

**DOCKETED**

<b>Docket Number:</b>	24-OPT-02
<b>Project Title:</b>	Compass Energy Storage Project
<b>TN #:</b>	262591
<b>Document Title:</b>	COC TRANS-1_Peak Construction Response
<b>Description:</b>	N/A
<b>Filer:</b>	Erin Phillips
<b>Organization:</b>	Dudek
<b>Submitter Role:</b>	Applicant Consultant
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<b>Docketed Date:</b>	4/4/2025

# MEMORANDUM

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**To:** California Energy Commission  
**From:** Compass Energy Storage LLC  
**Subject:** COC TRANS-1/MM TRANS-1 Peak Construction Response  
**Date:** April 3, 2025  
**Attachment(s):** Summary of Haul Truck Trips for Compass BESS (Analyzed in the Opt-In Application)  
Summary of Haul Truck Trips for Compass BESS (Refined)

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On March 24, 2025, Compass Energy Storage LLC and Affiliates received a transportation-related follow up data request from the California Energy Commission (CEC) for the Compass Battery Energy Storage Project (Docket Number 24-OPT-02):

*Please provide clarification on the duration of the peak construction period.*

*For added context: This will inform a condition on when trucks can't exit the site during the hours when the nearby high school is getting in/out. This information will help define a window of peak construction for which the condition would apply.*

The referenced condition is provided below:

**DRAFT: COC TRANS-1/MM TRANS-1** The Project owner shall prepare and implement a Construction Management Plan (CMP)...The CMP shall address specific items:

... c) A provision to prohibit truck trips from leaving the site during the hours of 7:00-9:00 AM and 2:00-4:00 PM to avoid the peak times when students are arriving/departing J Serra High School. The configuration of the Camino Capistrano/Rancho Capistrano intersection is such that all vehicles need to turn right (southbound), which necessitates them passing the high school...

## Applicant Response:

The Peak construction period will occur for a period of 8 days when phases 1 through 5 and 7 overlap.

A Summary of Haul Truck Trips Table has been prepared for the project. It should be noted that two iterations of the Summary of Haul Truck Trips Table are provided as part of this response for clarity. The first table with the parenthetical 'Analyzed in the Opt-in Application' conservatively assumed 229 daily haul trips during the Site Grading phase (phase 4). The second table with the parenthetical 'Refined' takes into account refined construction information from the project's Engineering Procurement and Construction (EPC) contractor and assumes 100 daily haul trips during the Site Grading phase. The Refined summary table provides the most realistic calculation of the Peak construction period during which the proposed COC TRANS-1/MM TRANS-1 would apply.

Using the Refined summary table, the Peak phase of construction would occur for a period of 8 days when phases 1 through 5 and 7 overlap. During the Peak phase, there would be approximately 2 hourly inbound truck trips along J Serra Road and approximately 9 hourly outbound truck trips along J Serra Road.

For context only, the next most concentrated haul truck trips would occur during the Site Grading phase (which is not peak construction) where it is expected that there could be up to 6.3 hourly outbound haul trips along J Serra

Road, which equates to approximately 1 haul trip every 10 minutes. Using Google Maps, the travel time from the project access to I-5 northbound ramps along J Serra Road was observed to be approximately 7 minutes in the afternoon, at the time of school dismissal. Using Google Maps, the travel time from the project access to I-5 northbound ramps along J Serra Road was observed to be approximately 6 minutes in the morning, at the time of school start. Accordingly, at any given time, there would be only one truck on this route that could be near the school. Therefore, the project's impact to safety and congestion along J Serra Road during the Site Grading phase would not be significant, nor would prohibiting these trips between the hours of 7:00-9:00 AM and 2:00-4:00 PM influence existing traffic conditions along J Serra Road.

Therefore, based on the Refined summary table, we recommend that the draft provision apply only to the Peak construction phase – ***for days when school is in session*** – and would not apply on weekends or vacation or holiday periods. Further, we understand the draft provision would only apply to haul trucks (i.e., not worker vehicles or pick-up trucks).

Summary of Haul Truck Trips for Compass BESS (Analyzed in the Opt-In Application)

Phase No.	Phase Name	Start Date <sup>1</sup>	End Date <sup>1</sup>	Elapsed Days <sup>2</sup>	Work Days <sup>3</sup>	Hauling Trips (Daily) <sup>4</sup>	Daily Inbound Trips <sup>5</sup>	Daily Outbound Trips <sup>5</sup>	Daily Haul Truck Trips along J Serra Rd <sup>7</sup>	Hauling Trips/per hour <sup>8</sup>	Hourly Inbound Trips <sup>5</sup>	Hourly Outbound Trips <sup>5</sup>	Hourly Inbound Haul Truck Trips along J Serra Rd <sup>9</sup>	Hourly Outbound Haul Truck Trips along J Serra Rd <sup>10</sup>
1	Access Road Site Preparation, Grading, and Paving	1/13/2025	2/3/2025	21	16	20	10.0	10.0	12.0	3	1.3	1.3	0.3	1.3
2	Site Preparation	1/29/2025	2/11/2025	13	10	20	10.0	10.0	12.0	3	1.3	1.3	0.3	1.3
3	Switchyard Site Preparation	1/29/2025	2/11/2025	13	10	2	1.0	1.0	1.2	0	0.1	0.1	0.0	0.1
4	Site Grading	1/29/2025	3/11/2025	41	30	229	114.5	114.5	137.4	29	14.3	14.3	2.9	14.3
5	Switchyard Grading	1/29/2025	2/11/2025	13	10	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
6	Battery/Container Installation	3/13/2025	3/18/2026	370	265	12	6.0	6.0	7.2	2	0.8	0.8	0.2	0.8
7	Switchyard Installation	1/29/2025	12/3/2025	308	221	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
8	Loop-in Transmission Line Foundation and Tower Erection	12/29/2025	2/9/2026	42	31	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
9	Loop-in Transmission Stringing and Pulling	2/10/2026	3/7/2026	25	20	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
10	Stormwater Detention Structures and Waterline Installation and Landscaping Installation	3/13/2026	7/16/2026	125	90	8	4.0	4.0	4.8	1	0.5	0.5	0.1	0.5
11	Commissioning	3/20/2026	7/23/2026	125	90	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
1,2,3,4,5,7	Peak Phase occurs during overlap of phases for a duration of 8 days	1/13/2025	12/3/2025	324	8	271	136	136	163	34	17	17	3	17

## Notes:

<sup>1</sup> Start and end dates of each phase shown are illustrative only<sup>2</sup> Elapsed days include total days in a phase including weekends<sup>3</sup> Work days exclude weekends when no construction work is assumed<sup>4</sup> Hauling trips include truck trips which typically would be primarily for delivery of battery and material. These trucks would be at least 3 to 4 axle trucks with trailers or Tesla heavyweight trailer and Megapack<sup>5</sup> Inbound truck distribution assumes 80% trucks access the site from the north using the I-5 ramps at Avery Pkwy and 20% trucks access the site from the south using the I-5 ramps at J Serra Rd and travel northbound along Camino Capistrano<sup>6</sup> Outbound truck distribution assumes 100% trucks exit the site and travel south along Camino Capistrano and use J Serra Rd interchange to access the I-5<sup>7</sup> Daily haul truck trips along J Serra Rd were estimated using truck distribution of 100% outbound and 20% inbound trips<sup>8</sup> Hourly haul trips were assumed to be equally distributed over an 8-hour period per day<sup>9</sup> Hourly inbound haul trips along J Serra Rd were estimated using truck distribution of 20% inbound trips<sup>10</sup> Hourly outbound haul trips along J Serra Rd were estimated using truck distribution of 100% outbound trips

Summary of Haul Truck Trips for Compass BESS (Refined)

Phase No.	Phase Name	Start Date <sup>1</sup>	End Date <sup>1</sup>	Elapsed Days <sup>2</sup>	Work Days <sup>3</sup>	Hauling Trips (Daily) <sup>4</sup>	Daily Inbound Trips <sup>5</sup>	Daily Outbound Trips <sup>5</sup>	Daily Haul Truck Trips along J Serra Rd <sup>7</sup>	Hauling Trips/per hour <sup>8</sup>	Hourly Inbound Trips <sup>9</sup>	Hourly Outbound Trips <sup>9</sup>	Hourly Inbound Haul Truck Trips along J Serra Rd <sup>9</sup>	Hourly Outbound Haul Truck Trips along J Serra Rd <sup>10</sup>
1	Access Road Site Preparation, Grading, and Paving	1/13/2025	2/3/2025	21	16	20	10.0	10.0	12.0	3	1.3	1.3	0.3	1.3
2	Site Preparation	1/29/2025	2/11/2025	13	10	20	10.0	10.0	12.0	3	1.3	1.3	0.3	1.3
3	Switchyard Site Preparation	1/29/2025	2/11/2025	13	10	2	1.0	1.0	1.2	0	0.1	0.1	0.0	0.1
4	Site Grading	1/29/2025	3/11/2025	41	30	100	50.0	50.0	60.0	13	6.3	6.3	1.3	6.3
5	Switchyard Grading	1/29/2025	2/11/2025	13	10	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
6	Battery/Container Installation	3/13/2025	3/18/2026	370	265	12	6.0	6.0	7.2	2	0.8	0.8	0.2	0.8
7	Switchyard Installation	1/29/2025	12/3/2025	308	221	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
8	Loop-in Transmission Line Foundation and Tower Erection	12/29/2025	2/9/2026	42	31	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
9	Loop-in Transmission Stringing and Pulling	2/10/2026	3/7/2026	25	20	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
10	Stormwater Detention Structures and Waterline Installation and Landscaping Installation	3/13/2026	7/16/2026	125	90	8	4.0	4.0	4.8	1	0.5	0.5	0.1	0.5
11	Commissioning	3/20/2026	7/23/2026	125	90	0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0
1,2,3,4,5,7	Peak Phase occurs during overlap of phases for a duration of 8 days	1/13/2025	12/3/2025	324	8	142	71	71	85	18	9	9	2	9

## Notes:

<sup>1</sup> Start and end dates of each phase shown are illustrative only<sup>2</sup> Elapsed days include total days in a phase including weekends<sup>3</sup> Work days exclude weekends when no construction work is assumed<sup>4</sup> Hauling trips include truck trips which typically would be primarily for delivery of battery and material. These trucks would be at least 3 to 4 axle trucks with trailers or Tesla heavyweight trailer and Megapack<sup>5</sup> Inbound truck distribution assumes 80% trucks access the site from the north using the I-5 ramps at Avery Pkwy and 20% trucks access the site from the south using the I-5 ramps at J Serra Rd and travel northbound along Camino Capistrano<sup>6</sup> Outbound truck distribution assumes 100% trucks exit the site and travel south along Camino Capistrano and use J Serra Rd interchange to access the I-5<sup>7</sup> Daily haul truck trips along J Serra Rd were estimated using truck distribution of 100% outbound and 20% inbound trips<sup>8</sup> Hourly haul trips were assumed to be equally distributed over an 8-hour period per day<sup>9</sup> Hourly inbound haul trips along J Serra Rd were estimated using truck distribution of 20% inbound trips<sup>10</sup> Hourly outbound haul trips along J Serra Rd were estimated using truck distribution of 100% outbound trips