in the Project vicinity would not substantially differ from existing conditions. Therefore, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Project. There would be no impact.

Impact 3.12-4: Would the project result in inadequate emergency access?

Construction

Less-than-Significant Impact. Construction activities would occur on the Project site and no full road closures in the public right-of-way or driveway closures are anticipated that would impact adopted emergency access or response plans. As part of the Traffic Management Plan, the contractor would follow standard construction practices and ensure that adequate on-site circulation and access is always maintained for all users, including coordinating with local emergency response providers (local police, fire, and medical dispatch) regarding proposed construction activities. As such, the Project would have a less-than-significant impact related to emergency access.

Operations

No Impact. As previously discussed, all internal roadways and private driveways would be constructed to meet access requirements for operations and maintenance activities and be in accordance with Alameda County Fire Department Standards. As such, there would be no impacts to emergency access.

Impact 3.12-5: Would the project result in significantly increased hazards associated with Project related hazardous materials to be transported to or from the Project site?

Less-than-Significant Impact. CEC requirements for Opt-In Applications (Title 20, California Code of Regulations, Section 1704, Appendix B Traffic and Transportation Requirement [E]) necessitate a discussion of Project-related hazardous materials to be transported to or from the Project site. The Project would involve the transport of hazardous materials to and from the Project site during both construction and operation. As discussed in Section 3.5 Hazardous Material Handling of this Draft EIR, the hazardous materials used for construction will be typical of most construction projects of this type. Materials will include small quantities of gasoline, diesel fuel, oils, lubricants, solvents, detergents, degreasers, paints, ethylene glycol, dust palliatives, herbicides, and welding materials/supplies. Hazardous materials used during operation of the facility include mineral oil stored within the transformers, cleaning solvents, dielectric fluids, herbicides, and lithium-ion batteries. Section 3.5 evaluates the transport of hazardous materials and concludes that the Project would have a less than significant impact on the transporting of hazardous materials. The Project would adhere to EPA Caltrans, DTSC, CHP, and California State Fire Marshal regulations to manage and prevent potential impacts caused by transporting hazardous materials. Materials would only be mobilized along approved transportation routes, thereby avoiding sensitive receptors to the extent practicable. Compliance with applicable regulations would ensure that impacts from the transportation of hazardous materials would be less than significant.

3.12.4 Cumulative Effects

The geographic scope for cumulative transportation impacts includes the same roadways and intersections analyzed for the existing conditions. The Cumulative (2027) condition represents a short-term horizon period (less than 5 years) when the Project is under construction, and where the peak construction period would occur. The peak hour traffic forecasts for the Year 2027 have been projected by increasing the traffic volumes by an annual growth rate of 2 percent and adding traffic volumes generated by additional projects in the area. After correspondence with the County's Planning Department, it was determined that there were a limited number of applicable cumulative projects due to the rural nature of the area, and because the analysis is focused on a specific period during peak construction traffic. There were no cumulative projects identified that would have a peak construction period that overlaps with the Project construction; therefore, no additional cumulative projects were added in the analysis. The Kola Battery Energy Storage System Project (Phase 2) is proposed to be constructed adjacent to the Project site, however, Project construction is anticipated to occur after construction of the Proposed Project is complete. A summary of the cumulative analysis is provided below.

Impact 3.12-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-than-Significant Impact. The Project site's circulation system does not contain pedestrian, bicycle, public transportation, or airport facilities. Due to the existing railroad bridge, the rail line south of the site does not conflict with vehicular traffic. Therefore, the Project would have no contribution to cumulatively considerable impacts related to pedestrian, bicycle, transit, or rail facilities.

Cumulative Traffic Generation and Distribution

The Cumulative peak hour traffic volumes are presented in Figure 12 of Appendix 3.12A and the Cumulative plus Project traffic volumes are shown on Figure 13 of Appendix 3.12A.

Intersection LOS with Construction Traffic

Table 3.12-3 summarizes the results of the intersection analysis for the AM and PM peak hours for the Cumulative (2027) condition, with and without the Project. As shown in the table, three of the study intersections are forecast to operate below acceptable levels of service under Cumulative (2027) conditions with the peak period of construction traffic added. The Midway Road and Patterson Pass Road intersection (#1) would degrade to LOS E during the PM peak hour, the North Midway Road and Patterson Pass Road intersection (#2) would degrade to LOS E during the PM peak hours, and the I-580 westbound ramps at Patterson Pass Road (#5) would degrade to LOS F during the AM peak hour. To minimize impacts to these intersections, the Traffic Management Plan should include measures such as restricting worker arrivals and departures during peak hours during the peak construction phase.

Table 3.12-3. Cumulative (2027) Weekday Peak Hour Intersection LOS (with and without Project)

No.	Intersection	Traffic Control[1]	Cumulative (2027)				Cumulative (2027) plus Peak period Construction				Change in Delay (Sec.)		Threshold Exceeded?	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[2]	LOS[2]	Delay[2]	LOS[2]	Delay[2]	LOS[2]	Delay[2]	LOS[2]	AM	PM	AM	PM
1	Midway Rd./Patterson Pass Rd.	OWSC	16.6	C	25.3	D	25.2	D	**36.4**	**E**	8.6	16.3	No	**Yes**
2	N. Midway Rd./ Patterson Pass Rd.	OWSC	17.1	C	22.7	C	25.6	D	**37.3**	**E**	8.5	14.6	No	**Yes**
3	Midway Rd./Patterson Pass Rd.	OWSC	8.3	A	10.6	B	8.3	A	12.7	B	0.0	2.1	No	No
4	I-580 EB Ramps/ Patterson Pass Rd.	Signal	21.3	C	20.4	C	55.9	E	26.6	C	34.6	6.2	No	No
5	I-580 WB Ramps/ Patterson Pass Rd.	Signal	71.8	E	18.3	B	**98.2**	**F**	24.4	C	26.4	6.1	**Yes**	No

Source: Appendix 3.12A.
Notes:
1 TWSC = two-way stop control.
2 Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections; LOS = Level of Service.
Bold: Exceeds County's threshold.

Roadway Operations with Construction Traffic

Table 3.12-4 presents the Cumulative and Project-added ADT on the regional roadways near the site, including the percentage of truck trips. The percent increase in both total daily ADT and truck ADT with the Project-added traffic would be minimal on I-580 and on Patterson Road, south of the Union Pacific Railroad. Under the Cumulative conditions, the Project-related increase in traffic would range from 0.6 percent to 1.7 percent on these road segments.

Construction traffic could cause a substantial traffic increase on Patterson Pass Road, west of Midway Road. The increase in construction trips would range from 10.5 percent of total ADT to a 637.5 percent increase in truck traffic on this segment of Patterson Pass Road. The substantial increase in construction traffic, especially during the AM and PM peak commute hours, could potentially cause degradation of traffic operation on this local road segment. However, the construction activities would be temporary and would be managed through implementation of a Traffic Management Plan, which would reduce the impact of increased traffic on Patterson Pass Road to a less-than-significant level.

Table 3.12-4. Estimated Cumulative (2027) Construction Trips on Regional Roadways (Peak Construction Period)

Roadway	Cumulative (2027) AADT	Total Project AADT/Percentage Change	Cumulative (2027) Truck AADT	Project Truck AADT/Percentage Change
I-580, west of Patterson Pass Road	43,054	165/0.4%	8,764	64/0.7%
I-580, east of Patterson Pass Road	49,948	170/0.3%	8,867	64/0.7%
Patterson Pass Road, south of Union Pacific Railroad	7,555	105/1.4%	47	0/0.0%
Patterson Pass Road, west of Midway Road	7,614	480/6.3%	65	159/244.6%

Notes: AADT = Annual Average Daily Traffic.
1 Volume obtained from Caltrans Traffic Census Program, 2021.
2 Volume provided from average daily traffic (ADT) counts conducted on February 15, 2024

With implementation of MM-TRANS-1, the Project would not create any inconsistency or conflict with an applicable plan, ordinance or policy that establishes measures of effectiveness, and therefore would not contribute to a cumulatively considerable impact. Impacts would be **less than significant**.

Impact 3.12-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

No Impact. The Project would not conflict or be inconsistent with CEQA Guidelines section 15065.3, subdivision (b), and therefore would not contribute to any cumulatively considerable VMT-related impact. Therefore, **no impact** would occur.

Impact 3.12-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact. The Project would not introduce incompatible uses or design features, such as changes to public roads or intersections. Transportation of hazardous substances would occur with USDOT-approved personnel and trucking/transport equipment and the Project would implement hazardous waste transportation requirements that would minimize the potential for an accidental release of hazardous materials to occur. The Project would implement a Traffic Management Plan to minimize potential traffic impacts during construction. Therefore, the Project would not contribute to any cumulatively considerable impact involving hazards due to a design feature or incompatible uses or transport of hazardous materials and impacts would be **less than significant**.

Impact 3.12-4: Would the project result in inadequate emergency access?

No Impact. Construction activities would occur on the Project site and no full road closures in the public right-of-way or driveway closures are anticipated that would impact adopted emergency access or response plans. As part of the Traffic Management Plan, the contractor would follow standard construction practices and ensure that adequate on-site circulation and access is always maintained for all users. Therefore, the Project would have a **less–than-significant** contribution to cumulatively considerable impacts to emergency access.

No Impact. The site access requirements for operations and maintenance activities would be designed in accordance with Alameda County Fire Department Standards. As such, there would be **no cumulative impact** to emergency access.

Impact 3.12-5: Would the project result in significantly increased hazards associated with Project related hazardous materials to be transported to or from the Project site?

Less-than-Significant Impact. Transportation of hazardous substances would occur with DOT-approved personnel and trucking/transport equipment and the Project would implement hazardous waste transportation requirements that would minimize the potential for an accidental release of hazardous materials to occur. Therefore, the Project would have a **less-than-significant** contribution to any cumulatively considerable impact involving hazards due to a design feature or incompatible uses or transport of hazardous materials.

3.12.5 Mitigation Measures

Implementation of the following mitigation measure would reduce potential Project impacts to transportation resources to a less than significant level.

MM-TRANS-1 Construction Traffic Management Plan. Prior to initiation of construction activities, a construction traffic management plan will be prepared and filed with the County. The construction traffic management plan would include strategies to reduce the number of construction trips (trucks and passenger cars) that would be generated during both the AM and PM peak hours. Potential traffic management measures may include, but not be limited to the following:

- Use of warning signage to meet County and Caltrans requirements for driver awareness of construction activity in the vicinity.

- Stagger work shifts to reduce peak periods of congestion and/or restrict worker arrivals and departures during peak hours during the peak construction phase.
- Limit time for heavy truck deliveries.
- Use of flaggers at key locations to alert motorists to slow moving trucks.
- Provide information packet for affected neighborhoods to bring awareness to the Project activities and measures to minimize impacts.
- Inform emergency service providers of construction traffic schedule.

3.12.6 Laws, Ordinances, Regulations, and Standards

Federal, state, and local Laws, Ordinances, Regulations, and Standards (LORS) applicable to transportation are discussed below and summarized in Table 3.12-5.

Table 3.12-5. LORS Applicable to Transportation

Jurisdiction	LORS	Applicability	Opt-In Application Reference	Project Conformity
Federal	Code of Federal Regulations (CFR) Title 49, Parts 172, 173, and 179	Provide standards for the identification, packaging, and transportation of hazardous materials.	Impact TRA-5	The Project would comply with these requirements by appropriately labelling, packaging, and transporting hazardous materials.
Federal	CFR Title 49, Part 397.9 (Hazardous Materials Transportation Act of 1974)	Directs the USDOT to establish criteria and regulations for the safe transportation of hazardous materials	Impact TRA-5	The Project would comply with this requirement by adhering to all applicable federal regulations involving the transportation of hazardous materials.
Federal	CFR Title 49, Parts 350-399 (Federal Motor Carrier Safety Regulations)	Addresses safety considerations for transportation over public highways	Impact TRA-5	The Project would comply with this requirement by adhering to all applicable federal regulations involving materials transport.
Federal	CFR Title 14, Part 77.9	Requires the Applicant to notify the Federal Aviation Association (FAA) of the construction of structures within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet	Section 3.12.6.1	The Project would not trigger this requirement; thus, the Project would comply and would not need to notify the FAA
State	California Environmental Quality Act (CEQA)	Requires state and local government agencies to inform decision makers and the public about the potential environmental impacts of the Project	Throughout this Opt-In Application	California Energy Commission (CEC), per the CEC's Opt-In Application process.

Table 3.12-5. LORS Applicable to Transportation

Jurisdiction	LORS	Applicability	Opt-In Application Reference	Project Conformity
		and to reduce environmental impacts to the extent feasible.		
State	CVC, Division 15, Chapters 1–5 (Size, Weight, and Load)	Includes regulations pertaining to licensing, size, weight, and load of vehicles operated on highways	Impact TRA-5	Project vehicles would adhere to all applicable regulations involving licensing, site, weight, and load of highway vehicles, and thus would comply with this requirement.
State	California Streets and Highways Code, Sections 660–711, 670–695	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery; includes regulations for the care and protection of state and county highways and provisions for the issuance of written permits; and requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Section 3.12.8	The Project applicant would obtain all necessary permits from Caltrans prior to construction and would thus comply with this requirement
State	California Senate Bill 743	Required OPR to amend the CEQA Guidelines to provide an alternative to the LOS metric for evaluating transportation impacts. Under the new guidelines, LOS or vehicle delay, is no longer considered an environmental impact under CEQA. The new Section 15064.3 identifies VMT as the most appropriate measure of transportation impacts effective July 1, 2020.	Impact TRA-2	The Project would have a less-than-significant impact on VMT due to the temporary nature of construction related VMT and the minimal number of permanent operations-related trips.
State	Caltrans Transportation Impact Study Guide	Per the 2020 Transportation Impact Study Guide, Caltrans' primary review focus is VMT, replacing LOS as	Impact TRA-2	The Project would have a less-than-significant impact on VMT due to the temporary nature of construction related VMT

Table 3.12-5. LORS Applicable to Transportation

Jurisdiction	LORS	Applicability	Opt-In Application Reference	Project Conformity
		the metric used in CEQA transportation analyses. Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment.		and the minimal number of permanent operations-related trips.
Local	Alameda County Transportation Commission (CTC) Congestion Management Program (CMP)	The Alameda CTC is in the process of transitioning to VMT as the primary metric for traffic impacts. Until this transition is complete, the Alameda CMP minimum standard for monitored roads and freeways in the CMP network of LOS E remains the agency's transportation metric. I-580 is part of the CMP Road System.	Impact TRA-1	The Alameda CTC CMP standards are focused on traffic impacts associated with future development, and do not apply to construction activities such as the Project, in which there are temporary, short-term traffic increases that are eliminated once construction is completed.
Local	Alameda County East Area Plan Policies 180, 183-185, 190, 193, 194,	Provides LOS requirements for county roadways, as well policies for reducing congestion, integrating bicycle, pedestrian, and transit into the County's transportation network.	Impact TRA-1	During construction, the Project would maintain acceptable LOS for nearby intersection and roadways under existing conditions and with MM TRANS-1: Construction Transportation Management Plan would minimize impacts to less than significant under cumulative conditions. Thus, the Project would conform with this requirement. There would be no impact during operations. The Project site's circulation system does not contain pedestrian, bicycle, or public transportation. Thus, the Project would be consistent with the Alameda County East Area Plan.

Table 3.12-5. LORS Applicable to Transportation

Jurisdiction	LORS	Applicability	Opt-In Application Reference	Project Conformity
Local	Alameda County East Area Plan Policies 216- 217	Provides policies to ensure the efficient, safe, and economically beneficial operation of the Livermore Municipal Airport	Impact TRA-1	The Livermore Municipal Airport is approximately 19 miles west of the Project site and therefore the Project would not conflict with these policies.
Local	Alameda County Bicycle and Pedestrian Master Plan Bike Plan	Provides policies, goals, an implementable bicycle network, pedestrian network recommendations to improve safety and connectivity, and support programs for both the populated communities of West County and the rural communities of East County	Impact TRA-1	The Project site's circulation system does not contain pedestrian, bicycle, or public transportation. Thus, the Project would be consistent with the Alameda County Bicycle and Pedestrian Master Plan.

3.12.6.1 Federal LORS

Code of Federal Regulations

Title 49, Parts 172, 173, and 179

CFR Title 49, Part 172 primarily deals with the labeling, marking, and placarding of hazardous materials for transportation. It establishes standards for how hazardous materials must be labeled and marked on packages, containers, and vehicles to communicate their contents and associated risks effectively.

CFR Title 49, Part 173 focuses on the general requirements for the shipping of hazardous materials. It includes regulations for packaging, including specifications for various types of containers, as well as rules for classifying, describing, and documenting hazardous materials. Section 173 also covers the conditions and exceptions under which certain hazardous materials can be transported and provides guidelines for emergency response information and training.

CFR Title 49, Part 179 pertains to the transportation of hazardous materials in the United States. This section outlines design, construction, and testing standards for portable tanks, as well as operational and maintenance procedures to ensure the safe transport of hazardous materials.

The Project would appropriately label, package, and transport hazardous materials in accordance with CFR Title 49, Parts 172, 173, and 179. Therefore, the Project would comply with these requirements.

Title 49, Part 397.9 (Hazardous Materials Transportation Act of 1974)

The Hazardous Materials Transportation Act of 1974 regulates the transportation of hazardous materials in commerce. This act establishes a framework for the safe and secure handling, labeling, packaging, and transportation of hazardous materials. It empowers the USDOT to develop and enforce regulations to minimize the risks associated with transporting hazardous materials on highways, railways, waterways, and in the air. The act also sets penalties for violations and provides funding for research, training, and emergency response planning related to hazardous materials transportation. The Project would transport hazardous materials in accordance with all applicable federal, state, and local regulations, including the Hazardous Materials Transportation Act of 1974, and thus would comply with this requirement.

Title 49, Parts 350-399 (Federal Motor Carrier Safety Regulations)

The Federal Motor Carrier Safety Regulations oversee and regulate commercial motor carriers, drivers, and the safe operation of commercial motor vehicles. Parts 350-399 address various aspects of motor carrier safety, including driver qualifications, hours of service, vehicle inspections and maintenance, and commercial driver's license requirements. Additionally, these parts also regulate hazardous materials transportation, including the classification, packaging, and labeling of hazardous materials, as well as safety standards for transporting these materials. The Project would transport hazardous materials in accordance with all applicable federal, state, and local regulations, including the Federal Motor Carrier Safety Regulations, and thus would comply with this requirement.

Title 14, Part 77.9

CFR Title 14, Part 77.9 requires an applicant to notify the FAA of the construction of structures exceeding 200 feet above-ground level or exceeding defined imaginary surfaces within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet or within 10,000 feet of the nearest point of the nearest runway of an airport with the longest runway no more than 3,200 feet. The Project would not trigger this requirement and would thus conform with CFR Title 14, Part 77.9.

3.12.6.2 State LORS

California Environmental Quality Act

CEQA requires state and local government agencies to inform decision makers and the public about the potential environmental impacts of the Project and to reduce environmental impacts to the extent feasible. Appendix G of the CEQA Guidelines includes recommended criteria for evaluating potential impacts related to traffic and transportation.

California Vehicle Code

The California Vehicle Code consists of a comprehensive set of laws and regulations that govern the operation and use of vehicles on the roadways within the state of California. Specifically, the California Vehicle Code addresses traffic regulations, driver's licensing, vehicle registration, vehicle equipment, safety regulations, parking and towing, commercial vehicle standards, environmental regulations, and penalties and enforcement. Project vehicular transportation would comply with all applicable federal, state, and local regulations, including the California Vehicle Code, and thus would conform with this requirement.

California Streets and Highways Code

The California Streets and Highways Code specifically pertains to the planning, construction, maintenance, and regulation of streets and highways within the state of California. Specifically, the California Streets and Highways Code includes highway designation, highway construction, highway maintenance, eminent domain, public transportation, bicycle and pedestrian infrastructure, emergency services, and traffic control. Project vehicular transportation would comply with all applicable federal, state, and local regulations, including the California Streets and Highways Code, and thus would conform with this requirement.

California Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which created a process to change the way transportation impacts are analyzed under the California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation/traffic impacts. Under the new transportation guidelines, LOS or vehicle delay, is no longer considered an environmental impact under CEQA. Amendments to the CEQA Guidelines required under SB 743 were approved on December 28, 2018, and the new Section 15064.3 identifies VMT as the most appropriate measure of transportation impacts under CEQA effective July 1, 2020. Related legislation, SB 32 (2016) requires California to reduce greenhouse gas emissions 40% below 1990 levels by 2030. The California Air Resources Board has determined that it is not possible to achieve this goal without reducing VMT growth and specifically California needs to reduce per capita VMT across all economic sectors. SB 743 is primarily focused on passenger-cars and the reduction in per capita VMT as it relates to individual trips.

The OPR Technical Advisory (OPR 2018) provides guidance and tools to properly carry out the principles within SB 743 and evaluate transportation impacts under CEQA. The County of Alameda has not yet adopted transportation guidelines for evaluating potential Project-related impacts to VMT. Therefore, in the interim, the OPR's Technical Advisory has been used to evaluate the proposed Project.

Caltrans

As the owner and operator of the State Highway System, Caltrans implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. To comply with SB 743 implementation, the Caltrans Transportation Impact Study Guide (Caltrans 2020a), replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 Transportation Impact Study Guide, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses. Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018). In addition to VMT, Caltrans has developed an Interim Local Development and Intergovernmental Review Safety Review Practitioners Guidance (Caltrans 2020b) which may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System (Caltrans 2020b). However, since the permanent operation of the Project is expected to generate a nominal number of trips, there are no long-term operational issues anticipated and there is no further analysis required.

3.12.6.3 Local LORS

Alameda County Transportation Commission (Alameda CTC)

The Alameda County Transportation Commission (Alameda CTC) is a joint powers authority that plans, funds, and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. It was formed in 2010 from the merger of the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency.

As required by state law, Alameda CTC updates its Congestion Management Program (CMP) every two years by monitoring the operational performance of the designated County CMP road network. The current CMP was adopted in October 2023 (Alameda County Transportation Commission 2023). The Alameda CTC is currently in the process of transitioning to VMT as the primary metric for traffic impacts. Until this transition is complete and resolved through amended CMP legislation, the Alameda CMP minimum standard for monitored roads and freeways in the CMP network of LOS E remains the agency's transportation metric and as such is applied to this study. I-580 is part of the CMP Road System.

The Alameda CTC CMP standards and travel demand measures are focused on traffic impacts associated with future development, and as such do not apply to construction activities such as the Project in which there are temporary, short-term traffic increases that are eliminated once construction is completed.

Alameda County East County Area Plan

The East County Area Plan (Alameda County Community Development Agency 1994) is a subplan of the Alameda County General Plan and contains goals and policies to maintain an efficient circulation network in the eastern portion of Alameda County. The East County (formerly called the Livermore-Amador Valley Planning Unit) encompasses 418 square miles of eastern Alameda County and includes the cities of Dublin, Livermore, Pleasanton, and a portion of Hayward as well as surrounding unincorporated areas. The planning area extends from the Pleasanton/Dublin ridgeline on the west to the San Joaquin County line on the east and from the Contra Costa County line on the north to the Santa Clara County line on the south. The East County is part of the Tri-Valley subregion which includes incorporated and unincorporated areas of Contra Costa County including Danville, San Ramon, Blackhawk/Alamo, and Dougherty and Tassajara Valleys.

The following goals and policies applicable to the Project are summarized below.

Goal: To reduce East County traffic congestion.

Policy 183: The County shall seek to minimize traffic congestion levels throughout the East County street and highway system.

Policy 184: The County shall seek to minimize the total number of Average Daily Traffic (ADT) trips throughout East County.

Policy 190: The County shall require new non-residential developments in unincorporated areas to incorporate Transportation Demand Management (TDM) measures and shall require new residential developments to include site plan features that reduce traffic trips such as mixed-use development and transit-oriented development projects

Goal: To complete County-planned street and highway improvements which are attractively designed to integrate pedestrian and vehicle use.

Policy 195: The County shall design and locate intercity arterials to minimize impacts on adjacent uses and provide adequate local access to encourage local trips and reduce dependence on freeways. The County shall provide for street rights-of-way that are large enough to accommodate landscaping and street furniture such as bus shelters and light standards to maximize attractiveness to pedestrians, and where appropriate, to accommodate transit corridors.

3.12.7 Agencies and Agency Contacts

Several agencies regulate traffic and transportation and would be involved in regulating transportation, including transportation of hazardous materials, to and from the Project site. Regulatory agency contacts are shown in Table 3.12-6.

Table 3.12-6. Permits and Agency Contacts

Permit or Approval	Agency Contact	Applicability
Transportation Permit for Oversized Loads	Caltrans Transportation Permits Issuance Branch 1823 14th Street Sacramento, California 95814-7119 916.322.4958	Oversized load transport on California highway system
Hazardous Material Transportation License	California Highway Patrol Hazardous Material Licensing P.O. Box 942898 Sacramento, California 942898-0001 916.843.3400	Hazardous material transport on State highways during operations and construction
Transportation Permit	Alameda County Public Works Agency 399 Elmhurst Street Hayward, California 94544 510.670.5480	Oversized load transport on Alameda County roadways
Safety Permits	Federal Motor Carrier Safety Administration California Division Office 1325 J Street, Suite 1540 Sacramento, California 95814-2941 916.930.2760	Hazardous material transport on federal highways during operations and construction

3.12.8 Permits and Permit Schedule

Table 3.12-7 lists the permits related to traffic and transportation and the permit schedule. The vehicles used to transport heavy equipment and construction materials would require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, Sections 117 and 660-711 of the California Streets and Highways Code, and Sections 1411.1 to 1411.6 of the California Code of Regulations. Affected vehicles would be required to obtain transportation permits from Caltrans and Alameda County, or from any other affected agency. Transport route arrangements would be required with Caltrans and CHP officials for

permitting and escort, as applicable. Transportation of hazardous materials to and from the Project site would be conducted in accordance with CVC Section 31303.

Table 3.12-7. Permits and Permit Schedule for Transportation

Permit	Schedule	Status
Transportation Permit for Oversized Loads	Obtain when necessary, 2-hour processing time (single trip) to 2 weeks (annual trip).	Pending
Hazardous Material Transportation License	Obtain when necessary, approximately 2-week processing time	Pending
Transportation Permit	Obtain when necessary, applications can be processed in a single working day	Pending
Safety Permit	Obtain when necessary, applications can be processed in 1-2 working days	—

3.12.9 References

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