Exhibit J

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Revised Construction Management Plan

Vistra Energy
Battery Energy Storage System

PLN180394

December 12, 2018

Submitted by

Vistra Energy Corporation

REVISED CONSTRUCTION MANAGEMENT PLAN

Vistra Energy Batter Energy Storage System

PLN180394

PREPARED FOR

Monterey County Resource Management Agency

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December 12, 2018

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1.0 Introduction

1.1 BACKGROUND

Vistra Energy Corporation submitted an application for an Amendment to the Moss Landing Power Plant Master Plan, Coastal Administrative Permit and Design Approval to the Monterey County Resource Management Agency (RMA) on September 17, 2018. On October 16, 2018, Vistra Energy Corporation received notice from the RMA that the application was deemed complete. On November 30, 2018, Vistra Energy Corporation received a letter from the RMA requesting additional information to supplement RMA's consideration of the potential environmental impacts of the project. Item #3 in the letter requested additional information/clarification of the Construction Management Plan (CMP) for the proposed project.

1.2 REVISED CONSTRUCTION MANAGEMENT PLAN PURPOSE

The overarching purposes of this revised CMP are to consolidate construction management planning information included in the original September application submittal in one location, and to provide supplemental information requested by the RMA in its November 30, 2018 letter.

The original application included information about construction management planning in three sections: Section 7.3, Other Operation Information; 9.3, Installation Vehicle Types, Hours of Operation, Grading, and Schedule; 9.4, Installation Management Plan Map; and Appendix B of the project traffic report found in Section 13, Traffic Assessment. This revised CMP brings this information together in one location to facilitate and simplify RMA staff's ability to manage CMP implementation through a project specific condition of approval. It also includes new information on hours of construction and on actions for implementing and monitoring specific construction traffic management strategies.

This revised CMP replaces the CMP information found in the above-referenced sections of the original project application.

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2.0
Project Construction Information

2.1 NAMES AND CONTACT INFORMATION

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2.2 CONSTRUCTION COMPONENTS, SCHEDULE AND EQUIPMENT USE

Construction of the three components of the project is expected to occur over a total of approximately 14 months, with peak construction activity occurring over six of the 14 months. Table 2-1, Construction Summary, shows the construction duration for each component as well as the type and intensity of proposed equipment use for each component. Note that the construction duration of each component overlap with other components.

Table 2-1 Installation Summary Table

Components	Schedule	Quantity Equipment	Hours of Operation per Day	Total Work Days
Existing Building for Battery Storage	October 2019 to June 2020	8 Semi-Trucks	12	300
Inverter/Transformer Yard	January 2020 to July 2020	12 Forklifts	12	14
		10 Cement Trucks	12	20
Substation	September 2019 to January 2020	1 Excavator	12	3
		1 Grader	12	3
		1 Tractor/ Loader/ Backhoe	12	3
		2 Cranes	12	10
		4 Cement Trucks	4	10

SOURCE: Sargent & Lundy and Vistra Energy Corporation 2018

2.3 GRADING

No ground disturbance is needed to install the batteries or the power conversion system improvements.

Grading will occur only within the substation footprint of 46, 250 square feet, where approximately 770 cubic yards of asphalt will be removed and 3,750 cubic yards of soil will be excavated to install foundations. Grading will take place over three days, for an average of approximately 1,250 cubic yards per day. The deepest excavation is expected to be four feet. Drilled piers would be deeper, but localized, with a depth of up to 15 feet. Water and soil additives will be used to manage dust during construction activities.

Soil excavations within the Moss Landing Power Plant are closely managed in response to past operations that contaminated soils in known locations and potentially in other locations that have not been completely evaluated. Excavated soil within the substation footprint will be managed in accordance with the Soil Management Plan: Parcels I, III, and IV Moss Landing Power Plant (Jacobson James & Associates, Inc. April 6, 2018), Section 5, Data Screening and Soil Management Decision Making. The excavated soil will be tested and then, based upon the results, will be reused at an appropriate location on site, reused off site, disposed at a landfill without restriction, or if contaminated, disposed at a landfill that is licensed to accept contaminated soil.

2.4 Construction Employees, Construction Vehicle Trips and Hours of Construction

Construction Employees

A maximum of 420 contractors will be on the site on any peak day of construction activity. This is a significantly lower number of contractors than has historically been present on any given peak construction day during prior construction projects at the Moss Landing Power Plant. For more information regarding daily proposed and daily historic baseline maximum daily contractor number, please refer to the Moss Landing Battery Energy Storage Project (PLN180394) Traffic Assessment and Construction Transportation Management Plan, Monterey County, CA, contained in Section 13.0, Public Works Requirements, of the original project application package.

Vehicle Trips

A maximum daily peak of 924 daily vehicle trips is projected during the construction process. These represent trips by employees and ancillary delivery truck and heavy haul truck trips. Please refer to the Moss Landing Battery Energy Storage Project (PLN180394) Traffic Assessment and Construction Transportation Management Plan, Monterey County, CA, contained in Section 13.0, Public Works Requirements, of the original project application package for more information.

Hours of Construction

Construction activities are primarily planned to occur over a 12-hour period each day from 6am to 6pm. Additional activity, such as heavy haul delivery truck trips, could occur outside this typical 12-hour period.

2.5 Construction Truck Trip Route

Figure 2-1, Construction Haul Truck Route illustrates the location of the project site, the proposed haul truck route, location of sensitive receptors along the haul truck route, and the proposed construction staging locations within the battery storage site.

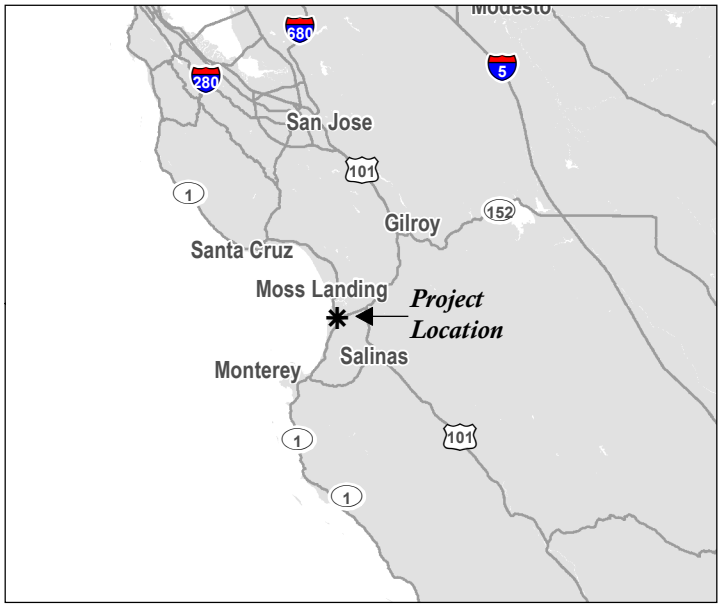
2.6 Construction Traffic Management Actions

To minimize construction traffic volume to the extent possible and to direct and manage construction traffic to minimize potential effects on the road network, Vistra Energy will implement a series of strategies. These include the same or similar strategies that were successfully implemented for much larger construction projects undertaken at the Moss Landing Power Plan from 2000 to 2002. These strategies are included in Appendix A of the

Moss Landing Battery Energy Storage Project (PLN180394) Traffic Assessment and Construction Transportation Management Plan (CTMP), Monterey County, CA, which can be found in Section 13.0, Public Works Requirements, of the original application package.

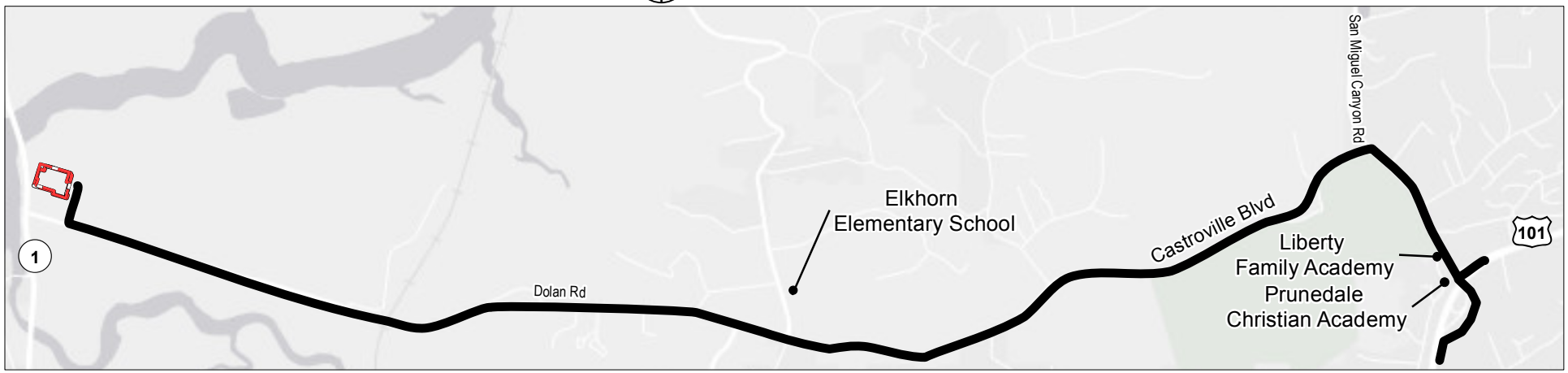
The construction traffic management actions are as follows:

- To reduce project traffic generation, the construction contractor will encourage carpooling (i.e. with preferential parking, breakfast and lunch meal incentives, etc.);
- To reduce employee traffic during morning and evening peak hours, the construction contractor will schedule shift changes to occur at off-peak hours;
- To reduce project traffic generation, the construction contractor will enforce a policy of one site entrance per day per vehicle thus restricting construction personnel from exiting the site for lunch or breaks;
- To reduce truck traffic impacts, the construction contractor will schedule deliveries of construction materials during off-peak hours;
- To ensure that current traffic conditions on the roads near the site remain unchanged, when project construction and existing maintenance activities occur simultaneously, the construction contractor will limit project construction trips to ensure that total combined daily construction/maintenance trips do not exceed the existing total of 420 per day. The daily contractor number will be monitored via Vistra Energy's current site access monitoring process; all vehicles that enter or leave the site are recorded, and by requiring the construction contractor to record access to the construction area. This information is also needed for emergency response purposes. The logs of worker trip entries and departures will be available to the County at any time upon request;
- To eliminate traffic increases on SR 1, prohibit the use of SR 1 for construction personnel and deliveries. This prohibition will be implemented through a signage program to direct construction employee and delivery traffic away from SR1, and through incorporating employee and delivery trip driving directions and restrictions into construction contractor contracts. If the construction contractor is found by Vistra Energy to be in non-compliance for implementing the prohibition, the construction contractor will be subject to termination; and
- To ensure acceptable traffic operations at the project entrance, the Monterey County Public Works Department will have the discretion to require the use of California Highway Patrol during Battery Project shift changes. It is highly unlikely this will be needed because traffic volumes generated by the Battery Project installation will be relatively low.



0 350 feet

Project Site



Source: ESRI 2018

0 1 mile

Project Site

Proposed Haul Route
7.2 MileTruck Route from Highway 101

Note 1: All trips will be directed away from State Route 1

Note 2: There are no sensitive areas (tree protection zones, drainage, habitat, slopes, etc.) on or adjacent to the project site.

Figure 2-1

Construction Hall Truck Route

Vistra Energy Moss Landing Battery Energy Storage System Application

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