Section 3.6
Ground Transportation

SECTION SUMMARY

This section describes existing ground transportation within the Port and surrounding area associated with implementation of the proposed Project or an alternative.

Section 3.6, Ground Transportation, provides the following:

- A description of existing levels of traffic in the Port area;
- A discussion on the methodology used to determine whether the proposed Project or alternatives result in an impact to ground transportation;
- An impact analysis of both the proposed Project and alternatives; and ,
- A description of any mitigation measures proposed to reduce any potential impacts, as applicable.

Key Points of Section 3.6:

Construction of the proposed Project or an alternative would not result in significant ground transportation impacts under CEQA or NEPA.

Operation of the proposed Project would result in significant impacts based on the significance criteria described in Section 3.6.4.6. One intersection would be significantly impacted as follows:

- Navy Way and Reeves Avenue –2020 (mid-day peak hour), 2025 (A.M. and mid-day peak hours), 2027 (A.M., mid-day peak hours)

Therefore, the proposed Project and Alternatives 1 through 6 under CEQA and the proposed Project and Alternatives 3 through 6 under NEPA would result in a significant traffic impact. The following mitigation measure would reduce potentially significant impacts to less than significant levels for the proposed Project and all alternatives with the exception of Alternative 1 (under CEQA):

- **MM TRANS-1:** Navy Way and Reeves Avenue - Re-stripe the southbound (and eastbound approach to accommodate the southbound dual right-turns) to provide a right-turn lane, a shared through/right turn lane, and a through lane on the southbound approach. This mitigation would only be constructed when the intersection operates at LOS E or worse. As such, the Port would monitor LOS after the project is completed. No mitigation is required until LOS E or F in accordance with Los Angeles Department of Transportation standards which identify LOS D or better as acceptable traffic operating conditions.

After mitigation, no significant unavoidable impacts related to traffic would result from construction or operation of the proposed Project or Alternatives 2 through 6. Mitigation measures are not applicable to

Alternative 1 because there would be no discretionary actions subject to CEQA, and thus impacts at Navy Way Reeves Avenue would remain significant and unavoidable for Alternative 1 under CEQA.

3.6.1 Introduction

This section provides a summary of the transportation/circulation impact analysis for the proposed Project and alternatives. The transportation analysis includes five freeway/roadway segments and 15 key intersections that would be used by truck and automobile traffic to gain access to and from the proposed Project site. These include the nearest Congestion Management Program (CMP) monitoring stations, assessed in conformance with Los Angeles County Metropolitan Transportation Authority (LACMTA) CMP guidelines (LACMTA, 2010). The technical traffic impact data are included in Appendix H1.

In addition, an analysis of the proposed Project's and project alternatives potential rail-related impacts is included.

3.6.2 Environmental Setting

3.6.2.1 Regional and Local Access

The proposed Project site is located on Terminal Island, within an industrial area in the Fish Harbor region of the Port of Los Angeles. The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles. The site is generally bounded on the north by Terminal Way, the Pier 300 Shallow Water Habitat on the east, Earle Street on the west, and Pier 400 to the south.

Access to and from the APL Terminal/proposed Project site is provided by a network of freeways and arterial routes, as shown on Figure 3.6-1. The freeway network consists of the Artesia Freeway (SR-91), the Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Terminal Island Freeway (SR-103/SR-47), while the arterial street network that serves the proposed Project area includes Alameda Street, Anaheim Street, Harry Bridges Boulevard, Henry Ford Avenue, Ocean Boulevard/Seaside Avenue, Pacific Coast Highway (PCH), Santa Fe Avenue, Sepulveda Boulevard/Willow Street, Ferry Street, Earle Street, Navy Way, Reeves Avenue, and Terminal Way.

The Artesia Freeway (SR-91) is an east-west highway that extends from Vermont Avenue in Gardena east to the junction with the Pomona (SR-60 west of SR-91) and Moreno Valley (SR-60 and I-215 east of SR-91) freeways in Riverside. It has eight general purpose lanes and two HOV lanes north of the harbor.

The Harbor Freeway (I-110) is a north-south highway that extends from Gaffey Street in San Pedro to downtown Los Angeles and Pasadena. It has six general purpose lanes in the vicinity of the harbor and widens to eight lanes to the north.

The Long Beach Freeway (I-710) is a north-south highway that extends from the port area in Long Beach to Valley Boulevard in Alhambra. It has six general purpose lanes in the vicinity of the harbor and widens to eight lanes to the north.

The San Diego Freeway (I-405) is a north-south highway that extends from I-5 in Irvine to I-5 in the Mission Hills district of Los Angeles. It has eight general purpose lanes and two HOV lanes north of the harbor.

The Terminal Island Freeway (SR-103/SR-47) is a short highway that begins at Ocean Boulevard on Terminal Island, where it overlaps with SR-47. It then crosses the Schuyler Heim Bridge, and travels north to its terminus at Willow Street in Long Beach. It has six general purpose lanes on the southern segment, narrowing to four lanes north of Anaheim Street.

Alameda Street extends north from Harry Bridges Boulevard and serves as a key truck route between the harbor area and downtown Los Angeles. Alameda Street is grade separated at all major intersections south of SR-91. Alameda Street is striped variously as a four-lane and six-lane roadway in the proposed Project area. Ultimately, Alameda Street is planned to be striped for six lanes over most of its length. Alameda Street is classified as a Major Highway Class II in the City of Los Angeles General Plan, and a Major Highway in the City of Carson General Plan.

Anaheim Street is an east-west roadway that extends between Western Avenue (SR 213) in the City of Los Angeles and PCH (SR-1) in Long Beach. Anaheim Street is a four-lane roadway west of Henry Ford Avenue, a five-lane roadway (three eastbound lanes) between Henry Ford Avenue and West 9th Street/East I Street, and a six-lane facility from West 9th Street /East I Street to east of I-710. Anaheim Street is classified as a Major Highway Class II north of the proposed Project site in the City of Los Angeles General Plan (City of Los Angeles, 1999).

Harry Bridges Boulevard is a four-lane east-west roadway that extends between John S. Gibson Boulevard and Alameda Street. It provides direct access to the container terminal at Berths 136-139 and provides access to Berths 142-147 via Neptune Avenue, which extends south from Harry Bridges Boulevard. Harry Bridges Boulevard is classified as a Major Highway Class II in the City of Los Angeles General Plan (City of Los Angeles, 1999).

Henry Ford Avenue provides a connection from the Terminal Island Freeway (SR-47) to Alameda Street. Henry Ford Avenue is a six-lane roadway from the Terminal Island Freeway (SR-47) to Anaheim Street and a four-lane roadway from Anaheim Street to Alameda Street. Northbound traffic on Alameda Street must use the northern 205 ft of Henry Ford Avenue to continue north on Alameda Street via the intersection with Denni Street. Henry Ford Avenue is classified as a Major Highway Class II in the City of Los Angeles General Plan (City of Los Angeles, 1999).

Ocean Boulevard/Seaside Avenue is a four to six-lane roadway that extends east-west near the proposed Project site. At the eastern Los Angeles city boundary, Seaside Avenue is renamed Ocean Boulevard in Long Beach. Ocean Boulevard/Seaside Avenue extends from Belmont Shore in Long Beach, over the Gerald Desmond Bridge, to its terminus at the Terminal Island Freeway. Ocean Boulevard/Seaside Avenue is designated as I-710 between I-710 and SR-47.

Pacific Coast Highway (SR-1) is a four to six-lane arterial highway that extends east-west north of the proposed Project site. PCH has interchanges with the I-710 freeway and the Terminal Island Freeway (SR-47/103), and connects to Alameda

Street via East "O" Street. PCH is classified as a Major Highway Class II north of the proposed Project site in the City of Los Angeles General Plan.

Santa Fe Avenue is a four-lane north-south roadway that extends from 9th Street in Long Beach to Lynwood, east of the proposed Project site. North of Weber Avenue in Lynwood, Santa Fe Avenue turns into State Street and continues north. Santa Fe Avenue is classified as Major Arterial in the City of Long Beach General Plan.

Sepulveda Boulevard/Willow Street is a four-lane roadway that extends east-west north of the proposed Project site. Trucks are prohibited on Sepulveda Boulevard east of the Terminal Island Freeway (SR-103). Sepulveda Boulevard is classified as a Major Highway Class II in the City of Los Angeles General Plan and a Major Highway in the City of Carson General Plan. East of the Terminal Island Freeway (SR-103), Sepulveda Boulevard turns into Willow Street, and is classified as a Major Arterial in the City of Long Beach General Plan.

Ferry Street is a four-lane north-south internal Port roadway that provides local access to Pier 300 and Pier 400 from Seaside Avenue/Ocean Boulevard and the Terminal Island Freeway (SR 47/SR 103). Ferry Street is classified as a Secondary Highway in the City of Los Angeles General Plan (City of Los Angeles 1999).

Earle Street is a four-lane north-south roadway that extends from Pilchard Street through the proposed Project site. Earle Street is unclassified in the City of Los Angeles General Plan (City of Los Angeles 1999).

Navy Way is an internal Port roadway that provides local access to Pier 300 and Pier 400 from Seaside Avenue/Ocean Boulevard and the Terminal Island Freeway (SR 47/SR 103). Navy Way is generally a four-lane north-south roadway, although south of the Terminal Way intersection, the southbound lanes turn into a single lane until the Seaside Way/Ocean Boulevard westbound off-ramp merges to form two southbound lanes. Navy Way is unclassified in the City of Los Angeles General Plan (City of Los Angeles 1999).

Reeves Avenue is a two to three-lane roadway (two eastbound lanes and one westbound lane) that serves as the eastbound extension of Terminal Way between Navy Way and Nimitz Road. Reeves Avenue is unclassified in the City of Los Angeles General Plan (City of Los Angeles 1999).

Terminal Way is a four to six-lane roadway that extends in a general east-west direction between Seaside Avenue and Navy Way. Terminal Way provides access to Pier 300 and the U.S. Coast Guard Base. Terminal Way is unclassified in the City of Los Angeles General Plan (City of Los Angeles 1999).

The traffic setting for the proposed Project includes those streets and intersections that would be used by both automobile and truck traffic to gain access to and from the proposed Project site, as well as those streets that would be used by construction traffic (i.e., equipment and commuting workers). Fifteen study intersections that are located near or on routes serving the proposed Project site, were chosen for analysis. Proposed Project-related traffic on streets farther away from the proposed Project site is assumed to be diluted to less than the number of trips that would require analysis

per the City of Los Angeles Department of Transportation (LADOT), City of Long Beach, or City of Carson traffic impact guidelines. The 15 study intersections include the following (see Figure 3.6-1 for illustration of study intersection locations):

1) Ocean Boulevard Ramps/Terminal Island Freeway North (SR-47) – City of Long Beach
2) Ocean Boulevard Ramps/Terminal Island Freeway South (SR-47) – City of Long Beach
3) Seaside Avenue/Navy Way – City of Los Angeles
4) Ferry Street/SR 47 Ramps – City of Los Angeles
5) Anaheim Street/Henry Ford Avenue – City of Los Angeles
6) SR-47 Ramps/Henry Ford Avenue/Pier A Way – City of Los Angeles
7) Alameda Street/Henry Ford Avenue/Denni Street – City of Los Angeles
8) Alameda Street/PCH Ramp/E O Street (on PCH) – City of Los Angeles (CMP arterial monitoring station)
9) Alameda Street/PCH Ramp/E O Street (on Alameda) – City of Los Angeles
10) Alameda Street/Sepulveda Boulevard Ramp (on Sepulveda) – City of Carson
11) Alameda Street/Sepulveda Boulevard Ramp (on Alameda) – City of Carson
12) Intermodal Way/Sepulveda Boulevard – City of Carson
13) Terminal Island Freeway (SR-103)/Sepulveda Boulevard – City of Long Beach
14) Ferry Street/Terminal Way – City of Los Angeles
15) Navy Way/Reeves Avenue – City of Los Angeles

A traffic impact analysis is required at the following locations, pursuant to the Los Angeles County CMP (LACMTA, 2010): CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would ADD 50 or more trips during either the AM. or P.M. weekday peak hours.

- CMP freeway monitoring locations where the proposed project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

According to the CMP requirements, project alternatives are only required to be compared to a future condition; i.e., growth in cargo at the terminal is permitted to be assumed (LACMTA, 2010). However, to be conservative and in compliance with CEQA, all project alternatives are compared to the CEQA baseline, in which no growth in container volumes or traffic is assumed at the APL terminal.

Three CMP arterial monitoring stations are located either in, or within five miles of the proposed Project study area. However, only one CMP arterial monitoring station, the intersection of Alameda Street and PCH (study intersection #8), is projected to

experience 50 or more Project-related trips during the A.M. or P.M. peak period. The three CMP arterial monitoring stations are provided below:

- PCH/Santa FE Avenue (not a study intersection – less than 50 peak hour trips added by the proposed Project)
- Alameda STREET/ PCH (study intersection #8)
- PCH/Figueroa Street (not a study intersection - less than 50 peak hour trips added by the proposed PROJECT)

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C-Street; these are within five miles of the proposed project site (see Figure 3.6-2 for illustration of study area freeway segment locations):. The project would add less than 150 trips at these two freeway monitoring locations. However, to be conservative in the assessment of potential impacts, the following CMP freeway monitoring stations were analyzed:

1) I-405 between I-110 and I-710 (CMP freeway monitoring station – at Santa Fe Avenue)
2) SR-91 west of I-710 (CMP freeway monitoring station – east of Alameda Street and Santa Fe Avenue interchange)
3) I-710 north of I-405 (CMP freeway monitoring station – north of Jct. 405, south of Del Amo Boulevard)
4) I-710 north of PCH (CMP freeway monitoring station – north of Jct Rte 1 (PCH), Willow Street)
5) I-110 south of C Street (CMP freeway monitoring station – south of "C" Street).

3.6.2.2 Existing Area Traffic Conditions

Existing truck and automobile traffic along study roadways and intersections, including automobiles, Port trucks, and other truck and regional traffic not related to the Port, was determined by collecting vehicle turning movement counts classified by vehicle type at some study locations and taking new counts as needed.

The peak hour is determined by assessing the highest volume of total traffic occurring during one consecutive hour at each location. Regional traffic occurring during the A.M. and P.M. peak hours is mainly due to commute trips, school trips and other background trips. While the peak hour for port related truck traffic generally occurs sometime during the mid-day period, greater overall levels of traffic occur during the A.M. and P.M. peak hours due to the greater level of regional vehicular traffic combined with port-related traffic. Port traffic forecasts indicate a more even traffic distribution throughout the day in future years, thus minimizing the mid-day (M.D.) peak. The data indicate that for study intersections, the A.M. or P.M. peak hour represents the highest level of traffic and therefore the "worst case" for purposes of the traffic operations analysis. However, the traffic study report presents the analysis results from the A.M., M.D. and P.M. peak hours.

- For study intersection #1, #2, #7, #9, #10, #11, #12, #13, A.M. (6:00 – 9:00 A.M.), Mid-day (1:00 – 4:00 P.M.) and P.M. (4:00 – 6:00 P.M.) period traffic volumes were counted.
- For study intersections #3, #4, #5, #6 and #8, A.M. (6:00 – 9:00 A.M.), Mid-day (1:00 – 4:00 P.M.) and P.M. (4:00 – 6:00 P.M.) period traffic volumes were obtained from traffic count data that was collected from other port projects in the vicinity of the proposed Project location.
- For intersections #14, #15, A.M. (7:00 – 9:00 A.M.), and P.M. (4:00 – 6:00 P.M.) period traffic volumes were obtained from traffic count data that was collected from other port projects in the vicinity of the proposed Project location. The mid-day peak traffic volumes for these locations were calculated from turning movement volumes of adjacent intersections because no intermediate intersection is present.

Raw traffic count data are presented in Appendix H1.

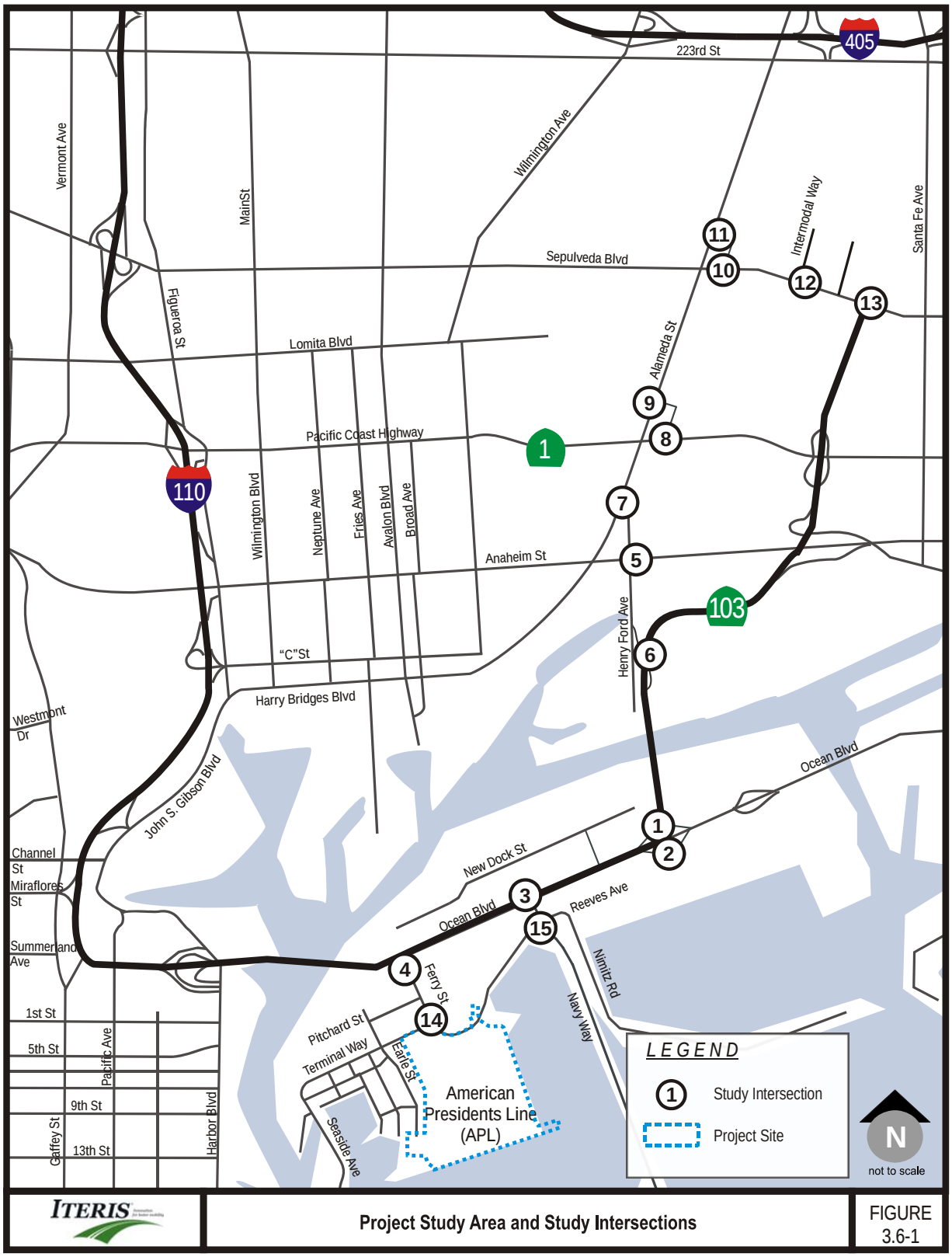


Figure 3.6-1: Project Study Area and Study Intersections

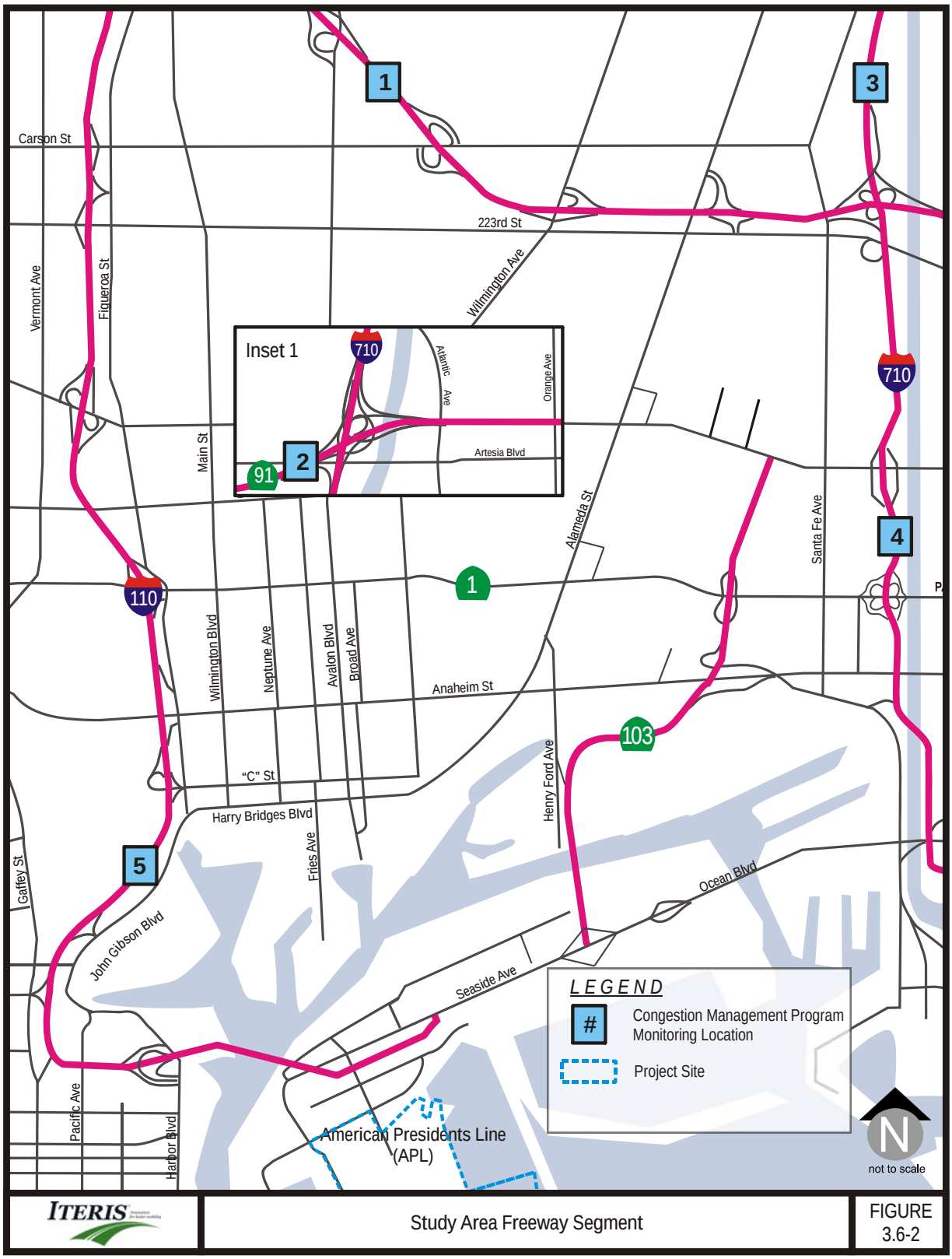


Figure 3.6-2: Study Area Freeway Segment

Level of Service (LOS) is a qualitative indication of an intersection's operating conditions as represented by traffic congestion and delay and the volume/capacity (V/C) ratio. For signalized intersections, it is measured from LOS A (excellent conditions) to LOS F (very poor conditions), with LOS D (V/C of less than 0.900, fair conditions) typically considered to be the threshold of acceptability. The relationship between V/C ratio and LOS for signalized intersections is shown in the following Table 3.6-1:

Table 3.6-1: Level of Service Criteria—Signalized Intersections

V/C Ratio	LOS	Traffic Conditions
0 to 0.600	A	**Excellent. Little or no delay/congestion.** No vehicle waits longer than one red light, and no approach phase is fully used.
>0.601 to 0.700	B	**Very Good. Slight congestion/delay.** An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
>0.701 to 0.800	C	**Good. Moderate delay/congestion.** Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
>0.801 to 0.900	D	**Fair. Significant delay/congestion.** Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
>0.901 to 1.000	E	**Poor. Extreme congestion/delay.** Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
> 1.000	F	**Failure. Intersection failure/gridlock.** Backups from nearby locations or cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: TRB 1980.

The study intersections are located in the City of Los Angeles, the City of Long Beach, and the City of Carson. For purposes of this analysis the locally-defined thresholds for significance at intersections are used. Although the three cities have approved different methods to assess operating conditions in intersections, the methodologies are similar and usually yield similar results and conclusions.

For intersections in the City of Los Angeles, levels of service were assessed using the LADOT Critical Movement Analysis (CMA) method as published in the *Los Angeles Department of Transportation Traffic Study Policies and Procedures*, LADOT, 2010. For signalized intersections, LOS values were determined by using CMA methodology contained in the Transportation Research Board's (TRB) Circular No. 212 – Interim Materials on Highway Capacity (TRB, 1980).

Consistent with City of Long Beach guidelines for analyses, traffic conditions in the vicinity of the proposed Project and within the City of Long Beach jurisdiction were analyzed using intersection capacity-based methodology known as the *Intersection Capacity Utilization Methodology* which is referred to hereinafter as the ICU Methodology.

LOS analysis for the City of Carson intersections was conducted using the *Intersection Capacity Utilization Methodology* (the same methodology as the City of Long Beach intersections).

For this analysis it is assumed that trucks use more roadway capacity than automobiles because of their size, weight and acceleration capabilities when compared to autos. The concept of passenger car equivalent (PCE) is used in the study to adjust for the effect of trucks in the traffic stream. PCE is defined as the amount of capacity in terms of passenger cars used by a single heavy vehicle of a particular type under specified roadway, traffic, and control conditions. A passenger car equivalent factor of 1.1 was applied to tractors (bobtails), 2.0 was applied to chassis and to the container truck volumes for the LOS calculations. This means tractors are calculated as using ten percent more roadway capacity as autos; and chassis and container trucks are calculated as using two times more roadway capacity as autos. These factors are consistent with factors applied in previous port studies including the *Draft Port of Los Angeles Baseline Transportation Study* (*Baseline Transportation Study*) (POLA, 2004). They are also consistent with subsequent work conducted for various environmental studies in the Ports area.

Many of the methodologies employed in this EIS/EIR technical traffic analysis are based on, and consistent with, the methodologies developed for the *Baseline Transportation Study.* This includes a computerized traffic analysis tool called the Port Area Travel Demand Model (hereinafter referred to as Port Travel Demand Model or the model), the trip generation methodology and the intersection analysis methodologies. However, the *Baseline Transportation Study* was not conducted specifically for this proposed Project, and the precise assumptions and figures used in preparation of this EIS/EIR are Project-specific. The Port Area Travel Demand Model has been updated to integrate with the SCAG 2008 Regional Transportation Plan model.

Congestion Management Program Levels of Service Analysis

A traffic impact analysis is required at the following locations according to the CMP Traffic Impact Analysis (TIA) Guidelines, a traffic impact analysis is required at the following (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the project would add 50 or more trips to the INTERSECTION during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the project would add 150 or more trips to the intersection during either the A.M. or P.M. weekday peak hours.

Freeway roadway segments were analyzed in compliance with the County of Los Angeles CMP (LACMTA, 2010). The CMP is the official source of data for regional coordination of traffic studies in the County of Los Angeles. The CMP uses the V/C ratio to determine LOS. The relationship between the V/C ratio and LOS for freeway segments per the CMP is shown in the following Table 3.6-2:

Table 3.6-2: Freeway CMP Level of Service Criteria

Freeway Level of Service (LOS)	Volume/Capacity Ratio
A	0.01-0.35
B	>0.35-0.54
C	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

Source: LACMTA, 2010

LOS F(1) through F(3) designations are assigned where severely congested (less than 25 mph) conditions prevail for more than one hour, converted to an estimate of peak hour demand in the table above.

CMP arterial monitoring stations were also analyzed in compliance with the County of Los Angeles CMP guidelines (LACMTA, 2010). However, since the County of Los Angeles CMP guidelines permit intersection LOS calculations to be conducted using the CMA/Circular 212 method, the same analysis method used by the City of Los Angeles, no additional CMP analysis is required at CMP arterial monitoring stations.

Levels of Service Analysis

Based on peak-hour traffic volumes and V/C ratios, the corresponding LOS at study area intersections has been determined and is summarized in Table 3.6-3. The data in the table indicate that all of the existing study intersections currently operate at LOS C or better during the peak hours.

The baseline volumes at the CMP monitoring stations in the study area were obtained from 2008 Caltrans traffic counts. The baseline freeway volumes and LOS are shown in Table 3.6-4.

Table 3.6-3: Baseline Intersection Level of Service

Int #	Analysis Intersection	CEQA Baseline					
		AM		MID		PM	
		LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616
4	Ferry Street / SR 47 Ramps [A]	A	0.242	A	0.153	A	0.329
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-4: Baseline Freeway Level of Service

Freeway	Location	Capacity	Northbound / Eastbound						Southbound / Westbound					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Demand or Volume	D/C or V/C	LOS	Demand or Volume	D/C or V/C	LOS	Demand or Volume	D/C or V/C	LOS	Demand or Volume	D/C or V/C	LOS
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.15	F(0)	9,059	0.91	D	9,398	0.94	E	11,130	1.11	F(0)
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.60	C	8,365	0.70	C	8,559	0.71	C	7,335	0.61	C
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.81	D	7,838	0.98	E	7,797	0.97	E	6,462	0.81	D
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.92	D	5,242	0.87	D	5,783	0.96	E	3,946	0.66	C
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.55	C	2,963	0.37	B	3,244	0.41	B	4,239	0.53	B

Note: Capacity based on the methodology in the 2004 Congestion Management Program for Los Angeles County (LACMTA, 2010).

As shown in Table 3.6-4 all locations currently operate at LOS D or better with the exception of the following:

- I-405 at Santa Fe Avenue – LOS F(0) (northbound A.M. Peak Hour); LOS E (southbound A.M. Peak Hour); LOS F(0) (southbound P.M. Peak Hour)
- I-710 north of I-405, SOUTH of Del Amo Boulevard – LOS E (northbound P.M. Peak Hour), LOS E (southbound A.M. Peak Hour);
- I-710 north of PCH (SOUTHBOUND) – LOS E (A.M. Peak Hour)

3.6.2.3 Baseline Transit Service

Several transit agencies provide service in the vicinity of the proposed Project site, including Metro, the Municipal Area Express (MAX), Long Beach Transit, Torrance Transit and LADOT. Together, these transit agencies operate 13 transit routes within and/or near the proposed Project and are summarized in Table 3.6-5 and below.

Table 3.6-5: Baseline Transit Service

Transit Agency	Line	Route Name	Days of Operation	Headways/Frequency	
Metro	Express 445	San Pedro–Artesia Transit Center–Patsaouras Transit Plaza/Union Station Express	Monday–Friday	A.M.	30–60 minutes
				P.M.	30–60 minutes
			Saturday Peak		60 minutes
	Local 202	Willowbrook–Compton–Wilmington	Monday–Friday	A.M.	60 minutes
				P.M.	60 minutes
			Saturday Peak		-
	Local 232	Long Beach – LAX via Sepulveda Boulevard	Monday–Friday	A.M.	20–40 minutes
				P.M.	20–40 minutes
			Saturday Peak		30 minutes
	Local 246	San Pedro-Artesia Transit Center via Pacific Avenue and Avalon Boulevard	Monday–Friday	A.M.	20–25 minutes
				P.M.	20 minutes
			Saturday Peak		20 minutes
	Local 247	San Pedro-Artesia Transit Center via Pacific Avenue and Avalon Boulevard	Monday–Friday	A.M.	20–25 minutes
				P.M.	20 minutes
			Saturday Peak		20 minutes
Torrance Transit	Municipal Area Express 3X	San Pedro–El Segundo	Monday–Friday	A.M.	20–30 minutes
				P.M.	20–30 minutes
			Saturday Peak		-
	T3	Redondo Beach–Long Beach	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		60 minutes
Long Beach Transit	1	Downtown Long Beach–Wardlow Blue Line Station	Monday–Friday	A.M.	30 minutes
				P.M.	30 minutes
			Saturday Peak		40 minutes
	191	Downtown Long Beach–Del Amo/Bloomfield via Del Amo Boulevard	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		20 minutes
	192	Downtown Long Beach–Los Cerritos Center via South Street	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		20 minutes
	193	Downtown Long Beach–Del Amo Blue Line Station via Santa Fe	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		20 minutes
LADOT Commuter Express	142	San Pedro–Long Beach	Monday–Friday	A.M.	30 minutes
				P.M.	30 minutes
			Saturday Peak		30 minutes
LADOT DASH	LDWLM	Wilmington Area	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		15 minutes

- **Metro Express Line 445 (San Pedro-Artesia Transit Center-Patsaouras Transit Plaza/Union Station Express).** Metro Transit Line 445 provides express bus service from downtown Los Angeles to San Pedro via the Harbor Freeway. Line 445 starts at Patsaouras Transit Plaza/Union Station in downtown Los Angeles and travels south to its final destination in San Pedro at Pacific and 21st Street. Days of operation are Monday through Sunday, including all major holidays. The A.M. and P.M. peak period headway (time between vehicles in a transit system) ranges between 30 and one hour. Saturday mid-DAY peak period is one hour.

- **Metro Local Line 202 (Willowbrook-Compton-Wilmington)**. Metro Transit Line 202 is a north-south local service that travels from Wilmington to Willowbrook along Alameda Street. Line 202 provides service from THE Metro Blue Line, connecting at the Del Amo Blue Line Station. Days of operation are Monday through Friday only. Weekday A.M. and P.M. peak period headway is approximately one hour. Late Night and Owl service is provided between Compton and Willowbrook Monday through Sunday, including all major holidays.

- **Metro Local 232 (Long Beach – LAX via Sepulveda Boulevard).** Metro Transit Line 232 is a north-south route between El Segundo and Harbor City, and an east-west route between Harbor City and Long Beach. Line 232 connects to the Metro Blue Line in downtown Long Beach. The A.M. and P.M. peak period headway ranges between 20 and 40 minutes. Saturday peak period headway is 30 minutes.

- **Metro Local 246 (San Pedro-Artesia Transit Center via Pacific Avenue and Avalon Boulevard).** Metro Transit Line 246 is a north-south route that travels from San Pedro to the Artesia Transit Center in Los Angeles. Line 246 traverses Line 247 between the Artesia Transit Center and Pacific Avenue and Front Street in San Pedro. At Pacific Avenue and Front Street, Line 246 continues south along Pacific Avenue to Paseo Del Mar and Gaffey Street. The A.M. and P.M. peak period headway ranges between 20 and 25 minutes. Saturday peak period headway is 20 minutes.

- **Metro Local 247 (San Pedro-Artesia Transit Center via Pacific Ave and Avalon Boulevard).** Metro Transit Line 247 is a north-south route that travels from San Pedro to the Artesia Transit Center in Los Angeles. Line 247 traverses Line 246 between the Artesia Transit Center and Pacific Avenue and Front Street in San Pedro. At Pacific Avenue AND Front Street, Line 247 travels east to the Harbor Beacon Park and Ride Lot, then west to Patton Avenue and 7th Street. The A.M. and P.M. peak period headway ranges between 20 and 25 minutes. Saturday peak period headway is 20 minutes.

- **Municipal Area Express 3X (San Pedro-El Segundo Freeway Express).** Municipal Area Express 3X is a commuter bus service designed to address the commuting needs of South Bay residents who work in the El Segundo employment district. Line 3X is a special freeway express route that operates directly from San Pedro to El Segundo, starting at 25th Street near the USAF housing and ending at South La Cienega Boulevard near the Airport Courthouse. Days of operation are Monday through Friday only, excluding major holidays. The A.M. and P.M. peak period headway ranges from 20 to 30 minutes.

- **Torrance Transit Line 3 (Redondo Beach-Downtown Long Beach).** Torrance Transit Line 3 is an east-west route between Redondo Beach and Carson, a north-south route between Carson and Wilmington, and an east-west route between

Wilmington and downtown Long Beach. Line 3 travels along PCH through the proposed Project area via PCH. The A.M. and P.M. peak period headway is approximately 15 minutes. Saturday mid-day peak period headway is 60 minutes.

- **Long Beach Transit Line 1 (Wardlow Station-Long Beach Transit Mall).** Long Beach Transit Line 1 runs both north-south and east-west primarily along Long Beach Boulevard, PCH, Easy Street, and Wardlow Road from the Long Beach Transit Mall in downtown Long Beach to the Wardlow Metro Blue Line Station. The A.M. and P.M. peak period headway is approximately 30 minutes. Saturday peak period headway is 40 minutes.
- **Long Beach Transit Line 191 (Santa Fe Avenue-Del Amo Boulevard)**. Long Beach Transit Lines 191, 192, and 193 traverse similar routes between the Long Beach Transit Mall in downtown Long Beach and the Del Amo Blue Line Station. From the Del Amo Blue Line Station, Line 191 continues east along Del Amo Boulevard to its terminus at Bloomfield Street. The A.M. and P.M. peak period headway between Lines 191, 192 and 193 is approximately 15 minutes. Saturday peak period headway is 20 minutes.
- **Long Beach Transit Line 192 (Santa Fe Avenue-South Street)**. Long Beach Transit Lines 191, 192, and 193 traverse similar routes between the Long Beach Transit Mall in downtown Long Beach and the Del Amo Blue Line Station. From the Del Amo Blue Line Station, Line 192 travels north to South Street via Long Beach Boulevard, Market Street, and Atlantic Avenue to its terminus at the Los Cerritos Center. The A.M. and P.M. peak period headway between Lines 191, 192 and 193 is approximately 15 minutes. Saturday peak period headway is 20 minutes.
- **Long Beach Transit Line 193 (Santa Fe Avenue)**. Long Beach Transit Lines 191, 192, and 193 traverse similar routes between the Long Beach Transit Mall in downtown Long Beach and the Del Amo Blue Line Station. While Lines 191 and 192 continue east, Line 193 terminates at the Del Amo Blue Line Station. The A.M. and P.M. peak period headway between Lines 191, 192 and 193 is approximately 15 minutes. Saturday peak period headway is 20 minutes.
- **LADOT Commuter Express Line 142 (Ports O'Call-Long Beach Transit Mall).** LADOT Commuter Express Line 142 runs east-west along Ocean Boulevard through the proposed Project area from downtown Long Beach to San Pedro. The A.M. and P.M. peak period headway is approximately 30 minutes. Saturday peak period headway is 30 minutes.
- **LADOT DASH Wilmington Line (Clockwise-Counterclockwise Local Service).** The LADOT DASH Wilmington Line provides local service in the Wilmington community of the City of Los Angeles. Local clockwise service is provided primarily along Figueroa Street, PCH, Watson Avenue, East L Street, Avalon Boulevard and Anaheim Street. Local counterclockwise service is provided primarily along Wilmington Boulevard, PCH, Avalon Boulevard, Anaheim Street, West C Street, and Hawaiian Avenue. The A.M. and P.M. peak period headway is approximately 15 minutes. Saturday peak period headway is 15 minutes.

3.6.2.4 Rail Transportation Setting in Project Vicinity and Beyond

The Ports of Los Angles and Long Beach are served by two Class I railroads[1]: Union Pacific Railroad (UP) and the Burlington Northern Santa Fe Railway (BNSF). Pacific Harbor Line, Inc. (PHL) provides rail transportation, maintenance and dispatching services within the harbor area. Rail lines in the harbor area shown in Figure 3.6-3 below.

North of the harbor area, the ports are served by the Alameda Corridor, which was completed in 2002. All harbor-related trains of the UP and BNSF use the Alameda Corridor to access the railroad's mainlines, which begin near downtown Los Angeles. East of downtown Los Angeles and beyond the Project vicinity, port-related trains use either the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. A map of the major lines is shown in Figure 3.6-4.

To transition from the Alameda Corridor to the Alhambra Subdivision, the UP utilizes trackage rights over Metrolink's East Bank Line, which runs parallel to the Los Angeles River on the east side of downtown Los Angeles. The UP Los Angeles Subdivision terminates at West Riverside Junction where it joins the BNSF San Bernardino Subdivision. The BNSF San Bernardino Subdivision continues north of Colton Crossing and transitions to the BNSF Cajon Subdivision. The Cajon line continues north to Barstow and Daggett, and then east toward Needles, CA and beyond. UP trains exercise trackage rights over the BNSF Subdivision from West Riverside Junction to San Bernardino and over the Cajon Subdivision from San Bernardino to Daggett, which is a short distance east of Barstow. The UP Alhambra Subdivision and the BNSF San Bernardino Subdivision cross at Colton Crossing in San Bernardino County. East of Colton Crossing, the UP Yuma Subdivision passes through the Palm Springs area, Indio, and to Arizona and beyond.

The BNSF operates intermodal terminals for containers and trailers at Hobart Yard (in the City of Commerce) and at San Bernardino. UP operates intermodal terminals at:

- East Los Angeles Yard at the west end of the UP Los Angeles Subdivision
- Los Angeles Transportation Center (LATC) at the west end of the UP Alhambra Subdivision
- City of Industry on the UP Alhambra Subdivision, and the
- Intermodal Container Transfer Facility (ICTF) near the south end of the Alameda Corridor.

In addition, both UP and BNSF operate trains hauling marine containers that originate or terminate at on-dock terminals within the Ports of Los Angeles and Long Beach.

UP also has a large carload freight classification yard at West Colton (at the east end of the Alhambra Subdivision). A large auto unloading terminal is located at Mira Loma (mid-way between Pomona and West Riverside on the Los Angeles Subdivision).

[1] For purposes of accounting and reporting, the Surface Transportation Board designates 3 classes of freight railroads based upon their operating revenues for 3 consecutive years using the following scale: Class I - $250 million or more; Class II - less than $250 million but more than $20 million; and Class III - $20 million or less. These operating revenue thresholds are stated in 1991 dollars and are adjusted annually for inflation using a Railroad Freight Price Index developed by the Bureau of Labor Statistics (BLS).

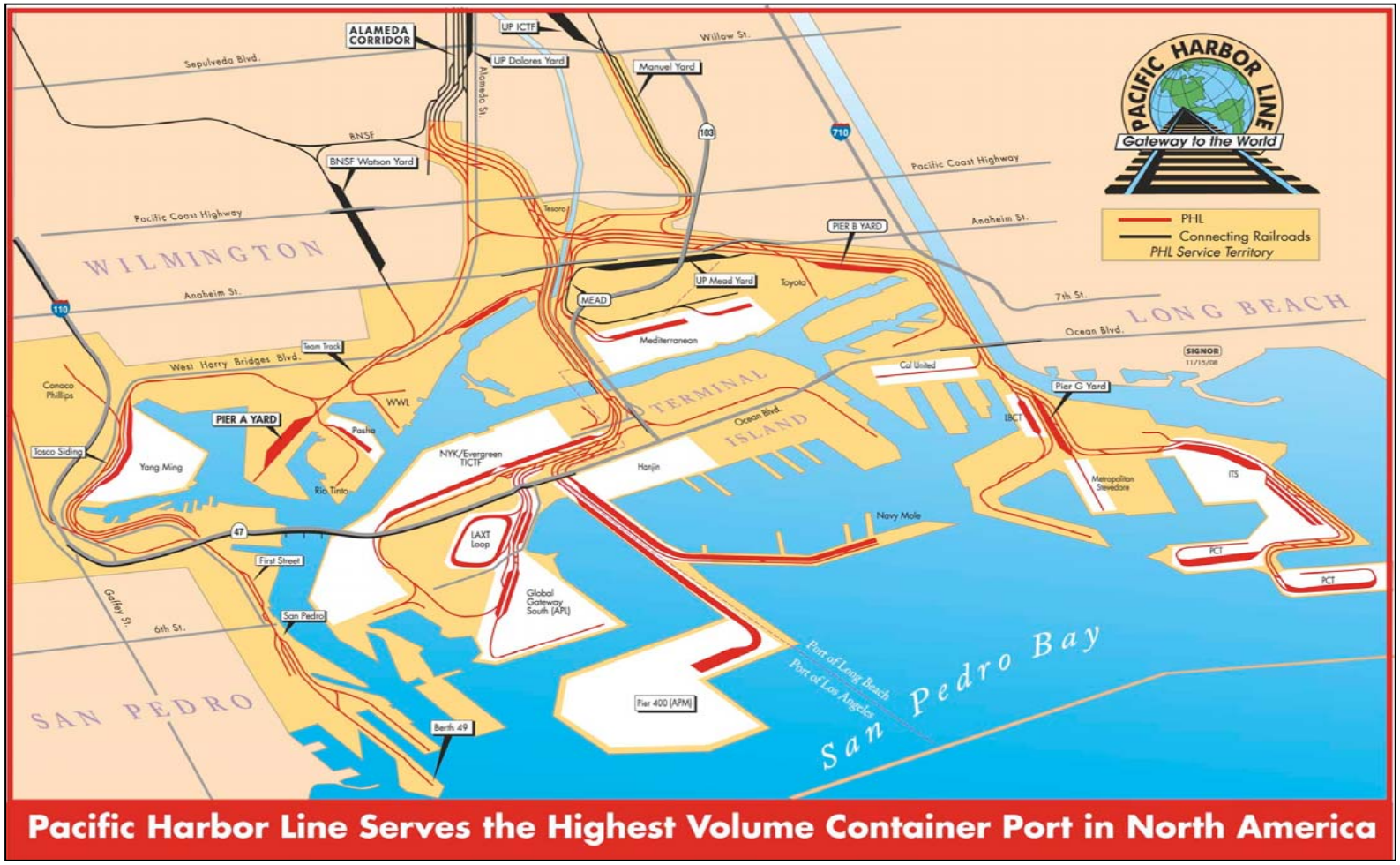
The BNSF San Bernardino Subdivision has at least two main tracks. There are segments of triple track between Hobart and Fullerton. The BNSF recently completed a third main track from San Bernardino to the summit of the Cajon Pass.

The UP Alhambra Subdivision is mostly single-track, while the UP Los Angeles Subdivision has two main tracks west of Pomona and a mixture of one and two tracks east of Pomona.

North from West Colton, UP operates the single-track-CTC Mojave Subdivision to Northern California and Pacific Northwest points. This line closely parallels the BNSF Cajon Subdivision as the two lines climb the south slope of Cajon Pass. Connections are afforded at Keenbrook and Silverwood to enable UP trains to enter/exit the main tracks of the BNSF Cajon Subdivision. Beyond Silverwood to Palmdale, the UP Mojave Subdivision has very little train traffic.

East from Colton Crossing to Indio, UP operates its transcontinental Sunset Route main line, also known as the UP Yuma Subdivision. The line now has two main tracks the entire distance to Indio. East of Indio, the Sunset Route still has stretches of single-track, but construction of a second main track is underway.

Average daily train volumes (both passenger and freight) for July 2008 to June 2009 (CEQA baseline) are shown in Table 3.6-6. Fractional values imply variations over the week



Source: Pacific Harbor Line, Inc. **http://www.anacostia.com/phl/phl_color_map.html**

Figure 3.6-3: Rail Lines in the Harbor Area

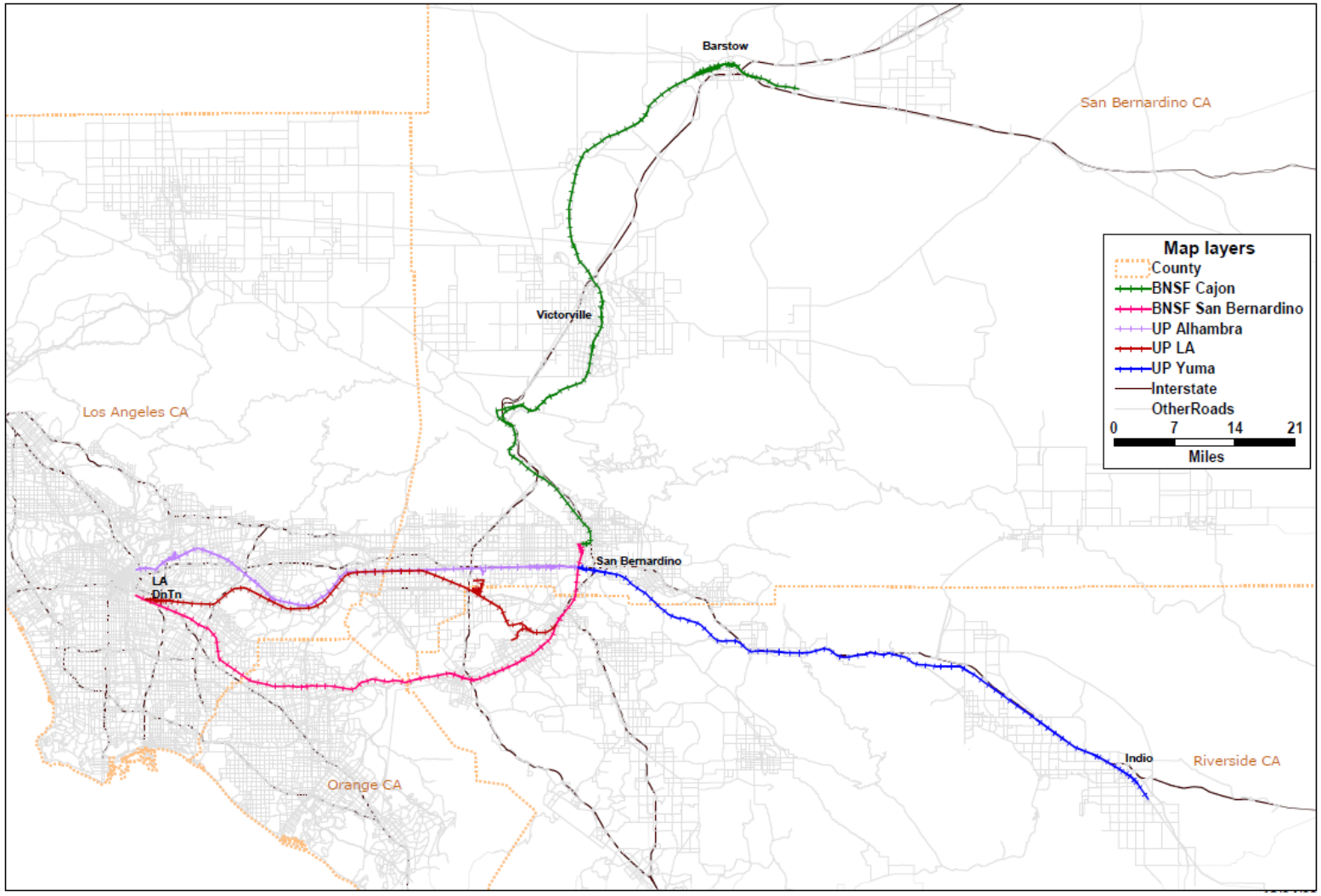


Figure 3.6-4: Map of Railroad Main Lines

Table 3.6-6: Average Train Volumes by Segment of Track (July 2008 to June 2009)

Track Segment	Freight	Passenger**	Total
UP Los Angeles Subdivision			
East LA - Pomona	14.1	12.0	26.1
Pomona - Montclair	17.9	12.0	29.9
Montclair - Mira Loma	20.3	12.0	32.3
Mira Loma – W. Riverside	19.9	12.0	31.9
UP Alhambra Subdivision			
LATC - El Monte	23.6	0	23.6
El Monte - Bassett	23.6	36.8	60.4
Bassett - Industry	23.6	0.8	24.4
Industry - Pomona	29.0	0.8	29.8
Pomona - Montclair	25.2	0.8	26.0
Montclair - Kaiser	27.6	0.8	28.4
Kaiser - West Colton	29.4	0.8	30.2
West Colton - Colton	29.0	0.8	29.8
UP Yuma Subdivision			
Colton - Indio	45.7	0.8	46.5
BNSF San Bernardino Subdivision			
Hobart - Fullerton	34.2	54.0	88.2
Fullerton - Atwood	34.2	11.0	45.2
Atwood - West Riverside	37.3	25.0	62.3
West Riverside – Riverside*	57.9	37.0	94.9
Riverside – Highgrove*	57.9	10.0	67.9
Highgrove – Colton*	57.9	10.0	67.9
Colton - San Bernardino*	46.6	10.0	56.6
BNSF Cajon Subdivision			
San Bernardino – Dike*	52.1	2.0	54.1
Dike – Keenbrook*	71.6	2.0	73.6
Keenbrook – Silverwood*	71.6	2.0	73.6
Silverwood – Barstow*	59.6	2.0	61.6

Source: July 2008 to June 2009 San Pedro Bay Ports TEU Data, and railroad subdivision allocation
* Includes both UP and BNSF trains
** Includes MetroLink and Amtrak trains

3.6.3 Applicable Regulations

Traffic analysis in the state of California is guided by policies and standards set at the state level by the California Department of Transportation (Caltrans) and by local jurisdictions. Since the proposed Project is located in the City of Los Angeles, the proposed Project should adhere to the adopted City transportation policies. The City of Los Angeles has established threshold criteria to determine significant traffic impacts of a proposed project in its jurisdiction.

3.6.3.1 Intersection Operations

The cities in the study area have established threshold criteria to determine significant traffic impacts of a proposed project in its jurisdiction. In the City of Los Angeles under LADOT guidelines, an intersection would be significantly impacted if a project results in an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C; equal to or greater than 0.02 for intersections operating at LOS D; and equal to or greater than 0.01 for intersections operating at LOS E or F. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes intersection impact criteria in the City of Los Angeles (LADOT, 2010):

- V/C ratio increase greater than or equal to 0.040 if final LOS is C,
- V/C ratio increase greater than or equal to 0.020 if final LOS is D, or
- V/C ratio increase greater than or equal to 0.010 if final LOS is E or F.

The Cities of Long Beach and Carson consider LOS D to be the minimum acceptable LOS. These cities have also established their own thresholds of significance. Consistent with their significance thresholds, in the Cities of Carson and Long Beach, an adverse effect is considered to be a project-related change in V/C ratio of 0.02 or greater if the final LOS is E or F.

3.6.4 Impacts and Mitigation Measures

3.6.4.1 Methodology - Traffic

Impacts were assessed by quantifying differences between baseline conditions and baseline plus project conditions under the proposed Project alternative and the other study alternatives. For CEQA analysis, baseline conditions are year 2008 traffic volumes as a primary analysis methodology, which is consistent with the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* court decision. A secondary analysis methodology was also performed, which uses a floating (future) baseline and is the methodology typically used by experts in identifying traffic impacts for projects of similar scale, and for CEQA evaluations prior to the Sunnyvale decision. This methodology may be more conservative and may more accurately represent the actual conditions associated with this type of project. As an example, the future CEQA baseline represents the traffic conditions at the study intersections at the time (or study year; e.g. 2027) the Project traffic affects the intersections. This methodology holds the 2008 terminal traffic constant but includes traffic from other projects, as well as regional traffic growth, as part of the future traffic conditions. A significant impact is identified if either CEQA baseline indicates a potential for significant traffic impacts.

For NEPA analysis baseline conditions are baseline year 2008 traffic volumes as well as future baseline traffic conditions (i.e., the addition of non-project related background traffic) for the years 2012, 2015, 2020, 2025, and 2027. NEPA future baseline traffic conditions were estimated by adding funded transportation improvements, traffic due to regional traffic growth, and traffic increases resulting from Port terminal throughput growth, which includes some growth in operations at the APL Terminal that would occur without Federal action.

Local traffic growth for NEPA analysis was forecast based on a computerized traffic analysis tool known as the Port Area Travel Demand Model, which includes traffic growth for the port and the local area.

Port Travel Demand Model

The Port Travel Demand Model was originally developed for the *Ports of Long Beach and Los Angeles Transportation* Study (POLB and POLA, 2001). It *was* subsequently revised and updated for several efforts including the *Port of Los Angeles Baseline Transportation Study* (POLA, 2004) and the *Port of Los Angeles Roadway Study* and the Port of Los Angeles Roadway Study. The model is a tool that is based on the Southern California Association of Governments' (SCAG) Regional Travel Demand Forecasting Model. Elements of the SCAG Heavy Duty Truck (HDT) model were used. The use of the SCAG model to account for subregional and regional traffic growth beyond the general proximity of the proposed Project site is an accepted practice by agencies/ jurisdictions. The SCAG model is used for the region's federally required Regional Transportation Plan (RTP) (SCAG, 2008). It is also used as well as the State Implementation Plan (SIP) and the South Coast Air Quality Management Plan (SCAQMP) Air Quality Management Plan (SCAQMD, 2007). TransCAD is the software platform used for modeling. The Port Travel Demand Model data is owned by the Port and housed and operated at consultant offices.

SCAG Regional Model

The SCAG Regional Model is the basis and "parent" of most sub-regional models in the southern California six-county region, comprised of Ventura, Los Angeles, Orange, San Bernardino, Riverside and Imperial counties. At the regional level, this model has the most comprehensive and current regional data –for both existing and future conditions- on housing, population, employment, and other socio-economic input variables used to develop regional travel demand forecasts. The model has more than 4,251 zones, including 90 zones in the port area, and a complete network of regional transportation infrastructure, including more than 3,520 miles of freeways and over 18,650 miles of major, primary, and secondary arterials.

For purposes of sub-regional transportation analysis (such as at the Port), the SCAG Regional Model provides the most comprehensive and dynamic tool to forecast the magnitude of trips and distribution of travel patterns anywhere in the region. However, by virtue of its design and function, the Regional Model is not (and cannot be) very detailed and precise in any specific area of the region. This is also the case in the Ports of Long Beach and Los Angeles focus area. Therefore, the Port Travel Demand Model has been comprehensively updated and detailed in the Port focus area. In addition typical "post-processing" of model data is used to reflect local conditions.

The SCAG Regional Heavy Duty Truck (HDT) model was developed as an adjunct component to the SCAG Regional Travel Demand Model. The HDT model develops explicit forecasts for heavy duty vehicles with a gross vehicle weight (GVW) of 8,500 pounds and higher. The HDT model includes trip generation, trip distribution and network traffic assignment modules for heavy duty trucks stratified by three heavy duty truck gross vehicle weight classifications, as follows:

- Light-Heavy – 8,500 to 14,000 GVW
- Medium-Heavy – 14,000 to 30,000 GVW
- Heavy-Heavy – over 30,000 GVW

The HDT Model utilizes the SCAG Regional Model network for its traffic assignment process without major refinements and additions to the network. However, several network modifications are implemented including: link capacity enhancements, truck prohibitions, and incorporation of truck PCE factors. All of these were carried forward into the Port Travel Demand Model focus area. The presence of vehicles other than passenger cars in the traffic stream affects traffic flow in two ways: (1) these vehicles, which are much larger than passenger cars, occupy more roadway space (and capacity) than individual passenger cars, and (2) the operational capabilities of these vehicles, including acceleration, deceleration and maintenance of speed, are generally inferior to passenger cars and result in formation of large gaps in the Traffic stream that reduce the highway capacity. On long, sustained grades, and segments with impaired capacities, where trucks operate considerably slower, formation of these large gaps can have a profound impact on the traffic stream. The Port Travel Demand Model takes all of these factors into account.

The TransCAD model uses four periods to forecast traffic over a full 24 hour period. These periods are the A.M. period (6:00 A.M. to 9:00 A.M.), the midday period (9:00 A.M. to 3:00 P.M.), the P.M. period (3:00 P.M. to 7:00 P.M.) and the night period (7:00 P.M. to 6:00 A.M.). The outputs of the model include daily and peak period roadway link volumes and speeds and peak period intersection turning movement volumes.

The following steps describe the development of refined intersection turning movement volumes from model produced raw forecasts used in the traffic analysis of different alternatives for the proposed Project.

- The base year 2008 model scenario and future year model scenarios forecast peak period intersection turning movement volumes were converted to peak hour approach and departure volumes by summing the turning movements and applying peak hour factors of 0.38, 0.18 and 0.28 for A.M., M.D. and P.M. peaks, respectively.
- For each leg (North, South, East and West) of the study intersections, 2008 model-derived intersection approach and departure volumes were subtracted from the corresponding future year approach and departure volumes. This calculation yielded a set of approach and departure volumes, which is representative of the growth volume between base year and future years.
- This estimated growth between the base year and future years was added to ground count data. This resulted in adjusted future year approach and departure forecast auto

volumes at each leg of the study intersections, which were used to determine the future year turning movement volumes.

- The B-turn methodology is generally described in the *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design*, Chapter 8. The B-turn method uses the base year turning movement percentages of each approach volume (based on actual traffic counts) and proceeds through an iterative computational technique to produce a final set of future year turning movement volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. The results must be checked for reasonableness, and manual adjustments are sometimes necessary such as when a change in the model network in a future scenario that would change travel patterns would not be comparable to the base year model network volumes or existing traffic counts in which case future raw model volumes would be used.
- Raw future year model peak hour trip generation was used to represent the proposed Project driveway volumes.

The SCAG model is owned, developed and housed at SCAG offices, and is used by agencies and consultants for sub-regional planning work, such as for the Port EIR/EIS studies.

3.6.4.2 Methodology – Rail

Although not required, an expanded discussion of the rail transport of goods outside of the Port area is provided in this environmental document. The analysis includes a methodology and thresholds for assessing rail impacts under CEQA. Regardless of their treatment under CEQA in this EIS/EIR, rail impacts in the Inland Empire and other areas not in the vicinity of the proposed Project site are outside the NEPA/Federal scope of analysis for this Project, and are therefore, not evaluated under NEPA. Other regional transportation plans are continuing to examine the rail system and provide recommendations for future improvements as appropriate and necessary.

For the purpose of estimating grade crossing impacts of the proposed Project under CEQA, the regional grade crossings that could potentially experience a significant impact due to the proposed Project are provided herein. It is assumed that both the UP and the BNSF railroads would serve the APL Terminal. UP mainlines as far east as Indio and BNSF lines as far north as Barstow were evaluated under CEQA for grade crossings impacts. BNSF crossings between Barstow and the Nevada border and UP crossings between Indio and the Arizona border are located in rural areas with low traffic volumes (typically less than 5,000 average daily trips) and are thus not included in the CEQA evaluation.

There are no at-grade grade crossings in the vicinity of the proposed Project site that could be affected by the proposed Project. The Alameda Corridor eliminated all of the at-grade crossings in the Project vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's East Los Angeles [ELA] yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of

off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographic limits from Port of Los Angeles terminals the USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR.

On the UP and BNSF rail lines east of the Hobart and ELA yards, many railway-roadway grade separations have been constructed, but about 170 at-grade crossings remain between downtown Los Angeles and Barstow and Indio.

CEQA does not prescribe any methodology or significance criteria for potential transportation impacts of proposed port projects on existing at-grade rail-roadway crossings. However, the Ports of Los Angeles and Long Beach have developed a standard methodology for evaluating these potential transportation impacts under CEQA for use in port EIS/EIRs.

Impacts of the Project are analyzed in terms of average vehicle delay in the peak hour at the study area grade crossings. Average vehicle delay is calculated by dividing the total vehicle delay caused by trains passing a crossing during the peak commute hour by the number of vehicles passing the at-grade crossing in that hour. This is a universally-accepted approach for evaluating vehicle delay at signalized intersections consistent with methodologies contained in the *Highway Capacity Manual* (HCM) (Transportation Research Board, National Research Center, 1998). At-grade crossings operate similarly to traditional signalized intersections where some vehicles experience no delay (during a green phase or when the gate is up) and others are stopped for a certain period of time (during a red phase or when a train is crossing). While different approaches could be considered, the LOS procedures for signalized intersections were identified as the most logical and consistent approach for assessing the effects of average vehicle delays at at-grade crossings.[2]

For the past thirty years, the traffic engineering/transportation planning profession has relied on the HCM methodology to evaluate a proposed project's traffic effects. The fundamental technical approach entails measuring the impact of a train crossing a roadway at-grade during the peak commute hour. This is the same approach utilized for traditional traffic impact studies employed throughout the United States and Canada to evaluate the impact of incremental project vehicular traffic that utilizes roadway capacity and degrades traffic operating conditions (i.e., LOS). Analogously, trains crossing a roadway use up roadway capacity and degrade LOS. Per the HCM, LOS D includes delays of up to 55 seconds. LOS D is an acceptable level of service at signalized intersections in most urban areas in the Southern California region. Anything exceeding this threshold is generally considered unacceptable.

The Port of Los Angeles is using the evaluation criteria shown in Table 3.6-7 to evaluate the vehicle delay impacts at grade crossings in the peak hour under CEQA. For LOS E and LOS F, these are the same thresholds that the City of Riverside uses for evaluating the significance of impacts at signalized intersections.[3] If the LOS at the crossing is A-D,

[2] Many jurisdictions in Southern California use HCM methodologies to evaluate impacts at signalized intersections, including the California Department of Transportation (Caltrans), the Cities of Riverside and San Bernardino, and the County of Riverside.

[3] Ports of Los Angeles and Long Beach, Rail Impact Analysis Methodology, Table 3, page 17, June 2011

then the impact is considered minor (insignificant). If with the Project the crossing is at LOS E (55 – 80 seconds of average vehicle delay), and the change in delay is 2 seconds or more, then the impact is considered significant. If the crossing is at LOS F (over 80 seconds of average vehicle delay), and the change in average delay is 1 second or more, then the impact is considered significant.

Table 3.6-7: Threshold of Significance

Level of Service (LOS) with Project	Change in Average Delay per Vehicle in the Peak Hour
A – D	Less Than Significant
E (55 – 80 seconds of average delay per vehicle)	Significant if ≥2 seconds
F (over 80 seconds of average delay per vehicle)	Significant if ≥1 second

LOS is measured using peak hour average vehicle delay (PHAVD). PHAVD is based on the train and vehicular volumes and calculated using the following data:

- Peak hour vehicle arrival and departure rates (vehicles per minute per lane)
- Gate down time (function of speed and length of train, width of intersection, clearance distance, lead and lag times of gate operation)
- Total number of vehicles arriving per period

The methodology for computing vehicular delay at grade crossings is fully described in Appendix H2.

3.6.4.2.1 CEQA Baseline (FY2009) Rail Operations (Rail Volumes, Roadway Crossing Volumes, and Roadway Delays)

Average Daily Vehicular Traffic at Crossings (ADT) and Average Daily rail traffic

Fiscal Year 2009 (July 1, 2008 – June 30, 2009) traffic volumes were developed using traffic counts and the SCAG RTP model. Daily highway traffic was then allocated to four different time periods of the day (as shown in Table 3.6-8), based on the results from the SCAG RTP model and traffic counts:

Table 3.6-8: Hourly Factors Applied to Average Daily Traffic (ADT), by County

Period	Time of Day	San Bernardino County	Riverside	Orange County	Los Angeles County
AM Peak (3 hours)	6 AM – 9 AM	0.0687	0.0661	0.0693	0.0686
Midday (6 hours)	9 AM – 3 PM	0.0450	0.0492	0.0461	0.0462
PM Peak (4 hours)	3 PM – 7 PM	0.1054	0.0873	0.0929	0.0945
Night (11 hours)	7 PM – 6 AM	0.0093	0.0143	0.0131	0.0126

FY2009 rail volumes were developed using:

- Detailed lift and railcar data for all railyards and the Ports' on-dock railyards
- Rail data and projections being developed for the 2012 RTP
- Railroad mainline data where available.

For the Port on-dock and off-dock intermodal rail volumes, peak month volumes were utilized for baseline conditions. Off-dock rail volumes are broken down by:

- Direct intermodal containers from the ports (intact containers that are not transloaded)
- Transloaded containers (cargo that has been first taken out of 40-foot containers at a warehouse and then placed into 53-foot domestic containers before arriving at the railyard)
- "Pure" domestic cargo in either domestic 53-foot containers or trailers (cargo that has not passed through the ports)

In addition, data on non-intermodal railroad traffic volumes are tabulated, including bulk, automobiles, and carload traffic.

The parameters for estimating intermodal (containerized) rail volumes and train lengths include:

- Annual TEUs handled by individual yards
- Monthly peaking factor
- Average rail car length (depends on the mix of cars of varying lengths that make up the trains)
- Locomotive length
- No. of locomotives per train for different train lengths
- No. of rail cars per train for different train lengths
- Slot utilization (percentage of rail car capacity actually used by containers. For example, a five-well rail car has the capacity for 10 double-stacked containers. If only nine containers are loaded onto the car, then the slot utilization is 90 percent.)
- Distribution of trains by length (percentage of trains that are 6,000 ft, 8,000 ft, 10,000 ft, and 12,000 ft long, including locomotives.)

For each railyard and each type of service (direct intermodal, transload, pure domestic, and non-intermodal) train volumes per day were estimated. For use in the CEQA evaluation, train volumes were then allocated to specific railroad tracks from downtown Los Angeles to Indio and to Barstow.

One hundred (100) percent of the BNSF volumes were assigned to the BNSF San Bernardino and Cajon Subdivisions. For the UP, 50 percent of trains were assigned to the Alhambra Subdivision and 50 percent to the Los Angeles Subdivision. Exceptions to that rule are UP trains loaded at City of Industry yard, which must use the UP Alhambra Subdivision and automobile trains loaded at the Mira Loma Yard, which must use the UP Los Angeles Subdivision. UP trains on the Los Angeles Subdivision also use the

BNSF San Bernardino Subdivision between West Riverside and Colton Crossing. Beyond the Colton Crossing, 85 percent of the UP trains were assigned to the Yuma Subdivision to the east and 15 percent were assigned to the BNSF Cajon Subdivision to the north between Barstow and Keenbrook. Ten percent of the UP volumes were assigned to the BNSF Cajon Subdivision between Keenbrook and San Bernardino, and 5 percent were assigned to the UP Mojave Subdivision between Keenbrook and West Colton.

Freight train volumes were uniformly distributed over 24 hours and assigned to four different time periods of the day, as shown in Table 3.6-9. For example, the A.M. peak period consists of 3 hours, or 12.5 percent of a 24-hour day. 12.5 percent of the daily estimated freight trains were assigned to the A.M. peak period. Passenger train volumes were allocated to time periods according to actual MetroLink and Amtrak schedules. To validate the assumption that freight trains are uniformly distributed of over 24 hours, actual train volumes by time of day were acquired from the Alameda Corridor Transportation Authority (ACTA) and from the BNSF Railway. The results are shown in Tables 3.6-10 and 3.6-11. The actual distribution by time period is close to the uniform distribution shown in Table 3.6-9. Based on this actual distribution, a uniform distribution of freight train volumes for FY2009 and 2027 was considered to be a reasonable assumption.

Table 3.6-9: Time Periods of the Day

	Time of Day	No. of Hours	% of 24 Hours (uniform distribution)
A.M. Peak Period	6:00 A.M. to 9:00 A.M.	3	12.5
Midday	9:00 A.M. to 3:00 P.M.	6	25.0
P.M. Peak Period	3:00 P.M. to 7:00 P.M.	4	16.7
Night	7:00 P.M. to 6:00 A.M.	7	45.8
Total Daily		***24***	100.0

Table 3.6-10: Alameda Corridor Train Volume by Time of Day, 2010

	Time of Day	Average No. of Trains per Period*	% of Total Daily
A.M. Peak Period	6:00 A.M. to 9:00 A.M.	5.0	12.9
Midday	9:00 A.M. to 3:00 P.M.	8.2	21.3
P.M. Peak Period	3:00 P.M. to 7:00 P.M.	5.5	14.4
Night	7:00 P.M. to 6:00 A.M.	19.9	51.5
Total Daily		***38.6***	100.0

Source: Alameda Corridor Transportation Authority
* Daily average for last week of each quarter in 2010.

Table 3.6-11: BNSF Train Volume at Highgrove in Riverside County by Time of Day, 2010

	Time of Day	Average No. of Trains per Period*	% of Total Daily
A.M. Peak Period	6:00 A.M. to 9:00 A.M.	10	14.1
Midday	9:00 A.M. to 3:00 P.M.	16	22.2
P.M. Peak Period	3:00 P.M. to 7:00 P.M.	10	14.3
Night	7:00 P.M. to 6:00 A.M.	35	49.4
Total		***71***	100.0

Source: BNSF Railway
*Measured over 62 days (July 1-31, 2008 and August 1-31, 2010

3.6.4.2.2 Project Trains

Based on discussions with the APL Terminal, the Port of Los Angeles has projected that the number of Project trains in 2027 would be 9.3 trains per day (includes volumes to and from the terminal counted separately). Project trains are assumed to be either 8,000 ft or 10,000 ft long. Under the CEQA baseline, the APL Terminal generated a total of 5.78 intermodal trains per day. The total difference between 2027 proposed Project and the CEQA baseline is therefore 3.53 trains per day. See Table 3.6-12 for detailed assumptions on Project Train volumes by on-dock, off-dock, and length.

Table 3.6-12: Project Train Volumes, CEQA Baseline and Proposed Project 2027

	CEQA Baseline	Proposed Project 2027	Difference 2027 – 2010
On-dock			
8,000 ft	4.94	7.34	2.41
10,000 ft	0.00	0.00	0.00
Off-dock			
8,000 ft	0.60	1.40	0.80
10,000 ft	0.24	0.56	0.32
Total	**5.78**	**9.30**	**3.53**
Total 8,000 ft	**5.54**	**8.74**	**3.21**
Total 10,000 ft	**0.24**	**0.56**	**0.32**

Based on current operating practices at the APL, 70 percent of the Project trains would use the UP Railroad and 30 percent would use the BNSF Railway. The BNSF trains would use the San Bernardino and Cajon Subdivisions (their only choice). For the UP Project trains, 50 percent were assigned to the Alhambra Subdivision and 50 percent to the Los Angeles Subdivision. Beyond the Colton Crossing, 85 percent of the UP Project trains were assigned to the Yuma Subdivision and 15 percent were assigned to the BNSF Cajon Subdivision. Thus for example, the Project trains on the BNSF San Bernardino Subdivision would be BNSF's share of 30 percent of 3.53 trains per day, or an average of 1.06 trains per day (0.96 8,000 foot trains and 0.10 10,000 foot trains per day).

Assuming a random distribution of trains over a 24-hour period, the expected value of one Project train occurring during any particular hour of the day (such as the PM peak hour) on this line is 1.06 divided by 24 hours, or.044 trains per hour. This implies that one PM peak-hour Project train event would occur on the average approximately once every 23 days (1/.044).

To evaluate proposed Project and alternative impacts under CEQA, the difference in the number of trains between 2027 Project/alternative trains and the baseline existing APL trains (this difference is the same for the proposed Project, Alternative 5, and Alternative 6 because the throughputs of these scenarios are the same) is added to existing background train volumes of all main lines.

Assuming the Project train shares by railroad and by segment of track, the changes in the number of trains due to the proposed Project is estimated in Table 3.6-13 below:

Table 3.6-13: Difference between 2027 Project Train Counts per Day and Existing (CEQA baseline) APL Terminal Train Counts per Day

Track Segment	8,000 Ft	10,000 Ft	Total
BNSF San Bernardino Subdivision from Hobart Yard to West Riverside Junction	0.96	0.10	1.06
UP Alhambra Subdivision from LA Transportation Center to Colton Crossing	1.12	0.11	1.23
UP Los Angeles Subdivision from East LA Yard to W. Riverside Junction	1.12	0.11	1.23
UP Yuma Subdivision from Colton Crossing to Indio	1.91	0.19	2.10
BNSF San Bernardino Subdivision from W. Riverside Junction to Colton Crossing (includes both UP and BNSF trains)	1.30	0.13	1.43
BNSF San Bernardino Subdivision from Colton Crossing to Barstow (includes both UP and BNSF trains)	2.08	0.21	2.29

3.6.4.3 CEQA Baseline

The CEQA Guidelines state that the baseline for environmental analysis is normally "the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published" (14 Cal. Code Regs. Section 15125*: Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council*, 190 Cal.App.4th 1351). Therefore, this document generally evaluates the significance of Ground Transportation impacts under CEQA in comparison with a static CEQA baseline consisting of conditions existing during the period of July 1, 2008 through June 31, 2009 ("NOP CEQA baseline").

However, neither CEQA nor the CEQA Guidelines mandate a uniform, inflexible rule for determination of the existing conditions baseline. Rather, a lead agency has the discretion to decide exactly how existing physical conditions without the project can most realistically be measured. For instance, environmental conditions can vary from year to

year and in some cases it may be necessary to consider conditions over a range of time periods. The *Sunnyvale West Neighborhood Association* case, and a subsequent decision, *Pfeiffer v. City of Sunnyvale City Council*, 200 Cal.App.4th 1522, make clear that CEQA review which includes comparison to the NOP CEQA baseline may also include "secondary" discussions of foreseeable changes and expected future conditions, where such a secondary analysis is helpful to an intelligent understanding of the project's environmental impacts.

For purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of potential Ground Transportation impacts is the environmental set of conditions that prevailed at the time the NOP was published for the proposed Project - July 2009 ("NOP CEQA baseline"). The NOP CEQA baseline takes into account the throughput for the 12-month period preceding July 2009 (July 2008 through the end of June 2009) in order to provide a representative characterization of activity levels throughout the year. The NOP CEQA baseline conditions are described in Section 2.6.1. The CEQA baseline for this proposed Project includes approximately 1.13 million TEUs per year, 998,728 annual truck trips, and 247 annual ship calls that occurred on the 291-acre APL Terminal in the year prior to and including June 2009.

The NOP CEQA baseline represents the setting at a fixed point in time and differs from the No Project Alternative (Alternative 1) in that the No Project Alternative addresses what is likely to happen at the proposed Project site over time, starting from the existing conditions. Therefore, the No Project Alternative allows for growth at the proposed Project site that could be expected to occur without additional approvals, whereas the CEQA baseline does not.

Additionally to provide an intelligent understanding of the Project's environmental impacts, a secondary CEQA Ground Transportation Impacts analysis was also performed for the Project's Ground Transportation impacts in comparison against future baselines for the years 2015, 2020, 2025 and 2027. As described above, the future CEQA baseline represents the traffic conditions at the study intersections at the time (or study year; e.g. 2027) the Project traffic affects the intersections. The future CEQA baselines hold the 2008 terminal traffic constant but include traffic from other projects, as well as regional traffic growth, as part of the future traffic conditions.

3.6.4.4 NEPA Baseline

For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA baseline conditions are described in Section 2.6.2. Briefly, the NEPA baseline condition for determining significance of impacts includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a federal action, in this case the issuance of a USACE permit. The NEPA baseline includes minor terminal improvements in the upland area (i.e., conversion of a portion of the dry container storage unit area to reefers and utility infrastructure), operation of the 291-acre container terminal, and assumes that by 2027, the terminal (Berths 302 to 305) handles up to approximately 2.15 million TEUs annually and accommodates 286 annual ships calls and 2,336 on-way rail trips, without any federal action. Because the NEPA baseline is dynamic, it includes different levels of terminal operations at each study year (2012, 2015, 2020, 2025, and 2027).

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a "flat" or "no-growth" scenario. Therefore, the

USACE could project increases in operations over the life of a project to properly describe the NEPA baseline condition. Normally, any federal permit decision would focus on direct impacts of the proposed Project to the aquatic environment, as well as indirect and cumulative impacts in the uplands determined to be within the scope of federal control and responsibility. Significance of the proposed Project or alternative under NEPA is defined by comparing the proposed Project or alternative to the NEPA baseline (i.e., the increment).

The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal Action Alternative. Under the No Federal Action Alternative, only minor terminal improvements (utility infrastructure, and conversion of dry container storage to refrigerated container storage) would occur, but no new cranes would be added, and the terminal configuration would remain as it was configured in 2008 (291 acres, 12 A-frame cranes, and a 4,000-ft wharf). However, forecasted increases in cargo throughput and annual ship calls would still occur as container growth occurs.

3.6.4.4.1 Analysis Assumptions - Background Ambient (not Project-related) Traffic Growth

Regional background (ambient) traffic growth for NEPA analysis (and the cumulative impact analysis in Chapter 4) was estimated using data from the Port Travel Demand Model (described in Section 3.6.4.1), which includes cumulative Project traffic growth. Background traffic growth occurs as a result of regional growth in employment, population, schools and other activities. To determine the appropriate growth rates, the growth in non-port trips was determined using data from the SCAG regional model. It should be noted that most of the related projects are covered by the growth forecasts of the Port Travel Demand Model. Other local projects are not included in the SCAG Regional Travel Demand Forecasting Model and were thus separately accounted for in the Port Travel Demand Model. Although not in the SCAG regional model, the San Pedro Waterfront Project was added to the Port Area Model. All Ports of Long Beach and Los Angeles projected container and non-container terminal traffic growth are included in the Port Travel Demand Model.

The background future intersection traffic volumes (which account for cumulative non-project growth) are developed based on SCAG socioeconomic projections for the years 2012, 2015, 2020, 2025 and 2027 with amendments as reflected in the Port's Travel Demand Model.

The background future freeway traffic volumes along I-110, I-405, I-710 and SR-91 were obtained from the Port's Travel Demand Model.

Ports of Los Angeles and Long Beach Trip Generation

Future trip generation by the Ports of Los Angeles and Long Beach for the years 2012, 2015, 2020, 2025 and 2027 were estimated by adding traffic resulting from the terminal expansion and associated throughput growth. The 2009 San Pedro Bay Cargo Forecast was used to determine the total port throughput for each future analysis year. Port-related trip generation was developed using the port's "QuickTrip" truck generation model. Port-related trip generation is separated into four classes of vehicles:

- Bobtails: tractor-only
- Chassis: tractor plus chassis

- Container: tractor and chassis with loaded or empty container
- Auto: employee automobile and other auto visitor trips

Each of the analysis years was defined by changing operating parameters as follows: modified weekend activity; expanded terminal operating hours; increased on-dock rail use; and increased dual transactions within the terminal. These operating parameters affect the amount of truck traffic generated by the terminals to their estimated maximum capacity. Cargo volume (throughput) would increase over the years, and terminals would also change their operations to accommodate the increase in containers. Accordingly, these operational changes are already being put into place. It should be noted that increased throughput does not directly translate into increased truck trips proportionately due to the different terminal operating parameters over the years. For example, truck trips could actually decrease at certain terminals in the future due to the implementation and expansion of on-dock rail, even with greater throughput. This is because the increase in on-dock capacity is even greater than the increase in throughput, thus resulting in fewer truck trips but more containers processed through the terminal.

Table 1-5 in Chapter 1, Introduction, details the 2009 revised cargo forecast for the Port Complex. The following is a summary of the TEU throughput derived for each analysis year.

Year	Annual Throughput (in TEUs)
Baseline (2008)	14,328,355
2012	14,334,000
2015	16,959,000
2020	21,827,000
2025	27,691,000
2027	30,259,000
2030	34,563,000
2035	43,158,000

The following section summarizes some of the key operating parameters used in the trip generation estimate. These operating parameters are derived from and consistent with the parameters developed and applied in *the Port of Los Angeles Baseline Transportation Study* (POLA, 2004) and the *Port of Los Angeles Roadway Study*:

- **Work shifts.** To achieve the forecast TEU throughput volumes, the Port's terminals must handle more cargo during the non-peak hours than they do currently. The QuickTrip model can generate trips for one, two, or three shifts. For the APL project, the terminal operator has indicated they can handle the projected daily container movements via truck (imports, exports, empties, and bare chassis) via the Day Shift (8 A.M. to 5 P.M.) and 2nd/Night Shift (5 P.M. to 3 A.M.). The Hoot Shift (3 A.M. to A.M.) is only needed for vessel unloading/loading. The Railyard is also operated with the day and night shifts only for loading/unloading, with switching done by PHL and the railroads through the entire day.
- **Non-Cargo Trip Generation**. Non-cargo trips (employee, visitor, delivery/vendor trips) were determined based upon data from by APL. Worker trips for all other container terminals (i.e., cumulative growth) was computed using the *Ports of*

Long Beach and Los Angeles Transportation Study methodology, which estimates trips based on TEU throughput using trip generation rates.

- **TEU Throughput Growth**. Port TEU throughput are from the *2009 San Pedro Bay Cargo Forecast* of overall port wide growth based on estimates of terminal capacity and demand, as shown below (Tioga, 2007).
- **On-Dock Rail Usage**. On-dock rail refers to a rail terminal that is located within or adjacent to the terminal that is used to build trains that take containers to and from the terminal via rail. Those containers thus do not travel by truck; they enter or leave the terminal on rail cars. As the percentage of containers moved via on-dock rail is increased, the percentage of containers moved by truck decreases. Building and operating on-dock rail facilities is a key method to reduce truck trips to and from the container terminal. It is expected that the use of on-dock rail will increase throughout the Port over time for many reasons, including the construction of expanded on-dock rail facilities as needed, improvements and enhancements to new and existing on-dock rail facilities, improvements in rail operations technologies, increased demand for rail movements as opposed to truck movements, improved container management procedures and other factors. The amount of throughput that can be handled by on-dock rail versus by truck is based on the capacity of the on-dock rail facility, including the overall size of the on-dock railyard, the number of linear feet of rail track in the facility, the number and type of equipment servicing the railyard, the physical layout of the railyard and how it interacts with the rest of the terminal and other design and operational factors. Those factors determine the number of trains that can be built within given time periods, the size of the trains and the overall level of terminal throughput that can be carried in and out of the terminal on rail cars.
- **Weekend Terminal Operations.** Based upon detailed terminal capacity analyses that evaluates terminal and gate congestion, historical weekend gate move data, and to be reasonably conservative, weekend throughput is assumed to be 15 percent of the total weekly throughput.

Peak hour Port-related truck trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage would increase and work shift splits would change as described above. Both of these actions would shift more activity to the second shift and away from the day shift. Therefore, although total trips increase between the Baseline and Port build-out, some of the increase occurs during off-peak time periods due to the operating parameters described above.

According to the 2009 San Pedro Bay Cargo Forecast, most Port cargo terminals would reach capacity by approximately 2035 even with assumed terminal improvements (see Section 1.2.4.2).

3.6.4.4.2 Project-Related Trip Generation and Distribution

QuickTrip

Forecast Project/alternative-related trip generation includes trips generated by the proposed Project and alternatives. Traffic growth related to the proposed Project and alternatives was developed using the "QuickTrip" truck generation model. QuickTrip is a spreadsheet truck trip generation model that was developed for the *Ports of Long Beach and Los Angeles Transportation Study* (POLB and POLA, 2001). QuickTrip estimates terminal truck flows by hour of the day based on TEU throughput and using assumed

terminal operating parameters. The QuickTrip model was run and tested against the gate data (gate counts and historical gate data from the terminals). These data (TEU per container ratio, monthly TEU throughput, mode split, hours of operation, dual move percentage, worker shift splits and peaking factors) were input into QuickTrip for each terminal. QuickTrip was validated by comparing estimates of gate activity to actual gate counts conducted in the field. The results of the validation exercise indicate that the QuickTrip model is able to estimate truck movements by day and peak hour within 2 to 10 percent of actual counts for all terminals combined (both directions combined), depending on which peak hour is modeled.

The Port throughput provides the "demand" for the proposed Project/alternative and therefore the daily and hourly loaded container truck trips to/from the proposed Project/alternative were determined using the QuickTrip.

Proposed Project Trip Generation and Distribution

The proposed Project involves redeveloping, expanding and operating a container terminal at Berths 302-305 and a new berth (Berth 306) on Terminal Island in the Port of Los Angeles. At completion of Project construction and delivery, the terminal would operate approximately 317 acres under Permit No. 733, plus the 30 acres that it operates under the current space assignment for a total of 347 acres.

Trip generation for each of the alternatives and analysis years was derived by determining the projected TEU forecast provided by the Ports to the expected capacity of the terminal in each scenario. The Port throughput provides the "demand" for the proposed Project and alternatives and therefore the daily and hourly loaded container truck trips to/from the proposed Project/alternatives were determined using the QuickTrip truck generation model.

It should be noted that increased throughput does not directly translate into increased truck trips proportionately due to the different hourly terminal operating parameters and changes to the amount of containers moved by on-dock intermodal rail over the years.

Figure 3.6-5 illustrates the assumed trip distribution percentages of proposed Project traffic. Trip distribution was based on data from the Port Travel Demand Model, which is based on truck driver origin/destination surveys (actual surveys of truck drivers at the gates), as well as from Longshore Worker place of residence data.

3.6.4.4.3 Project-Area Transportation Improvements

There are a number of transportation projects planned to be implemented in the Port area during the period of the NEPA analysis of the proposed Project and alternatives. These projects are either included in the regional transportation planning and programming documents, the SCAG Regional Transportation Plan and Regional Transportation Improvement Program, or were developed as part of Port Planning and implementation efforts, including the *Port of Los Angeles Roadway Transportation Study* (POLA, 2004*)*. Several of the transportation projects contained in the study have been reviewed by Caltrans. Caltrans is the agency that owns, operates and controls many of these transportation facilities. Thus, implementation of any improvements at those locations must be approved by Caltrans before they can proceed. A major project development milestone is called the Project Study Report (PSR) which outlines the need for the project, describes the project components, analyzes the project and assesses project

1

Figure 3.6-5: Study Area Freeway Segment

alternatives. After approval of the PSR, the project is considered to be approved by Caltrans for purposes of proceeding to the development of geometric plans, right-of-way maps, environmental studies and then construction. All of the noted projects have been taken through the PSR process and the PSR documents were approved by Caltrans. Additionally, funds have been designated for these projects. The remaining steps to implementation of the projects include preparation of engineering plans, environmental documentation, funding and construction. Because these projects were approved by Caltrans through the PSR process, are planned to be environmentally cleared via the use of a Negative Declaration, and have committed funding, they are reasonably foreseeable projects and are therefore included in the EIR transportation analysis as related projects and assumed to be in place during the proposed Project's/alternatives' out years for NEPA analysis. This document's CEQA analysis, by contrast, does not assume that these planned transportation improvements will be in place during the proposed Project's out years.

The related transportation projects include:

The Schuyler Heim Bridge Replacement and SR-47 Expressway: The Schuyler Heim Bridge Replacement and SR-47 Expressway will replace the seismically deficient Schuyler Heim Bridge over Cerritos Channel and add a four-lane elevated roadway connection to Alameda Street that will bypass three signalized intersections and five at-grade railroad crossings between along Henry Ford Avenue and Alameda Street between Pier A Way and PCH. The California Department of Transportation (Caltrans) completed the Record of Decision pursuant to NEPA (Caltrans has been delegated federal approval authority by FHWA under a pilot program), and is filing the Notice of Determination with the State Clearinghouse pursuant to CEQA for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project. The selected alternative is Alternative 1 "Bridge Replacement and SR-47 Expressway". There is federal funding for the bridge replacement portion and state funding for construction of the expressway portion of the project which will be lost if construction does not start by December 2013.

The new SR-47 Expressway will begin on Terminal Island, at the intersection of SR-47 and Ocean Boulevard. It will extend north over New Dock Street and onto the new fixed-span bridge. Just north of the New Dock Street on-ramp and off-ramp, the expressway and bridge will have seven lanes of traffic (three northbound lanes and four southbound lanes). Just north of the Cerritos Channel, the expressway will split. Two inside northbound lanes (one through-lane and one optional through- and diverge-lane) and two outside southbound lanes will transition onto two separate two-lane structures for direct connections to and from the existing SR-103. Two outside northbound lanes (one through lane and one optional through- and diverge-lane) and two inside southbound lanes will transition onto two separate two-lane structures for direct connections to and from the new SR-47 alignment. The four-lane elevated expressway will continue to rise and make a transition to the north and west, crossing over Pier A Plaza, over SR-103, over the Alameda Corridor main line railroad tracks, over the Consolidated Slip/Dominguez Channel, and over Henry Ford Avenue. At a point approximately 0.5 mile north of the Cerritos Channel, and approximately 984 ft south of the Consolidated Slip/Dominguez Channel, the two SR-47 connectors will join to form one four-lane elevated expressway. After crossing the Consolidated Slip/Dominguez Channel, the elevated SR-47 Expressway will transition northward, crossing over Anaheim Street and along the alignment of Henry Ford Avenue. At Anaheim Street, the expressway will be located directly over Henry Ford Avenue. The elevated expressway

will continue north above Henry Ford Avenue, crossing over I Street, O Street, Grant Street, and Denni Street. The streets below the elevated structure will remain open for local access.

The elevated expressway alignment will transition from Henry Ford Avenue to Alameda Street. The expressway then will return to grade, joining Alameda Street about one block south of PCH. Once at grade, the expressway will merge with the existing six travel lanes on Alameda Street.

A new connector from southbound Alameda Street to the PCH overcrossing will be constructed to provide access to PCH. The new connector will eliminate the southbound left turn at the Alameda Street/O Street intersection and improve traffic operation at the intersection. The project will terminate on Alameda Street, north of PCH, approximately 131 ft north of O Street, and south of the rail overcrossing.

The SR-47 Expressway project will include surface-street lane improvements such as widening lane re-striping, new curbs, and signal timing, on Alameda Street between Grant Street and PCH, and on Young Street between Alameda Street and approximately 65 ft east of the elevated expressway. A new connector street will be constructed between Alameda Street and Denni and Grant Streets. Intersection signalization will be improved along the entire corridor.

Also, northbound Alameda Street will be modified to provide dual right-turn lanes to the 223rd Street/Wardlow Road connector ramp, and southbound Alameda Street will be modified to provide dual left-turn lanes to the connector ramp. In addition, the connector ramp will be modified to add an optional left- or right-turn lane onto 223rd Street/ Wardlow Road. These changes will be made by restriping the ramp and Alameda Street and resignalization of the intersection.

The Alameda Corridor Transportation Authority is the lead agency for the project and the horizon year for completion of the Alameda Expressway is 2016.

Sepulveda Boulevard Widening: This project consists of the widening of Sepulveda Boulevard from Alameda Street to the east Carson City limits from two lanes to four lanes. The project will widen Sepulveda Boulevard near the current entrance/exit of the ICTF site and the exit of the proposed ICTF Modernization project, which is used for ICTF access to/from Alameda Street. The project lead agency is the City of Carson and the horizon year for completion is 2014.

Wilmington Avenue/223rd Street Interchange Improvements: Construction will consist of: 1) an additional traffic lane on Wilmington Avenue northbound from 223rd Street to the existing I-405 northbound off-ramp; 2) construction of a new two lane I-405 on-ramp from southbound Wilmington Avenue; 3) construction of an additional lane to the existing two-lane I-405 southbound on-ramp from Wilmington Avenue; and 4) construction of an additional lane to the existing two-lane I-405 southbound off-ramp to Wilmington Avenue. The project lead agency is the City of Carson and the horizon year for completion is 2014.

Navy Way/Seaside Avenue Interchange: This is proposed as part of the POLB/POLA Infrastructure Cargo Fee program. Construction consists of a new flyover connector from northbound Navy Way to Westbound Seaside Avenue. The improvement is

assumed to be completed by year 2020 and eliminate the need for a traffic signal at this location. The flyover improvement provides direct ramp connections for existing left-turn movements thereby eliminating conflicts between left and thru traffic that will normally occur at a traditional intersection.

Wilmington ATSAC/ATCS Project: Improvements to 70 signalized intersections within the Wilmington city limits are being undertaken through implementation of computer based real time traffic signal monitoring and control systems. Developed in 1995, the Adaptive Traffic Control System ("ATCS") is the latest enhancement to the Automated Traffic Surveillance and Control (ATSAC) system and uses a personal computer-based traffic signal control software program that provides fully adaptive traffic signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands. Although the ATCS implementation will not increase the capacity of the roadway, review of prior before-and-after studies conducted demonstrates that implementation of ATSAC and ATCS projects provided congestion relief by improving travel times, travel speeds, traffic progression and by reducing delay time at intersections. Based on these improvements in travel speeds, progression and delay, LADOT has determined that the ATCS retrofit is equivalent to improving the volume to capacity ratio by at least 7 percent to 10 percent.

ATCS allows for an automatic-adjustment-to-traffic signal timing strategy and control pattern in response to current traffic demands by controlling all three critical components of traffic signal timing simultaneously: cycle length, phase split and offset. In this analysis of future operating conditions, a capacity increase of 10 percent (0.10 V/C adjustment) was applied to reflect the benefits of ATSAC/ATCS control at all signalized study intersections, as approved by LADOT. Of the 15 analysis intersections, the study intersection of Anaheim Street/Alameda Street is currently operating under the ATSAC system. Horizon year for ATSAC/ATCS implementation is year 2014.

For the purposes of this analysis all study intersections located within the City of Los Angeles, the project lead agency, are assumed to be operating with the ATSAC/ATCS system by the future year 2015 scenario.

Gerald Desmond Bridge Replacement Project: The Port of Long Beach, in cooperation with Caltrans, will be replacing the existing Gerald Desmond Bridge, which connects State Route (SR) 710 to Terminal Island, in the City of Long Beach. The Gerald Desmond Bridge Replacement Project will improve existing traffic flows across the bridge, replace the physically deteriorated existing structure, and increase the vertical clearance beneath the bridge for the shipping traffic that passes below. In terms of capacity, the bridge will be expanded to include six travel lanes plus full standard shoulders, in comparison to the existing bridge which has three lanes on the ascending portions of the bridge and two lanes on the descending portions, and has limited shoulders. The new bridge and Ocean Boulevard will be the westerly extension of SR 710 to SR 47 (Terminal Island Freeway). It is assumed to be complete by the future year 2020 scenario (the bridge is planned to be completed in 2016).

3.6.4.4.4 Thresholds of Significance

A project in the Harbor is considered to have a significant transportation/circulation impact if the project would result in one or more of the following occurrences. These criteria were excerpted from the *L.A. CEQA Thresholds Guide* (City of Los Angeles, 2006) and other criteria applied to Port projects, and are used as the basis for determining the impacts of the proposed Project and alternatives under CEQA and NEPA, except as noted for NEPA. Potential traffic impacts previously considered but dismissed in the NOI/NOP as no impact include inadequate parking capacity and inconsistency with adopted plans, policies, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

TRANS-1 Would the proposed Project's/alternative's construction result in a short-term, temporary increase in truck and auto traffic?

For intersections in the Cities of Carson and Long Beach, a project would have a significant impact under CEQA or NEPA on transportation/circulation during construction if it increases an intersection's V/C ratio in accordance with the following guidelines:

- V/C ratio of 0.02 or greater if the final LOS is E or F.

In the City of Los Angeles, a project would have a significant impact under CEQA or NEPA on transportation/circulation during construction if it increases an intersection's V/C ratio in accordance with the following guidelines:

- V/C ratio increase greater than or equal to 0.040 if final LOS is C, or
- V/C ratio increase greater than or equal to 0.020 if final LOS is D, or
- V/C ratio increase greater than or equal to 0.010 if final LOS is E or F.

TRANS-2 Would the long-term vehicular traffic associated with the proposed Project/alternative significantly impact at least one study location volume/capacity ratios or level of service?

For intersections in the Cities of Carson and Long Beach, project operations would have a significant impact under CEQA or NEPA on transportation/circulation if it increases an intersection's V/C ratio in accordance with the following guidelines:

- V/C ratio of 0.02 or greater if the final LOS is E or F.

In the City of Los Angeles, project operations would have a significant impact under CEQA or NEPA on transportation/circulation if it increases an intersection's V/C ratio in accordance with the following guidelines:

- V/C ratio increase greater than or equal to 0.040 if final LOS is C, or
- V/C ratio increase greater than or equal to 0.020 if final LOS is D, or
- V/C ratio increase greater than or equal to 0.010 if final LOS is E or F.

As mentioned in the "Existing Area Traffic Conditions", unsignalized intersections are analyzed as two-way signals with a maximum capacity of 1,200 vehicles per hour per City of Los Angeles Traffic Study Guidelines.

TRANS-3 Would **a**n increase in on-site employees due to proposed Project/alternative operations result in a significant increase in related public transit use?

The project would have an impact on local transit services if it would increase demand beyond the supply of such services anticipated at project build-out.

TRANS-4 Would proposed Project/alternative operations result in increases considered significant related to freeway congestion?

According to the CMP Traffic Impact Analysis Guidelines, an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP freeway monitoring station is deemed a significant impact (LACMTA, 2010). This applies only if the project meets the minimum CMP thresholds for including the location in the analysis, which are 50 trips at a CMP intersection and 150 trips on a freeway segment. At non-CMP freeway segments, an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP freeway monitoring station is deemed a significant impact.

TRANS-5 Would the Proposed Project/alternative cause an increase in rail activity and/or delays in regional traffic?

The Project is considered to have a significant impact under CEQA at the affected at-grade crossings if the average vehicle delay in the peak hour caused by the project would exceed the levels shown in Table 3.6-14. If the LOS at the crossing is A – D, then the impact is considered insignificant. If with the Project the crossing is at LOS E (55 – 80 seconds of average vehicle delay), and the change in delay is 2 seconds or more, then the impact is considered significant. If the crossing is at LOS F (over 80 seconds of average vehicle delay), and the change in average delay is 1 second or more, then the impact is considered significant.

As noted below, because there are no at-grade crossings between the proposed Project site and the greater Los Angeles intermodal railyards (i.e., BNSF's Hobart yard, UP's East Los Angeles yard), there are no rail-related at-grade impacts in this area, and such impacts beyond these railyard locations are outside of the NEPA/Federal scope of analysis and therefore not evaluated under NEPA.

Table 3.6-14: Thresholds of Significance for At-Grade Crossings

Level of Service (LOS) with Project	Change in Average Delay per Vehicle in the Peak Hour
A – D	Insignificant
E (55 – 80 seconds of average delay per vehicle)	Significant if ≥2 seconds
F (over 80 seconds of average delay per vehicle)	Significant if ≥1 second

3.6.4.5 Impact Determination

3.6.4.5.1 Proposed Project

Impact TRANS-1: Proposed Project construction would not result in a significant short-term, temporary increase in truck and auto traffic.

Proposed construction activities include improvements to the existing 291-acre APL Terminal, expansion and improvement of an additional 56 acres, shoreline improvements (wharf expansion, new cranes and dredging), and development of the backlands. The proposed construction schedule for the APL improvements and expansion and all ancillary components would be up to 24 months. During construction, there would be increased traffic on the surrounding street network as a result of worker and truck trips traveling to and from the proposed Project sites, as well as temporary road and/or lane closures. The total number of construction-related trips would vary during the construction of the proposed Project. It is anticipated that the majority of construction materials (i.e., aggregate, concrete, asphalt, sand, and slurry) would be provided by local suppliers and stored at the contractors' existing facilities. The majority of construction materials would be imported during off-peak traffic hours (the main exception being cement trucks, which have a limited window for delivery times). Construction haul routes would be via the I-110 to SR-47 across the Vincent Thomas Bridge or via the I-710 to Ocean Boulevard across the Gerald Desmond Bridge to Navy Way via Seaside Avenue/Ocean Boulevard.

Construction Worker Trips

Construction staging would be placed on-site during the peak construction period (which would occur during the first or second quarter of year 2012). The analysis is based on this peak number in order to provide for a conservative analysis scenario. The peak levels of traffic generated by the construction activities and hours of construction operation is estimated for the construction of the proposed Project, as shown below. These construction estimates are based on information contained in the project applicant data, which are in turn based on construction phasing estimates, construction worker needs, truck traffic estimates by type, grading quantity estimates, materials quantity estimates and other construction quantity estimates for a typical project of this scope.

- **Construction Traffic**
  - Auto Trips per Day: 350
  - Construction Truck Trips per Day: 4
  - Concrete Truck Trips per Day: 6
  - Total Daily Traffic: 720
- **Hours of Construction Operation**
  - Monday through Friday: 6:00 A.M. to 4:00 P.M.

The specific time frames for construction will be confirmed in the construction contract, and would require that workers entering and leaving the APL facility avoid associated peak hour commute periods.

Workers would arrive at the construction site prior to the A.M. peak period (shift starts at 6:00 A.M.). Therefore, significant traffic impacts from construction workers' vehicles would not occur during the A.M. peak period. However, construction worker trips are expected to affect the surrounding street network during the P.M. peak period from 4:00 P.M. to 6:00 P.M. Workers would depart the construction site during the P.M. peak period (shift ends at 4:00 P.M.). Therefore, traffic increases from construction workers' vehicles would occur during the P.M. peak period.

As a standard practice, the Port requires contractors to prepare a detailed traffic management plan for Port projects, which includes, as applicable, the following: detour plans, coordination with emergency services and transit providers, coordination with adjacent property owners and tenants, advanced notification of temporary bus stop loss and/or bus line relocation, identify temporary alternative bus routes, advanced notice of temporary parking loss, identify temporary parking replacement or alternative adjacent parking within a reasonable walking distance, use of designated haul routes, use of truck stag

ing areas, observance of hours of operation restrictions and appropriate signing for construction activities. The traffic management plans are submitted to LAHD for approval before beginning construction. The APL facility would remain in operation for the duration of the construction period, increasing its capacity during construction. This procedure would also be applied to construction activities for all the project alternatives.

Truck Trips

For most of the peak construction period, construction activities would require approximately 10 truck trips per day on average to import construction equipment and materials for the various construction activities. The majority of construction materials would be imported during off-peak traffic hours (i.e., between 9:00 A.M. and 4:00 P.M.). The main exception would be cement trucks, which have a limited window for delivery times.

Construction Period Traffic Handling Assumptions

The following standard construction period traffic handling measures would be used and, therefore, are assumed for the analysis:

- **Designated Truck Routes**: Trucks delivering materials to and from the construction site must stay on designated truck routes determined by Caltrans and the City of Los Angeles Department of Transportation.
- **Traffic Control**: In the event that a temporary road and/or lane closure would be necessary during construction, the contractor shall provide traffic control activities and personnel, as necessary and as required by LADOT, to minimize traffic impacts. This may include detour signage, cones, construction area signage, flagmen, and other measures as required for safe traffic handling in the construction zone.

Approved emergency equipment access standards would be incorporated into the proposed Project construction plans, ensuring provisions for adequate roadway width, turning radii, and staging areas. Additionally, it is expected that any proposed lane closures would be modified as the design team refines the construction plans and traffic strategies.

CEQA Impact Determination

There would be increased travel on the study area roadway system during construction of the proposed Project (including automation) associated with construction workers' vehicles and trucks delivering equipment to and removing material from the site. The increased traffic would span a period of two years for various on-site construction activities. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period.

As shown in Tables 3.6-15 (NOP CEQA baseline comparison) and 3.6-16 (future CEQA baseline comparison), significant impacts would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-15: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Proposed Project Construction

#	Study Intersection	2008 CEQA Baseline						Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.455	A	0.394	A	0.466	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.201	A	0.336	A	0.350	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.473	A	0.383	B	0.648	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.242	A	0.153	A	0.392	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	A	0.598	C	0.732	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.311	A	0.398	A	0.436	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.184	A	0.270	A	0.339	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.533	A	0.431	A	0.584	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.425	A	0.426	A	0.480	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.597	A	0.533	B	0.694	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.409	A	0.426	A	0.463	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.453	A	0.570	B	0.632	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.427	A	0.287	A	0.261	0.000	0.000	0.013	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.138	A	0.234	A	0.418	0.000	0.000	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-16: Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Proposed Project Construction

#	Study Intersection	2012 CEQA Baseline						2012 Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.465	A	0.358	A	0.460	A	0.465	A	0.358	A	0.460	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.294	A	0.306	A	0.236	A	0.294	A	0.336	0.000	0.000	0.030	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.471	A	0.379	B	0.660	A	0.471	A	0.379	B	0.692	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.211	A	0.344	A	0.251	A	0.211	A	0.344	A	0.314	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.594	C	0.756	A	0.444	A	0.594	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.309	A	0.391	A	0.433	A	0.309	A	0.391	A	0.451	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.192	A	0.280	A	0.343	A	0.192	A	0.280	A	0.350	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.612	A	0.550	B	0.683	B	0.612	A	0.550	B	0.683	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.442	B	0.646	A	0.547	A	0.442	B	0.649	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.655	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.606	A	0.583	C	0.730	B	0.606	A	0.583	C	0.730	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.411	A	0.405	A	0.464	A	0.411	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.472	A	0.598	B	0.698	A	0.472	A	0.598	B	0.698	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.287	A	0.354	A	0.289	A	0.287	A	0.354	A	0.289	0.000	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.327	A	0.505	A	0.435	A	0.327	A	0.505	A	0.529	0.000	0.000	0.094	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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NEPA Impact Determination

There would be increased travel on the study area roadway system during construction of the proposed Project (including automation) associated with construction workers' vehicles and trucks delivering equipment to and removing material from the site. The increased traffic would span a period of two years for various on-site construction activities. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Table 3.6-16 shows the anticipated intersection Levels of Service during construction). However, as can be seen in Table 3.6-17, significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-17: Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Proposed Project Construction

#	Study Intersection	2012 NEPA Baseline						2012 Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.474	A	0.367	A	0.469	A	0.474	A	0.367	A	0.469	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.291	A	0.315	A	0.236	A	0.291	A	0.344	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.478	A	0.356	B	0.665	A	0.478	A	0.386	B	0.697	0.000	0.030	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.212	A	0.291	A	0.256	A	0.212	A	0.344	A	0.319	0.000	0.053	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.597	C	0.756	A	0.444	A	0.597	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.315	A	0.396	A	0.436	A	0.315	A	0.396	A	0.455	0.000	0.000	0.019	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.197	A	0.283	A	0.345	A	0.197	A	0.283	A	0.352	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.615	A	0.480	B	0.687	B	0.615	A	0.553	B	0.687	0.000	0.073	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.393	B	0.646	A	0.547	A	0.443	B	0.649	0.000	0.050	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.636	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.019	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.607	A	0.557	C	0.731	B	0.607	A	0.584	C	0.731	0.000	0.027	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.413	A	0.405	A	0.464	A	0.413	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.478	A	0.569	C	0.703	A	0.478	B	0.604	C	0.703	0.000	0.035	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.291	A	0.502	A	0.293	A	0.291	A	0.354	A	0.293	0.000	-0.148	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.375	A	0.232	A	0.469	A	0.375	A	0.551	A	0.564	0.000	0.319	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Impact TRANS-2: Long-term vehicular traffic associated with the Proposed Project may significantly impact one study location volume/capacity ratio or level of service.

Traffic conditions with the proposed Project were compared to the applicable baseline to determine the proposed Project's incremental impacts, and then the incremental impacts were assessed using the significance criteria described in Section 3.6.4.5.4.

CEQA Impact Determination

Traffic conditions with the proposed Project were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the applicable CEQA baseline. Table 3.6-18 summarizes the TEU throughput for the CEQA baseline and the proposed Project and includes the assumed operating parameters that were used to develop the trip generation forecasts. Traffic generated by the proposed Project was estimated to determine potential impacts of the proposed Project on study area roadways.

Table 3.6-18: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	Proposed Project			
		2015	2020	2025	2027
Annual TEUs	1,128,080	2,702,000	2,912,000	3,122,000	3,206,000
Monthly TEUs	127,626	245,882	264,992	284,102	291,746
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	250	316	381	407
Project Added Truck Trips	-----	587	640	782	822
Project Added Total Trips	-----	837	956	1,163	1,229
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	41	51	61	65
Project Added Truck Trips	-----	525	612	762	791
Project Added Total Trips	-----	566	663	823	856
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	97	121	145	154
Project Added Truck Trips	-----	358	416	498	561
Project Added Total Trips	-----	455	537	643	715

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

The net increase in truck trip generation includes the increased percent of cargo moved via the expanded on-dock rail facilities, as noted. A railyard capacity analysis was conducted for the expanded terminal to ensure that the proposed new railyard could accommodate the projected on-dock container volumes. The proposed Project trip generation estimates are summarized in Table 3.6-18. Note that TEU growth increases for future years, but peak hour trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage would increase and work shift splits would change as described above. Both of these actions would shift more activity to the second shift and night shift and away from the day shift. Therefore, although total trips

increase with the proposed Project, some of the increase occurs during off-peak time periods due to the operating parameters described above.

Appendix H1 contains all of the CEQA baseline, NEPA baseline and future with-Project traffic forecasts and LOS calculation worksheets. Figure 3.6-5 illustrates the assumed trip distribution percentages of proposed Project traffic. Trip distribution was based on data from the Port Travel Demand Model, which is based on truck driver origin/destination surveys (actual surveys of truck drivers at the gates), as well as from Longshore Worker place of residence data.

Table 3.6-19 (NOP CEQA baseline comparison), and Tables 3.6-20 to 3.6-23 (future CEQA baseline comparisons) compare the Project operating conditions at each study intersection relative to baseline conditions, and identify impacts using the significance criteria described in Section 3.6.4.5.4.

Based on the results of the traffic study as presented in Tables 3.6-19 to 3.6-23 and the worksheets set forth in Appendix H1, the proposed Project would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study location:

- Navy Way and Reeves Avenue – 2020 (mid-day peak hour), 2025 (A.M. and mid-day peak hours), 2027 (A.M., and mid-day peak hours)

Mitigation Measures

MM TRANS-1: Navy Way and Reeves Avenue - Re-stripe the southbound (and eastbound approach to accommodate the southbound dual right-turns) to provide a right-turn lane, a shared through/right turn lane, and a through lane on the southbound approach. This mitigation would only be constructed when the intersection operates at LOS E or worse. The Port will monitor the LOS of this location as part of its ongoing port-area intersection monitoring activities.

Tables 3.6-24 through 3.6-26 summarize the future CEQA baseline and proposed Project intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2020, 2025 and 2027 scenarios, respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-19: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Proposed Project

#	Study Intersection	2008 CEQA Baseline						Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.540	A	0.447	A	0.506	0.085	0.053	0.040	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.257	A	0.393	A	0.367	0.056	0.057	0.046	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.508	A	0.411	B	0.644	0.035	0.028	0.028	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.285	A	0.168	A	0.366	0.043	0.015	0.037	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.434	B	0.610	C	0.732	0.006	0.012	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.360	A	0.420	A	0.440	0.049	0.022	0.022	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.216	A	0.284	A	0.342	0.032	0.014	0.010	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.546	A	0.440	A	0.591	0.013	0.009	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.446	A	0.444	A	0.491	0.021	0.018	0.014	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.683	A	0.578	B	0.677	0.001	0.001	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	B	0.602	A	0.539	B	0.699	0.005	0.006	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.422	A	0.426	A	0.463	0.013	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.496	A	0.597	B	0.653	0.043	0.027	0.021	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.446	A	0.306	A	0.278	0.019	0.019	0.030	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.357	A	0.382	A	0.440	0.219	0.148	0.117	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-20: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Proposed Project

#	Study Intersection	2015 CEQA Baseline						2015 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.496	A	0.388	A	0.487	0.033	0.029	0.033	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.3	A	0.260	A	0.304	A	0.328	0.044	0.027	0.028	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.465	A	0.327	B	0.658	0.046	0.019	0.016	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.177	A	0.288	A	0.240	0.054	0.021	0.022	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.437	A	0.519	C	0.714	0.011	0.008	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.271	A	0.364	A	0.367	0.018	0.015	0.009	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.102	A	0.173	A	0.232	0.015	0.008	0.005	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.489	A	0.464	B	0.608	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.444	A	0.341	A	0.588	0.018	0.013	0.011	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.6	A	0.557	C	0.728	B	0.605	A	0.562	C	0.733	0.005	0.005	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.45	A	0.518	A	0.468	A	0.450	A	0.524	0.006	0.000	0.006	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.495	A	0.584	C	0.705	0.021	0.019	0.012	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.307	A	0.321	A	0.239	0.023	0.003	0.018	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.54	A	0.431	B	0.649	B	0.685	A	0.551	0.051	0.145	0.120	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-21: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Proposed Project

#	Study Intersection	2020 CEQA Baseline						2020 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.563	A	0.413	A	0.499	0.038	0.043	0.038	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.384	A	0.425	A	0.400	0.072	0.045	0.031	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.184	A	0.296	A	0.202	0.052	0.021	0.027	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.525	A	0.556	C	0.781	0.013	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.358	A	0.305	A	0.382	0.002	0.005	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.390	A	0.374	A	0.508	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.258	A	0.340	A	0.429	0.011	0.008	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.671	A	0.584	C	0.763	0.006	0.006	0.007	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.505	A	0.475	A	0.573	0.008	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	B	0.605	B	0.641	C	0.775	0.022	0.021	0.014	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.304	A	0.302	A	0.240	0.026	0.013	0.017	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	B	0.656	C	0.736	A	0.574	0.098	0.169	0.140	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-22: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Proposed Project

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.579	A	0.438	A	0.499	0.045	0.043	0.045	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.400	A	0.465	A	0.404	0.085	0.057	0.039	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.435	A	0.588	A	0.526	0.086	0.030	0.030	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.530	A	0.582	C	0.779	0.014	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.342	A	0.300	A	0.347	0.002	0.005	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.175	A	0.167	A	0.248	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.395	A	0.395	A	0.516	0.011	0.011	0.010	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.278	A	0.406	A	0.419	0.012	0.009	0.011	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.672	B	0.638	C	0.757	0.007	0.013	0.008	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.522	A	0.518	A	0.579	0.009	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.639	B	0.652	C	0.784	0.026	0.027	0.019	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.640	C	0.770	A	0.404	0.158	0.007	0.020	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	C	0.709	D	0.800	B	0.625	0.159	0.183	0.169	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-23: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Proposed Project

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.596	A	0.469	A	0.513	0.048	0.047	0.049	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.408	A	0.466	A	0.415	0.090	0.057	0.043	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.463	B	0.665	A	0.560	0.091	0.030	0.035	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.572	B	0.604	D	0.872	0.016	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.382	A	0.304	A	0.380	0.004	0.009	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.205	A	0.167	A	0.288	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.410	A	0.413	A	0.536	0.011	0.010	0.010	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.282	A	0.420	A	0.430	0.008	0.009	0.017	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.685	B	0.661	C	0.772	0.007	0.013	0.007	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.536	A	0.532	A	0.591	0.012	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.658	B	0.661	C	0.799	0.028	0.026	0.020	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.665	C	0.791	A	0.437	0.174	0.007	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	C	0.725	D	0.821	B	0.656	0.071	0.185	0.186	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-24: Intersection Level of Service Analysis – 2020 CEQA Baseline vs. 2020 Proposed Project With Mitigation

#	Study Intersection	2020 CEQA Baseline						2020 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.475	A	0.544	A	0.401	-0.083	-0.023	-0.033	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-25: Intersection Level of Service Analysis – 2025 CEQA Baseline vs. 2025 Proposed Project With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.573	B	0.654	A	0.495	0.023	0.037	0.039	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-26: Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Proposed Project With Mitigation

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	A	0.587	B	0.669	A	0.533	-0.067	0.033	0.063	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

NEPA Impact Determination

Traffic conditions with the proposed Project for the years 2015, 2020, 2025 and 2027 were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the NEPA baseline. The evaluation assumptions described in Section 3.6.4.5.1 would apply.

Table 3.6-27 summarizes the TEU throughput for the NEPA baseline and proposed Project and also the assumed operating parameters that were used to develop the trip generation forecasts. Tables 3.6-28 through 3.6-31 summarize the NEPA baseline and proposed Project intersection operating conditions at each study intersection for the 2015, 2020, 2025 and 2027 scenarios, respectively.

Table 3.6-27: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	NEPA Baseline				Proposed Project			
	2015	**2020**	**2025**	**2027**	**2015**	**2020**	**2025**	**2027**
Annual TEUs	1,948,201	2,033,536	2,118,871	2,153,000	2,702,000	2,912,000	3,122,000	3,206,000
Monthly TEUs	177,286	185,052	192,817	195,923	245,882	264,992	284,102	291,746
Trip Generation Results – AM Peak								
Auto Trips	-----	-----	-----	-----	245	306	367	391
Truck PCE Trips	-----	-----	-----	-----	343	402	501	525
Total PCE Trips	-----	-----	-----	-----	588	708	868	916
Trip Generation Results – Mid-Day Peak								
Auto Trips	-----	-----	-----	-----	38	46	55	58
Truck PCE Trips	-----	-----	-----	-----	330	374	489	511
Total PCE Trips	-----	-----	-----	-----	368	420	544	569
Trip Generation Results – PM Peak								
Auto Trips	-----	-----	-----	-----	86	101	117	123
Truck PCE Trips	-----	-----	-----	-----	204	240	298	351
Total PCE Trips	-----	-----	-----	-----	290	341	415	474

Note: The trips generated for the Proposed Project represent incremental increases relative to the NEPA baseline.

The proposed Project measured against the NEPA baseline would result in significant impacts based on the significance criteria described in Section 3.6.4.3. One intersection would be significantly impacted based on comparison to the NEPA baseline, as follows:

- Navy Way and Reeves Avenue –2020 (mid-day peak hour), 2025 (A.M. and mid-day peak hours), 2027 (A.M., and mid-day peak hours)

Therefore, the proposed Project would result in a significant traffic impact under NEPA.

Mitigation Measures

MM TRANS-1: Navy Way and Reeves Avenue - Re-stripe the southbound (and eastbound approach to accommodate the southbound dual right-turns) to provide a right-turn lane, a shared through/right turn lane, and a through lane on the southbound approach. This mitigation would only be constructed when the intersection operates at LOS E or worse. The Port will monitor the LOS of this location as part of its ongoing port-area intersection monitoring activities.

Tables 3.6-32 through 3.6-34 summarize the NEPA baseline and proposed Project intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2020, 2025 and 2027 scenarios, respectively.

Residual Impacts

Impacts would be less than significant due to improved intersection operating conditions due to mitigation measures.

1 **Table 3.6-28: Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Proposed Project**

#	Study Intersection	2015 NEPA Baseline						2015 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.473	A	0.369	A	0.464	A	0.496	A	0.388	A	0.487	0.023	0.019	0.023	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.217	A	0.280	A	0.310	A	0.260	A	0.304	A	0.328	0.043	0.024	0.018	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.433	A	0.315	B	0.647	A	0.465	A	0.327	B	0.658	0.032	0.012	0.011	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.125	A	0.272	A	0.223	A	0.177	A	0.288	A	0.240	0.052	0.016	0.017	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.514	C	0.714	A	0.437	A	0.519	C	0.714	0.011	0.005	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.258	A	0.355	A	0.362	A	0.271	A	0.364	A	0.367	0.013	0.009	0.005	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.092	A	0.168	A	0.228	A	0.102	A	0.173	A	0.232	0.010	0.005	0.004	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.486	A	0.460	B	0.604	A	0.489	A	0.464	B	0.608	0.003	0.004	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.433	A	0.334	A	0.581	A	0.444	A	0.341	A	0.588	0.011	0.007	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.602	A	0.559	C	0.730	B	0.605	A	0.562	C	0.733	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.464	A	0.450	A	0.520	A	0.468	A	0.450	A	0.524	0.004	0.000	0.004	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.479	A	0.572	B	0.697	A	0.495	A	0.584	C	0.705	0.016	0.012	0.008	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.304	A	0.318	A	0.225	A	0.307	A	0.321	A	0.239	0.003	0.003	0.014	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.613	A	0.591	A	0.471	B	0.649	B	0.685	A	0.551	0.036	0.094	0.080	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-29: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Proposed Project

#	Study Intersection	2020 NEPA Baseline						2020 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.537	A	0.386	A	0.473	A	0.563	A	0.413	A	0.499	0.026	0.027	0.026	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.331	A	0.397	A	0.381	A	0.384	A	0.425	A	0.400	0.053	0.028	0.019	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.281	A	0.181	A	0.184	A	0.296	A	0.202	0.052	0.015	0.021	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.514	A	0.554	C	0.781	A	0.525	A	0.556	C	0.781	0.011	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.302	A	0.369	A	0.358	A	0.305	A	0.382	0.002	0.003	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.387	A	0.370	A	0.505	A	0.390	A	0.374	A	0.508	0.003	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.251	A	0.335	A	0.422	A	0.258	A	0.340	A	0.429	0.007	0.005	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	A	0.580	C	0.758	B	0.671	A	0.584	C	0.763	0.004	0.004	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.499	A	0.475	A	0.573	A	0.505	A	0.475	A	0.573	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.591	B	0.628	C	0.766	B	0.605	B	0.641	C	0.775	0.014	0.013	0.009	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.282	A	0.293	A	0.226	A	0.304	A	0.302	A	0.240	0.022	0.009	0.014	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	B	0.656	C	0.736	A	0.574	0.080	0.105	0.093	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-30: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Proposed Project

#	Study Intersection	2025 NEPA Baseline						2025 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.409	A	0.468	A	0.579	A	0.438	A	0.499	0.031	0.029	0.031	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.338	A	0.428	A	0.379	A	0.400	A	0.465	A	0.404	0.062	0.037	0.025	No	No	No
3	Seaside Avenue / Navy Way [A] [D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.360	A	0.567	A	0.504	A	0.435	A	0.588	A	0.526	0.075	0.021	0.022	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.518	A	0.580	C	0.779	A	0.530	A	0.582	C	0.779	0.012	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.296	A	0.345	A	0.342	A	0.300	A	0.347	0.002	0.004	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.175	A	0.167	A	0.248	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.388	A	0.388	A	0.509	A	0.395	A	0.395	A	0.516	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.270	A	0.401	A	0.412	A	0.278	A	0.406	A	0.419	0.008	0.005	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	B	0.629	C	0.752	B	0.672	B	0.638	C	0.757	0.005	0.009	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.516	A	0.518	A	0.579	A	0.522	A	0.518	A	0.579	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.622	B	0.635	C	0.771	B	0.639	B	0.652	C	0.784	0.017	0.017	0.013	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.637	C	0.767	A	0.384	B	0.640	C	0.770	A	0.404	0.003	0.003	0.020	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	C	0.709	D	0.800	B	0.625	0.144	0.118	0.114	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

1 **Table 3.6-31: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Proposed Project**

#	Study Intersection	2027 NEPA Baseline						2027 Proposed Project						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.562	A	0.436	A	0.478	A	0.596	A	0.469	A	0.513	0.034	0.033	0.035	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.342	A	0.430	A	0.386	A	0.408	A	0.466	A	0.415	0.066	0.036	0.029	No	No	No
3	Seaside Avenue / Navy Way [A] [D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.382	B	0.644	A	0.532	A	0.463	B	0.665	A	0.560	0.081	0.021	0.028	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.558	B	0.602	D	0.872	A	0.572	B	0.604	D	0.872	0.014	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.296	A	0.369	A	0.382	A	0.304	A	0.380	0.004	0.008	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.205	A	0.167	A	0.288	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.403	A	0.406	A	0.529	A	0.410	A	0.413	A	0.536	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.278	A	0.415	A	0.418	A	0.282	A	0.420	A	0.430	0.004	0.005	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.680	B	0.652	C	0.767	B	0.685	B	0.661	C	0.772	0.005	0.009	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.528	A	0.532	A	0.591	A	0.536	A	0.532	A	0.591	0.008	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.641	B	0.644	C	0.785	B	0.658	B	0.661	C	0.799	0.017	0.017	0.014	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.661	C	0.788	A	0.430	B	0.665	C	0.791	A	0.437	0.004	0.003	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	C	0.725	D	0.821	B	0.656	0.057	0.120	0.133	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-32: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Proposed Project With Mitigation

#	Study Intersection	2020 NEPA Baseline						2020 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	A	0.475	A	0.544	A	0.401	-0.101	-0.087	-0.080	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-33: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Proposed Project With Mitigation

#	Study Intersection	2025 NEPA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	A	0.573	B	0.654	A	0.495	0.008	-0.028	-0.016	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-34: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Proposed Project With Mitigation

#	Study Intersection	2027 NEPA Baseline						2027 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	A	0.587	B	0.669	A	0.533	-0.081	-0.032	0.010	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Impact TRANS-3: An increase in on-site employees due to proposed Project operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

Although the proposed Project would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that proposed Project workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding the proposed Project site, none of the existing routes stop within one mile of the proposed Project site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The proposed Project would result in a higher employment level compared to the NEPA baseline due to construction activities and increased throughput operations, but for the same reasons as discussed under Impact TRANS-3 under the CEQA impacts discussion, the increase in work-related trips using public transit would be negligible. Less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-4: Proposed Project operations would not result in increases considered significant related to freeway congestion.

CEQA Impact Determination

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.

- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours. The CMP freeway monitoring stations expected to be affected by the proposed Project are located at the following locations:

- I-405 at Santa Fe Avenue (CMP Station 1066)
- SR-91 east of Alameda Street and Santa Fe Avenue (CMP Station 1033)
- I-710 between I-405 and Del Amo Boulevard (CMP Station 1079)
- I-710 between PCH and Willow Street (CMP Station 1078)
- I-110 south of C Street (CMP Station 1045)

The proposed Project would result in additional truck trips on the surrounding freeway system. Tables 3.6-35 through 3.6-46 summarize the change to freeway monitoring locations due to the proposed Project.

The analysis shows that the proposed Project would not cause an increase of 0.02 or more of the demand-to-capacity ratio of any freeway link operating at LOS F or worse. The amount of Project-related traffic that would be added at all other freeway links would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP relative to NOP CEQA baseline and future CEQA baseline conditions.

Based on the above, the proposed Project alternative would not result in a significant traffic impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-35: NOP CEQA Baseline vs. Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**3**	11,550	1.155	F(0)	0.000	No	9,398	0.940	E	**10**	9,408	0.941	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**69**	7,210	0.601	C	0.006	No	8,559	0.713	C	**51**	8,610	0.717	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**201**	6,703	0.838	D	0.025	No	7,797	0.975	E	**116**	7,913	0.989	E	0.015	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**166**	5,695	0.949	E	0.028	No	5,783	0.964	E	**121**	5,904	0.984	E	0.020	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**203**	4,605	0.576	C	0.025	No	3,244	0.406	B	**81**	3,325	0.416	B	0.010	No

Table 3.6-36: NOP CEQA Baseline vs. Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**1**	9,060	0.906	D	0.000	No	11,130	1.113	F(0)	**7**	11,137	1.114	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**33**	8,398	0.700	C	0.003	No	7,335	0.611	C	**38**	7,373	0.614	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**112**	7,950	0.994	E	0.014	No	6,462	0.808	D	**89**	6,551	0.819	D	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**100**	5,342	0.890	D	0.017	No	3,946	0.658	C	**92**	4,039	0.673	C	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**75**	3,038	0.380	B	0.009	No	4,239	0.530	B	**73**	4,312	0.539	B	0.009	No

Table 3.6-37: Future 2012 CEQA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2012 CEQA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,727	1.173	F(0)	0.000	No	9,575	0.957	E	**2**	9,577	0.958	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**11**	7,203	0.600	C	0.001	No	8,636	0.720	C	**10**	8,646	0.721	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**40**	6,574	0.822	D	0.005	No	7,802	0.975	E	**22**	7,824	0.978	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**37**	5,609	0.935	E	0.006	No	5,791	0.965	E	**23**	5,814	0.969	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**20**	4,707	0.588	C	0.002	No	3,486	0.436	B	**12**	3,499	0.437	B	0.002	No

Table 3.6-38: Future 2012 CEQA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2012 CEQA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**2**	11,407	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**33**	8,608	0.717	C	0.003	No	7,585	0.632	C	**10**	7,595	0.633	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**62**	8,325	1.041	F(0)	0.008	No	6,804	0.850	D	**22**	6,826	0.853	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**37**	5,659	0.943	E	0.006	No	4,220	0.703	C	**23**	4,243	0.707	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**138**	3,497	0.437	B	0.017	No	4,448	0.556	C	**13**	4,461	0.558	C	0.002	No

Table 3.6-39: Future 2015 CEQA Baseline vs. 2015 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**6**	9,714	0.971	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**46**	7,276	0.606	C	0.004	No	8,694	0.725	C	**32**	8,727	0.727	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**136**	6,694	0.837	D	0.017	No	7,806	0.976	E	**74**	7,880	0.985	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**113**	5,718	0.953	E	0.019	No	5,797	0.966	E	**77**	5,874	0.979	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**131**	5,033	0.629	C	0.016	No	3,668	0.458	B	**51**	3,719	0.465	B	0.006	No

Table 3.6-40: Future 2015 CEQA Baseline vs. 2015 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**1**	9,609	0.961	E	0.000	No	11,611	1.161	F(0)	**5**	11,616	1.162	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**20**	8,752	0.729	C	0.002	No	7,772	0.648	C	**25**	7,798	0.650	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**69**	8,650	1.081	F(0)	0.009	No	7,060	0.883	D	**59**	7,119	0.890	D	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**61**	5,968	0.995	E	0.010	No	4,425	0.738	C	**61**	4,487	0.748	C	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**46**	3,702	0.463	B	0.006	No	4,605	0.576	C	**48**	4,653	0.582	C	0.006	No

Table 3.6-41: Future 2020 CEQA Baseline vs. 2020 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**2**	12,088	1.209	F(0)	0.000	No	9,929	0.993	E	**7**	9,936	0.994	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**55**	7,349	0.612	C	0.005	No	8,791	0.733	C	**38**	8,829	0.736	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**160**	6,758	0.845	D	0.020	No	7,813	0.977	E	**87**	7,900	0.988	E	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**132**	5,791	0.965	E	0.022	No	5,807	0.968	E	**91**	5,898	0.983	E	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**160**	5,420	0.677	C	0.020	No	3,970	0.496	B	**61**	4,032	0.504	B	0.008	No

Table 3.6-42: Future 2020 CEQA Baseline vs. 2020 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**5**	11,960	1.196	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**24**	9,018	0.751	C	0.002	No	8,085	0.674	C	**30**	8,114	0.676	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**81**	9,194	1.149	F(0)	0.010	No	7,487	0.936	E	**69**	7,556	0.945	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**71**	6,453	1.075	F(0)	0.012	No	4,768	0.795	D	**72**	4,839	0.807	D	0.012	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**55**	4,206	0.526	B	0.007	No	4,867	0.608	C	**57**	4,924	0.615	C	0.007	No

Table 3.6-43: Future 2025 CEQA Baseline vs. 2025 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**3**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**9**	10,158	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**67**	7,425	0.619	C	0.006	No	8,888	0.741	C	**47**	8,935	0.745	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**194**	6,832	0.854	D	0.024	No	7,820	0.977	E	**107**	7,927	0.991	E	0.013	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**161**	5,873	0.979	E	0.027	No	5,816	0.969	E	**112**	5,929	0.988	E	0.019	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**193**	5,811	0.726	C	0.024	No	4,273	0.534	B	**75**	4,348	0.543	C	0.009	No

Table 3.6-44: Future 2025 CEQA Baseline vs. 2025 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,394	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**7**	12,305	1.231	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**28**	9,284	0.774	D	0.002	No	8,397	0.700	C	**36**	8,433	0.703	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**96**	9,740	1.218	F(0)	0.012	No	7,914	0.989	E	**83**	7,997	1.000	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**85**	6,941	1.157	F(0)	0.014	No	5,110	0.852	D	**86**	5,196	0.866	D	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**66**	4,712	0.589	C	0.008	No	5,129	0.641	C	**68**	5,197	0.650	C	0.009	No

Table 3.6-45: Future 2027 CEQA Baseline vs. 2027 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**3**	12,402	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**10**	10,248	1.025	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**69**	7,453	0.621	C	0.006	No	8,927	0.744	C	**51**	8,978	0.748	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**201**	6,854	0.857	D	0.025	No	7,822	0.978	E	**116**	7,938	0.992	E	0.015	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**166**	5,899	0.983	E	0.028	No	5,820	0.970	E	**121**	5,942	0.990	E	0.020	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**203**	5,964	0.745	C	0.025	No	4,394	0.549	C	**81**	4,474	0.559	C	0.010	No

Table 3.6-46: Future 2027 CEQA Baseline vs. 2027 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,551	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**7**	12,443	1.244	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**33**	9,393	0.783	D	0.003	No	8,522	0.710	C	**38**	8,560	0.713	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**112**	9,970	1.246	F(0)	0.014	No	8,085	1.011	F(0)	**89**	8,174	1.022	F(0)	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**100**	7,146	1.191	F(0)	0.017	No	5,247	0.874	D	**92**	5,339	0.890	D	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**75**	4,920	0.615	C	0.009	No	4,239	0.530	B	**73**	4,312	0.539	B	0.009	No

NEPA Impact Determination

The CMP freeway monitoring stations expected to be affected by the proposed Project are located at the following locations:

- I-110 south of C Street (CMP Station 1045)
- SR-91 east of Alameda Street and Santa Fe Avenue (CMP Station 1033)
- I-405 at Santa Fe Avenue (CMP Station 1066)
- I-710 between PCH and Willow Street (CMP Station 1078)
- I-710 between I-405 and Del Amo Boulevard (CMP Station 1079)

The proposed Project would result in additional truck trips on the surrounding freeway system. Tables 3.6-47 through 3.6-56 summarize the change to freeway monitoring locations due to the proposed Project for years 2012, 2015, 2020, 2025 and 2027.

The results of the analysis indicate that the proposed Project would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which would result in LOS F during any of the analysis years; therefore, no further freeway system analysis is required at those locations.

Consequently, traffic impacts on the freeway system would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-47: 2012 NEPA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,726	1.173	F(0)	0.000	No	9,575	0.957	E	**0**	9,575	0.957	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**0**	7,192	0.599	C	0.000	No	8,636	0.720	C	**0**	8,636	0.720	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**0**	6,535	0.817	D	0.000	No	7,802	0.975	E	**0**	7,802	0.975	E	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**0**	5,572	0.929	D	0.000	No	5,791	0.965	E	**0**	5,791	0.965	E	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**0**	4,688	0.586	C	0.000	No	3,486	0.436	B	**0**	3,486	0.436	B	0.000	No

Table 3.6-48: 2012 NEPA Baseline vs. 2012 Proposed Project Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Proposed Project Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**0**	11,405	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**26**	8,601	0.717	C	0.002	No	7,585	0.632	C	**0**	7,585	0.632	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**37**	8,300	1.037	F(0)	0.005	No	6,804	0.850	D	**0**	6,804	0.850	D	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**15**	5,637	0.939	E	0.002	No	4,220	0.703	C	**0**	4,220	0.703	C	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**125**	3,484	0.436	B	0.016	No	4,448	0.556	C	**0**	4,448	0.556	C	0.000	No

Table 3.6-49: 2015 NEPA Baseline vs. 2015 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**4**	9,711	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**34**	7,264	0.605	C	0.003	No	8,694	0.725	C	**21**	8,716	0.726	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**91**	6,649	0.831	D	0.011	No	7,806	0.976	E	**49**	7,855	0.982	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**72**	5,677	0.946	E	0.012	No	5,797	0.966	E	**51**	5,848	0.975	E	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**108**	5,011	0.626	C	0.014	No	3,668	0.458	B	**37**	3,705	0.463	B	0.005	No

Table 3.6-50: 2015 NEPA Baseline vs. 2015 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**3**	11,614	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**13**	8,745	0.729	C	0.001	No	7,772	0.648	C	**15**	7,787	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**41**	8,623	1.078	F(0)	0.005	No	7,060	0.883	D	**35**	7,095	0.887	D	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**36**	5,943	0.990	E	0.006	No	4,425	0.738	C	**36**	4,462	0.744	C	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**32**	3,688	0.461	B	0.004	No	4,605	0.576	C	**33**	4,638	0.580	C	0.004	No

Table 3.6-51: 2020 NEPA Baseline vs. 2020 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**2**	12,087	1.209	F(0)	0.000	No	9,929	0.993	E	**5**	9,933	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**41**	7,335	0.611	C	0.003	No	8,791	0.733	C	**25**	8,816	0.735	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**109**	6,707	0.838	D	0.014	No	7,813	0.977	E	**57**	7,870	0.984	E	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**86**	5,744	0.957	E	0.014	No	5,807	0.968	E	**60**	5,866	0.978	E	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**133**	5,393	0.674	C	0.017	No	3,970	0.496	B	**44**	4,014	0.502	B	0.006	No

Table 3.6-52: 2020 NEPA Baseline vs. 2020 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**3**	11,958	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**15**	9,009	0.751	C	0.001	No	8,085	0.674	C	**17**	8,102	0.675	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**49**	9,162	1.145	F(0)	0.006	No	7,487	0.936	E	**41**	7,528	0.941	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**43**	6,424	1.071	F(0)	0.007	No	4,768	0.795	D	**42**	4,810	0.802	D	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**38**	4,190	0.524	B	0.005	No	4,867	0.608	C	**38**	4,905	0.613	C	0.005	No

Table 3.6-53: 2025 NEPA Baseline vs. 2025 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**2**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**6**	10,155	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**50**	7,408	0.617	C	0.004	No	8,888	0.741	C	**31**	8,919	0.743	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**134**	6,771	0.846	D	0.017	No	7,820	0.977	E	**72**	7,892	0.986	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**106**	5,818	0.970	E	0.018	No	5,816	0.969	E	**75**	5,892	0.982	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**161**	5,779	0.722	C	0.020	No	4,273	0.534	B	**54**	4,327	0.541	C	0.007	No

Table 3.6-54: 2025 NEPA Baseline vs. 2025 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**4**	12,303	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**18**	9,274	0.773	D	0.002	No	8,397	0.700	C	**22**	8,419	0.702	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**60**	9,705	1.213	F(0)	0.007	No	7,914	0.989	E	**50**	7,965	0.996	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**52**	6,909	1.151	F(0)	0.009	No	5,110	0.852	D	**52**	5,162	0.860	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**46**	4,693	0.587	C	0.006	No	5,129	0.641	C	**45**	5,174	0.647	C	0.006	No

Table 3.6-55: 2027 NEPA Baseline vs. 2027 Proposed Project Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**2**	12,402	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**6**	10,244	1.024	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**52**	7,436	0.620	C	0.004	No	8,927	0.744	C	**34**	8,961	0.747	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**136**	6,790	0.849	D	0.017	No	7,822	0.978	E	**79**	7,901	0.988	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**107**	5,840	0.973	E	0.018	No	5,820	0.970	E	**82**	5,902	0.984	E	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**169**	5,929	0.741	C	0.021	No	4,394	0.549	C	**59**	4,453	0.557	C	0.007	No

Table 3.6-56: 2027 NEPA Baseline vs. 2027 Proposed Project Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Proposed Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**4**	12,440	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**22**	9,383	0.782	D	0.002	No	8,522	0.710	C	**23**	8,546	0.712	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**75**	9,932	1.241	F(0)	0.009	No	8,085	1.011	F(0)	**55**	8,140	1.018	F(0)	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**65**	7,112	1.185	F(0)	0.011	No	5,247	0.874	D	**57**	5,304	0.884	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**55**	4,899	0.612	C	0.007	No	4,239	0.530	B	**48**	4,287	0.536	B	0.006	No

Impact TRANS-5: Proposed Project operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

Vehicular delays resulting from rail trips associated with the proposed Project were estimated by adding rail trips resulting from the expanded container terminal and associated throughput growth to the applicable CEQA baseline (July 2008 through June 2009). Tables 3.6-57 through 3.6-62 show the results of the vehicular delay calculations at grade crossings. One table is provided for each of the major main lines. In the Pomona/Montclair area, the UP Alhambra and Los Angeles Subdivisions are close parallel lines. For the grade crossing impact analysis these lines were treated as one railroad corridor; thus, the railroad volumes from the combined lines were used in predicting impacts in this segment.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance.

Secondary impacts at at-grade crossings are not expected to be significant because rail delay impacts would not be significant. For secondary air quality effects, motor vehicle idling emissions for criteria pollutants during the increased idling time would be expected to be less than significant because: (1) idling does not generate fugitive dust emissions which make up most of the PM10 and a substantial portion of the $PM_{2.5}$ vehicle emissions, (2) NOx emissions are very low during idling (assigned a value of zero for light duty autos and light duty trucks), and (3) motor vehicle CO impacts to concentrations are less than the ambient air quality standards (when added to background) in entire air basin, and will continue to drop as the regional fleet is replaced with newer vehicles. Secondary noise impacts related to rail delay effects are also expected to the less than significant because highway noise is generally lower at slower speeds, and an increased number of trains would have the effect of lowering average traffic speeds. In addition, a noise source would have to double in order for a 3 dBA increase in noise to occur. The proposed Project would not result in a doubling of the number of trains traveling to and from the Project site, nor would it affect the number of vehicles traveling on the surface transportation system. In addition, the secondary affect on public services (such as fire and life safety) is not anticipated to be significant because rail delay impacts would not be significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The Alameda Corridor eliminated all of the at-grade crossings in the proposed Project site vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's East Los Angeles [ELA] yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographic limits from Port of Los Angeles terminals. The USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR. Because potential vehicle delay impacts at at-grade crossings beyond these geographical limits fall outside of the Federal Scope of Analysis (see Section 2.7), no impact determination under NEPA is required.

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Table 3.6-57: BNSF San Bernardino Subdivision, from Hobart Yard to San Bernardino, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
San Bernardino MP 0.0															
Laurel St	2	2,170	63.6	61.3	2.3	124.8	119.1	5.7	3.8	3.6	0.2	6.5	6.1	0.3	NO
Olive St	2	2,580	63.6	61.3	2.3	124.8	119.1	5.7	4.5	4.3	0.2	6.6	6.2	0.3	NO
E St	2	680	63.6	61.3	2.3	124.8	119.1	5.7	1.1	1.1	0.1	6.1	5.8	0.3	NO
H St	2	1,350	63.6	61.3	2.3	124.8	119.1	5.7	2.3	2.2	0.1	6.3	5.9	0.3	NO
Valley Bl	2	10,170	63.6	61.3	2.3	124.8	119.1	5.7	22.9	21.7	1.2	9.4	8.9	0.5	NO
Colton Crossing MP 3.2															
Highgrove Junction MP 6.1 (Connection to Perris via MetroLink)															
Main St	2	3,380	75.2	72.9	2.3	152.6	146.9	5.7	7.6	7.3	0.3	8.5	8.1	0.3	NO
Riverside-San Bernardino County Line MP 6.41															
Center St	4	8,160	75.2	72.9	2.3	153.0	147.3	5.7	18.4	17.6	0.7	8.5	8.2	0.3	NO
Iowa Av	4	22,050	75.2	72.9	2.3	153.0	147.3	5.7	60.2	57.8	2.4	11.2	10.8	0.4	NO
Palmyrita Av	2	540	75.2	72.9	2.3	152.6	146.9	5.7	1.1	1.1	0.0	7.5	7.2	0.3	NO
Chicago Av	4	16,800	75.2	72.9	2.3	153.0	147.3	5.7	42.4	40.7	1.7	10.0	9.6	0.4	NO
Spruce St	4	12,770	75.2	72.9	2.3	153.0	147.3	5.7	30.5	29.3	1.2	9.2	8.9	0.4	NO
Kansas Av	2	6,430	75.2	72.9	2.3	153.0	147.3	5.7	14.2	13.6	0.6	8.3	7.9	0.3	NO
3rd St	4	15,460	75.2	72.9	2.3	153.0	147.3	5.7	38.3	36.7	1.5	9.7	9.3	0.4	NO
Mission Inn (7th St)	4	3,470	75.2	72.9	2.3	153.0	147.3	5.7	7.4	7.1	0.3	7.9	7.6	0.3	NO
Riverside Yard and Amtrak Station MP 10.02-10.16															
Cridge St	2	2,930	102.2	99.9	2.3	172.4	166.7	5.7	6.8	6.6	0.3	8.9	8.6	0.3	NO

Table 3.6-57: BNSF San Bernardino Subdivision, from Hobart Yard to San Bernardino, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
West Riverside Junction MP 10.6 (Connection to UP Los Angeles Sub)															
Jane St	2	2,080	68.0	67.0	1.1	112.8	110.2	2.6	3.1	3.0	0.1	5.6	5.4	0.1	NO
Mary St	4	12,590	68.0	67.0	1.1	113.2	110.5	2.6	20.8	20.2	0.6	6.5	6.3	0.2	NO
Washington St	2	11,050	68.0	67.0	1.1	112.8	110.2	2.6	20.8	20.3	0.6	7.8	7.6	0.2	NO
Madison St	4	17,360	68.0	67.0	1.1	113.2	110.5	2.6	30.6	29.8	0.8	7.1	6.9	0.2	NO
Jefferson St	2	5,390	68.0	67.0	1.1	112.8	110.2	2.6	8.6	8.4	0.2	6.2	6.1	0.2	NO
Adams St	4	6,810	68.0	67.0	1.1	113.2	110.5	2.6	10.5	10.2	0.3	5.9	5.7	0.2	NO
Jackson St	4	7,800	68.0	67.0	1.1	113.2	110.5	2.6	12.1	11.8	0.3	6.0	5.8	0.2	NO
Gibson St	2	3,080	68.0	67.0	1.1	112.8	110.2	2.6	4.7	4.5	0.1	5.8	5.6	0.2	NO
Harrison St	2	2,990	68.0	67.0	1.1	112.8	110.2	2.6	4.5	4.4	0.1	5.7	5.6	0.2	NO
Tyler St	4	1,860	68.0	67.0	1.1	113.2	110.5	2.6	2.7	2.6	0.1	5.4	5.3	0.1	NO
Pierce St	2	2,030	68.0	67.0	1.1	112.8	110.2	2.6	3.0	2.9	0.1	5.6	5.4	0.1	NO
Buchanan St	2	40	68.0	67.0	1.1	112.8	110.2	2.6	0.1	0.1	0.0	5.2	5.1	0.1	NO
Magnolia Av EB	2	15,670	68.0	67.0	1.1	112.8	110.2	2.6	34.8	33.9	0.9	9.9	9.7	0.3	NO
Magnolia Av WB	2	15,670	68.0	67.0	1.1	112.8	110.2	2.6	34.8	33.9	0.9	9.9	9.7	0.3	NO
Mckinley St	4	9,560	68.0	67.0	1.1	113.2	110.5	2.6	15.2	14.8	0.4	6.1	6.0	0.2	NO
Radio Rd	2	310	68.0	67.0	1.1	112.8	110.2	2.6	0.4	0.4	0.0	5.3	5.1	0.1	NO
Joy St	2	8,000	68.0	67.0	1.1	112.8	110.2	2.6	13.8	13.4	0.4	6.9	6.7	0.2	NO
Sheridan St	2	6,130	68.0	67.0	1.1	112.8	110.2	2.6	10.0	9.7	0.3	6.4	6.2	0.2	
Cota St	4	9,540	68.0	67.0	1.1	113.2	110.5	2.6	15.1	14.7	0.4	6.1	6.0	0.2	NO
Railroad St	4	14,950	68.0	67.0	1.1	113.2	110.5	2.6	25.5	24.8	0.7	6.8	6.6	0.2	NO

Table 3.6-57: BNSF San Bernardino Subdivision, from Hobart Yard to San Bernardino, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
Smith St	4	14,390	68.0	67.0	1.1	113.2	110.5	2.6	24.3	23.7	0.7	6.7	6.5	0.2	NO
Auto Center Dr	2	11,140	68.0	67.0	1.1	112.8	110.2	2.6	21.0	20.5	0.6	7.9	7.7	0.2	NO
Riverside-Orange County Line															
Kellogg Dr	4	6,770	68.0	67.0	1.1	113.2	110.5	2.6	10.5	10.2	0.3	5.9	5.7	0.2	NO
Lakeview Av	3	18,590	68.0	67.0	1.1	113.0	110.4	2.6	37.7	36.7	1.0	8.7	8.5	0.2	NO
Richfield Rd	4	9,340	68.0	67.0	1.1	113.2	110.5	2.6	14.9	14.5	0.4	6.2	6.0	0.2	NO
Atwood Junction MP 40.6 (Connection to Old Olive Sub)															
Van Buren St	2	6,670	49.9	48.9	1.1	95.6	92.9	2.6	10.1	9.8	0.3	5.9	5.8	0.2	NO
Jefferson St	3	6,260	49.9	48.9	1.1	95.7	93.1	2.6	8.9	8.6	0.3	5.4	5.2	0.2	NO
Tustin Av (Rose Dr)	4	28,750	49.9	48.9	1.1	95.8	93.2	2.6	56.6	54.9	1.7	8.7	8.4	0.3	NO
Orangethorpe Av	4	27,920	49.9	48.9	1.1	95.8	93.2	2.6	54.1	52.5	1.6	8.5	8.2	0.2	NO
Kraemer Bl	4	19,500	49.9	48.9	1.1	95.8	93.2	2.6	32.5	31.5	1.0	6.8	6.6	0.2	NO
Placentia Av	4	14,290	49.9	48.9	1.1	95.8	93.2	2.6	22.0	21.3	0.7	6.1	5.9	0.2	NO
State College Bl	4	23,240	49.9	48.9	1.1	95.8	93.2	2.6	41.2	40.0	1.2	7.5	7.2	0.2	NO
Acacia Av	4	6,640	49.9	48.9	1.1	95.8	93.2	2.6	9.2	9.0	0.3	5.2	5.1	0.2	NO
Raymond Av	4	20,730	49.9	48.9	1.1	95.8	93.2	2.6	35.2	34.2	1.0	7.0	6.8	0.2	NO
Fullerton Junction MP 45.5 = MP 165.5															
Orange-LA County Line															
Valley View Av	4	23,890	92.9	91.9	1.1	130.3	127.7	2.6	52.2	50.9	1.3	9.4	9.2	0.2	NO
Rosecrans/Marquardt Av	4	22,570	92.9	91.9	1.1	130.3	127.7	2.6	48.1	46.9	1.2	9.1	8.9	0.2	NO

Table 3.6-57: BNSF San Bernardino Subdivision, from Hobart Yard to San Bernardino, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
Lakeland Rd	2	6,360	92.9	91.9	1.1	129.8	127.2	2.6	11.4	11.1	0.3	7.2	7.0	0.2	NO
Los Nietos Rd	4	19,910	92.9	91.9	1.1	130.3	127.7	2.6	40.4	39.4	1.0	8.5	8.3	0.2	NO
Norwalk Bl	4	25,520	92.9	91.9	1.1	130.3	127.7	2.6	57.5	56.1	1.4	9.9	9.6	0.2	NO
Pioneer Bl	4	14,890	92.9	91.9	1.1	130.3	127.7	2.6	27.8	27.1	0.7	7.6	7.4	0.2	NO
Passons Bl	4	12,350	92.9	91.9	1.1	130.3	127.7	2.6	22.2	21.7	0.6	7.2	7.0	0.2	NO
Serapis Av	2	6,100	92.9	91.9	1.1	129.8	127.2	2.6	10.9	10.6	0.3	7.1	6.9	0.2	NO
Commerce Yard MP 148.5															
Hobart Yard MP 146.0															
OVERALL															**NO**
Total Daily Vehicle Hours of Delay (Veh-Hrs/Day)									**1,181.3**	**1,145.4**	**35.9**				
PM Peak Average Delay per Vehicle (Seconds/Vehicle)												**8.0**	**7.8**	**0.2**	

* Delay figures include an adjustment for the "Bias Factor" associated with extra delay when a second train passes in the opposite direction of the first train before traffic queues at the intersection have entirely cleared from the first train. See Appendix H2 for detailed explanation.

Table 3.6-58: BNSF Cajon Subdivision from San Bernardino to Barstow, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	
Barstow MP 0															
Lenwood Rd	2	4,310	65.1	63.7	1.4	114.2	111.4	2.8	5.7	5.6	0.1	5.0	4.8	0.1	NO
Hinkley Rd	2	460	65.1	63.7	1.4	114.2	111.4	2.8	0.6	0.6	0.0	4.4	4.3	0.1	NO
Indian Trail Rd	2	520	65.1	63.7	1.4	114.2	111.4	2.8	0.6	0.6	0.0	4.4	4.3	0.1	NO
Vista Rd	2	2,660	65.1	63.7	1.4	114.2	111.4	2.8	3.4	3.3	0.1	4.7	4.6	0.1	NO
Turner Rd	2	30	65.1	63.7	1.4	114.2	111.4	2.8	0.0	0.0	0.0	4.4	4.3	0.1	NO
North Bryman Rd	2	150	65.1	63.7	1.4	114.2	111.4	2.8	0.2	0.2	0.0	4.4	4.3	0.1	NO
South Bryman Rd	2	1,860	65.1	63.7	1.4	114.2	111.4	2.8	2.4	2.3	0.1	4.6	4.5	0.1	NO
Robinson Ranch Rd	2	110	65.1	63.7	1.4	114.2	111.4	2.8	0.1	0.1	0.0	4.4	4.3	0.1	NO
1st St	2	660	65.1	63.7	1.4	134.6	131.3	3.3	1.1	1.1	0.0	6.2	6.1	0.2	NO
6th ST	4	3,470	65.1	63.7	1.4	156.2	152.4	3.8	8.3	8.1	0.2	8.7	8.5	0.2	NO
Silverwood Junction MP 56.6															
Keenbrook Junction MP 69.4															
Swarthout Canyon Rd	2	170	77.1	75.7	1.4	221.9	217.3	4.7	0.7	0.7	0.0	14.2	13.9	0.3	NO
Devore Rd/Glen Helen Pkwy	4	6,040	77.1	75.7	1.4	222.5	217.8	4.7	25.4	24.8	0.6	15.5	15.1	0.4	NO
Dike Junction															
Palm Av	2	11,410	57.6	56.2	1.4	168.1	163.4	4.7	45.4	44.1	1.3	16.0	15.5	0.5	NO
San Bernardino MP 81.4															
OVERALL															**NO**
Total Daily Vehicle Hours of Delay (Veh-Hrs/Day)									**94.0**	**91.5**	**2.5**				
PM Peak Average Delay per Vehicle (Seconds/Vehicle)												**11.3**	**11.0**	**0.3**	

* Delay figures include an adjustment for the "Bias Factor" associated with extra delay when a second train passes in the opposite direction of the first train before traffic queues at the intersection have entirely cleared from the first train. See Appendix H2 for detailed explanation.

Table 3.6-59: UP Alhambra Subdivision from Los Angeles Transportation Center (LATC) to Colton Crossing (Excluding Segment That is Combined with UP LA Subdivision), Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	
LATC MP 482.9															
San Pablo St	4	3,950	24.8	23.6	1.2	123.8	117.3	6.5	15.4	14.6	0.8	14.4	13.7	0.8	NO
Vineburn Av	2	1,320	24.8	23.6	1.2	87.3	82.7	4.6	2.5	2.4	0.1	7.0	6.6	0.4	NO
Worth/Boca Rd	2	7,650	24.8	23.6	1.2	87.3	82.7	4.6	18.0	17.0	1.0	9.5	9.0	0.5	NO
Valley Bl	4	26,830	24.8	23.6	1.2	58.5	55.4	3.1	32.3	30.5	1.8	5.2	4.9	0.3	NO
Ramona St	2	22,470	24.8	23.6	1.2	87.4	82.8	4.6	64.6	61.1	3.5	12.7	12.0	0.7	NO
Mission Dr	3	20,550	24.8	23.6	1.2	87.3	82.7	4.6	78.4	74.1	4.3	19.2	18.2	1.1	NO
Del Mar Av	2	34,250	24.8	23.6	1.2	87.5	82.9	4.6	108.7	102.7	6.0	14.7	13.9	0.8	NO
San Gabriel Bl	4	14,960	24.8	23.6	1.2	51.2	48.5	2.7	12.2	11.5	0.7	3.3	3.1	0.2	NO
Walnut Grove Av	3	6,230	24.8	23.6	1.2	51.1	48.5	2.7	4.5	4.3	0.2	2.8	2.7	0.2	NO
Encinita Av	2	16,980	24.8	23.6	1.2	51.2	48.6	2.7	13.3	12.5	0.7	3.1	2.9	0.2	NO
Lower Azusa Rd	4	20,370	24.8	23.6	1.2	51.2	48.6	2.7	16.8	15.9	0.9	3.4	3.2	0.2	NO
Temple City Bl	4	25,270	24.8	23.6	1.2	51.2	48.6	2.7	22.6	21.4	1.2	3.8	3.6	0.2	NO
Baldwin Av	4	10,780	24.8	23.6	1.2	51.2	48.6	2.7	7.7	7.3	0.4	2.7	2.6	0.1	NO
Arden Dr	4	11,480	61.6	60.4	1.2	77.7	75.0	2.7	10.6	10.1	0.5	3.8	3.6	0.2	NO
El Monte Junction MP 494.99															
Tyler St	4	9,820	11.5	11.3	0.2	77.4	74.7	2.7	10.2	9.8	0.4	4.5	4.3	0.2	NO
Cogswell Rd	2	3,950	24.8	23.6	1.2	123.8	117.3	6.5	15.4	14.6	0.8	14.4	13.7	0.8	NO
Temple Av	4	1,320	24.8	23.6	1.2	87.3	82.7	4.6	2.5	2.4	0.1	7.0	6.6	0.4	NO

Table 3.6-59: UP Alhambra Subdivision from Los Angeles Transportation Center (LATC) to Colton Crossing (Excluding Segment That is Combined with UP LA Subdivision), Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	
Bassett Junction MP 498.45															
Vineland Av	2	12,240	25.6	24.4	1.2	51.8	49.1	2.7	10.9	10.3	0.6	3.8	3.6	0.2	NO
Puente Av	4	31,020	25.6	24.4	1.2	51.9	49.2	2.7	31.5	29.8	1.7	4.6	4.3	0.2	NO
Orange Av	2	5,630	25.6	24.4	1.2	51.8	49.1	2.7	4.1	3.9	0.2	2.8	2.6	0.1	NO
Sunset Av	4	26,190	25.6	24.4	1.2	51.9	49.2	2.7	24.1	22.8	1.3	3.9	3.7	0.2	NO
California Av	2	18,310	25.6	24.4	1.2	51.8	49.1	2.7	21.2	20.0	1.1	5.5	5.2	0.3	NO
City of Industry Junction MP 501.5															
Fullerton Rd	4	17,840	31.0	29.8	1.2	62.9	60.2	2.7	17.2	16.5	0.8	3.9	3.7	0.2	NO
Fairway Dr	4	19,350	31.0	29.8	1.2	62.9	60.2	2.7	19.1	18.3	0.8	4.0	3.8	0.2	NO
Lemon Rd	4	16,760	31.0	29.8	1.2	62.9	60.2	2.7	15.9	15.2	0.7	3.8	3.6	0.2	NO
Brea Canyon Rd	2	14,030	31.0	29.8	1.2	62.7	60.0	2.7	16.1	15.4	0.7	5.0	4.8	0.2	NO
Pomona Bl	2	5,270	31.0	29.8	1.2	62.7	60.0	2.7	4.6	4.4	0.2	3.3	3.2	0.1	NO
Temple Av	6	13,190	31.0	29.8	1.2	63.0	60.3	2.7	11.3	10.8	0.5	3.2	3.1	0.1	NO
Pomona Junction MP 514.3	**GRADE CROSSING IMPACTS IN THIS SEGMENT ARE DUE TO COMBINED EFFECTS OF TRAINS ON THE UP ALHAMBRA AND LOS ANGELES SUBDIVISIONS. RESULTS ARE SHOWN IN TABLE 3.6-43.**														
LA-San Bernardino County Line MP 516.7															
Montclair Junction															
Bon View Av	2	9,650	29.6	28.4	1.2	58.9	56.2	2.7	8.7	8.3	0.4	3.6	3.5	0.2	NO
Vineyard Av	4	29,640	29.6	28.4	1.2	59.0	56.3	2.7	32.1	30.5	1.5	4.8	4.5	0.2	NO
Milliken Av	6	9,650	29.6	28.4	1.2	58.9	56.2	2.7	8.7	8.3	0.4	3.6	3.5	0.2	NO

Table 3.6-59: UP Alhambra Subdivision from Los Angeles Transportation Center (LATC) to Colton Crossing (Excluding Segment That is Combined with UP LA Subdivision), Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	
Kaiser Junction MP 527.5															
West Colton MP 534.7															
Colton Crossing MP 538.70															
OVERALL															**NO**
Total Daily Vehicle Hours of Delay (Veh-Hrs/Day)									**729.2**	**691.4**	**37.8**				
PM Peak Average Delay per Vehicle (Seconds/Vehicle)												**6.1**	**5.8**	**0.3**	

* Delay figures include an adjustment for the "Bias Factor" associated with extra delay when a second train passes in the opposite direction of the first train before traffic queues at the intersection have entirely cleared from the first train. See Appendix H2 for detailed explanation.

Table 3.6-60: UP Los Angeles Subdivision from East Los Angeles Yard to West Riverside Junction (Excluding Segment That is Combined with UP Alhambra Subdivision), Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
East Los Angeles MP 5.85															
S. Vail Av	2	7,710	27.3	26.1	1.2	57.8	53.7	4.1	9.2	8.5	0.7	4.9	4.5	0.4	NO
Maple Av	2	5,420	27.3	26.1	1.2	57.8	53.7	4.1	6.1	5.6	0.5	4.4	4.1	0.3	NO
S. Greenwood Av	4	7,110	27.3	26.1	1.2	58.0	53.9	4.1	7.6	7.0	0.6	4.2	3.8	0.3	NO
Montebello Bl	4	20,070	27.3	26.1	1.2	58.0	53.9	4.1	25.8	23.8	2.0	5.4	5.0	0.4	NO
Durfee Av	2	13,630	27.3	26.1	1.2	40.6	37.9	2.7	9.2	8.6	0.7	3.1	2.9	0.2	NO
Rose Hills Rd	4	9,220	27.3	26.1	1.2	38.8	36.3	2.5	4.3	3.9	0.3	1.9	1.7	0.1	NO
Mission Mill Rd	2	2,130	27.3	26.1	1.2	38.7	36.2	2.5	0.9	0.9	0.1	1.7	1.6	0.1	NO
Workman Mill	4	7,470	27.3	26.1	1.2	38.8	36.3	2.5	3.4	3.1	0.2	1.8	1.7	0.1	NO
Turnbull Canyon Rd	4	14,100	27.3	26.1	1.2	38.8	36.3	2.5	7.0	6.5	0.5	2.1	1.9	0.1	NO
Stimson Av & Puente Av	4	14,370	27.3	26.1	1.2	38.8	36.3	2.5	7.1	6.6	0.5	2.1	1.9	0.1	NO
Bixby Dr	2	2,890	27.3	26.1	1.2	38.7	36.2	2.5	1.3	1.2	0.1	1.8	1.6	0.1	NO
Fullerton Rd	4	23,670	27.3	26.1	1.2	38.8	36.3	2.5	13.6	12.6	1.0	2.6	2.4	0.2	NO
Nogales Av	6	36,840	27.3	26.1	1.2	39.0	36.4	2.5	21.7	20.1	1.6	2.6	2.5	0.2	NO
Fairway Dr	4	24,760	27.3	26.1	1.2	38.8	36.3	2.5	14.5	13.5	1.1	2.6	2.5	0.2	NO
Lemon St	4	14,710	27.3	26.1	1.2	38.8	36.3	2.5	7.3	6.8	0.5	2.1	1.9	0.1	NO
Pomona Junction MP 31.9	**GRADE CROSSING IMPACTS IN THIS SEGMENT ARE DUE TO COMBINED EFFECTS OF TRAINS ON THE UP ALHAMBRA AND LOS ANGELES SUBDIVISIONS. RESULTS ARE SHOWN IN TABLE 3.6-43.**														
LA-San Bernardino County Line MP 33.17															

Table 3.6-60: UP Los Angeles Subdivision from East Los Angeles Yard to West Riverside Junction (Excluding Segment That is Combined with UP Alhambra Subdivision), Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
E. Montclair Junction MP 35.02															
Bonview Av	2	3,340	33.5	32.3	1.2	50.7	48.2	2.5	2.0	1.9	0.1	2.3	2.2	0.1	NO
Grove Av	6	37,870	33.5	32.3	1.2	51.0	48.4	2.5	30.7	29.0	1.7	3.6	3.4	0.2	NO
Vineyard Av	4	4,270	33.5	32.3	1.2	50.8	48.3	2.5	2.5	2.3	0.1	2.3	2.1	0.1	NO
Archibald Av	4	5,050	33.5	32.3	1.2	50.8	48.3	2.5	3.0	2.8	0.2	2.3	2.2	0.1	NO
San Bernardino-Riverside County Line MP 43.36															
Milliken Av	6	20,140	33.5	32.3	1.2	51.0	48.4	2.5	13.2	12.5	0.7	2.7	2.5	0.1	NO
Mira Loma Junction MP 45.7															
Bellegrave Av	2	8,110	33.1	31.9	1.2	49.8	47.3	2.5	5.4	5.1	0.3	2.8	2.6	0.1	NO
Rutile St	2	3,170	33.1	31.9	1.2	49.8	47.3	2.5	1.8	1.7	0.1	2.3	2.2	0.1	NO
Jurupa Rd	4	27,040	33.1	31.9	1.2	50.0	47.4	2.5	21.6	20.4	1.2	3.6	3.4	0.2	NO
Clay St	2	13,580	33.1	31.9	1.2	58.8	55.7	3.1	15.4	14.5	0.9	5.0	4.8	0.3	NO
Jurupa Av	2	1,650	33.1	31.9	1.2	58.8	55.7	3.1	1.3	1.2	0.1	3.0	2.9	0.2	NO
Mountain View Av	4	13,310	33.1	31.9	1.2	59.0	55.9	3.1	12.1	11.4	0.7	3.7	3.5	0.2	NO
Streeter Av	2	11,900	33.1	31.9	1.2	55.3	52.4	2.8	11.1	10.5	0.6	4.1	3.8	0.2	NO
Palm Av	4	15,540	33.1	31.9	1.2	59.0	55.9	3.1	14.6	13.7	0.8	3.8	3.6	0.2	NO
Brockton Av	2	14,870	33.1	31.9	1.2	58.8	55.7	3.1	17.7	16.7	1.0	5.4	5.1	0.3	NO
Magnolia Av	2	14,870	33.1	31.9	1.2	58.8	55.7	3.1	17.7	16.7	1.0	5.4	5.1	0.3	NO
Riverside Av	2	3,070	33.1	31.9	1.2	58.8	55.7	3.1	2.5	2.4	0.1	3.2	3.0	0.2	NO
Panorama Road	2	8,110	33.1	31.9	1.2	49.8	47.3	2.5	5.4	5.1	0.3	2.8	2.6	0.1	NO

Table 3.6-60: UP Los Angeles Subdivision from East Los Angeles Yard to West Riverside Junction (Excluding Segment That is Combined with UP Alhambra Subdivision), Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
West Riverside Junction MP 56.7															
OVERALL															**NO**
Total Daily Vehicle Hours of Delay (Veh-Hrs/Day)									**332.1**	**310.8**	**21.3**				
PM Peak Average Delay per Vehicle (Seconds/Vehicle)												**3.4**	**3.2**	**0.2**	

* Delay figures include an adjustment for the "Bias Factor" associated with extra delay when a second train passes in the opposite direction of the first train before traffic queues at the intersection have entirely cleared from the first train. See Appendix H2 for detailed explanation.

Table 3.6-61: Combined UP Alhambra and LA Subdivisions in Pomona and Montclair Area, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
Pomona Junction MP 514.3															
Hamilton Bl	4	7,800	58.3	55.9	2.5	103.6	98.2	5.4	10.5	9.9	0.6	5.2	4.9	0.3	NO
Park Av	2	5,530	58.3	55.9	2.5	103.3	98.0	5.3	7.8	7.3	0.4	5.5	5.2	0.3	NO
Main St	2	1,530	58.3	55.9	2.5	103.3	98.0	5.3	1.9	1.8	0.1	4.8	4.5	0.3	NO
Palomares St	2	3,770	58.3	55.9	2.5	103.3	98.0	5.3	5.0	4.8	0.3	5.1	4.9	0.3	NO
San Antonio Av	4	6,710	58.3	55.9	2.5	199.3	188.6	10.8	34.5	32.5	2.0	19.4	18.3	1.1	NO
LA-San Bernardino County Line MP 516.7															
Co Rd - Ramona Av	4	11,490	58.3	55.9	2.5	103.6	98.2	5.4	16.2	15.3	0.9	5.5	5.2	0.3	NO
Monte Vista Av	4	11,740	58.3	55.9	2.5	103.6	98.2	5.4	16.6	15.7	0.9	5.6	5.3	0.3	NO
San Antonio Av	4	9,950	58.3	55.9	2.5	103.6	98.2	5.4	13.7	13.0	0.8	5.4	5.1	0.3	NO
Vine Av	2	7,300	58.3	55.9	2.5	103.3	98.0	5.3	10.7	10.1	0.6	5.9	5.6	0.3	NO
Sultana Av	2	10,880	58.3	55.9	2.5	103.3	98.0	5.3	17.8	16.8	1.0	6.9	6.5	0.4	NO
Campus Av	2	10,210	58.3	55.9	2.5	103.3	98.0	5.3	16.3	15.4	0.9	6.7	6.3	0.4	NO
Montclair Junction															
OVERALL															**NO**
Total Daily Vehicle Hours of Delay (Veh-Hrs/Day)									**151.2**	**142.7**	**8.5**				
PM Peak Average Delay per Vehicle (Seconds/Vehicle)												**6.9**	**6.5**	**0.4**	

* Delay figures include an adjustment for the "Bias Factor" associated with extra delay when a second train passes in the opposite direction of the first train before traffic queues at the intersection have entirely cleared from the first train. See Appendix H2 for detailed explanation.

Table 3.6-62: UP Yuma Subdivision from Colton Crossing to Indio, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
Colton Crossing MP 539.0															
Hunts Lane	4	12,940	48.6	46.5	2.1	111.2	106.0	5.2	23.4	22.2	1.2	7.0	6.7	0.3	NO
Whittier Av	2	190	48.6	46.5	2.1	131.3	125.1	6.2	0.4	0.4	0.0	7.8	7.4	0.4	NO
Beaumont Av	2	440	48.6	46.5	2.1	131.3	125.1	6.2	0.9	0.9	0.0	7.8	7.4	0.4	NO
San Timoteo Cyn Rd	2	11,150	48.6	46.5	2.1	131.3	125.1	6.2	32.8	31.2	1.6	12.3	11.7	0.6	NO
Allesandro Rd	2	280	48.6	46.5	2.1	131.3	125.1	6.2	0.6	0.6	0.0	7.8	7.4	0.4	NO
San Bernardino-Riverside County Line MP 549.25															
Live Oak Cyn Rd	2	1,050	48.6	46.5	2.1	131.3	125.1	6.2	2.3	2.2	0.1	7.9	7.5	0.4	NO
San Timoteo Cyn Rd	2	490	48.6	46.5	2.1	131.3	125.1	6.2	1.1	1.0	0.1	7.8	7.4	0.4	NO
Veile Av	2	550	48.6	46.5	2.1	110.9	105.7	5.2	0.8	0.8	0.0	5.6	5.3	0.3	NO
California Av	2	1,590	48.6	46.5	2.1	110.9	105.7	5.2	2.5	2.4	0.1	5.7	5.5	0.3	NO
Pennsylvania Av	2	690	48.6	46.5	2.1	110.9	105.7	5.2	1.1	1.0	0.1	5.6	5.3	0.3	NO
North Sunset Av	2	17,140	48.6	46.5	2.1	110.9	105.7	5.2	41.2	39.2	2.0	10.6	10.1	0.5	NO
22nd St	4	7,640	48.6	46.5	2.1	111.2	106.0	5.2	12.6	12.0	0.6	6.2	5.9	0.3	NO
San Gorgonio Av	2	3,960	48.6	46.5	2.1	110.9	105.7	5.2	6.5	6.2	0.3	6.2	5.9	0.3	NO
Hargrave St	2	4,060	48.6	46.5	2.1	110.9	105.7	5.2	6.7	6.4	0.3	6.2	5.9	0.3	NO
Apache Trail	2	4,100	48.6	46.5	2.1	110.9	105.7	5.2	6.8	6.5	0.3	6.2	5.9	0.3	NO
Broadway	2	2,030	48.6	46.5	2.1	110.9	105.7	5.2	3.2	3.1	0.2	5.8	5.5	0.3	NO
Tipton Rd	2	120	48.6	46.5	2.1	110.9	105.7	5.2	0.2	0.2	0.0	5.5	5.2	0.3	NO
Garnet MP 588.32															
West Indio MP 609.63															

Table 3.6-62: UP Yuma Subdivision from Colton Crossing to Indio, Project Impacts Relative to FY 2009 Baseline*

Boundary/Junction – Street	# of Lanes	Average Daily Traffic (Vehicles/ Day)	Average Daily Train Volume (Trains/Day)			Daily Total Gate Down Time (Minutes/Day)			Daily Total Vehicle Hours of Delay (Veh-Hrs/Day)			PM Peak Average Delay per Vehicle (Seconds/Vehicle)			Above Evaluation Criteria?
			W/ Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	W/Proj	W/O Proj	Change	W/ Proj	W/O Proj	Change	
Indio MP 610.9															
Avenue 52	4	10,490	48.6	46.5	2.1	111.2	106.0	5.2	17.9	17.0	0.9	6.5	6.1	0.3	NO
Avenue 56/Airport Blvd.	2	5,690	48.6	46.5	2.1	110.9	105.7	5.2	9.8	9.3	0.5	6.5	6.2	0.3	NO
Avenue 66	2	7,470	48.6	46.5	2.1	110.9	105.7	5.2	13.4	12.7	0.7	6.9	6.6	0.3	NO
OVERALL															**NO**
Total Daily Vehicle Hours of Delay (Veh-Hrs/Day)									**184.3**	**175.1**	**9.2**				
PM Peak Average Delay per Vehicle (Seconds/Vehicle)												**8.0**	**7.6**	**0.4**	

* Delay figures include an adjustment for the "Bias Factor" associated with extra delay when a second train passes in the opposite direction of the first train before traffic queues at the intersection have entirely cleared from the first train. See Appendix H2 for detailed explanation.

3.6.4.5.2 Alternatives

3.6.4.5.2.1 Alternative 1 – No Project

Under Alternative 1, no further Port action or federal action would occur. The Port would not construct and develop additional backlands, wharves, or terminal improvements. No new cranes would be added, no gate or backland improvements would occur, and no infrastructure for AMP at Berth 306 or automation in the backland area adjacent to Berth 306 would be provided. This alternative would not include any dredging, new wharf construction, or new cranes. The No Project Alternative would not include development of any additional backlands because the existing terminal is berth-constrained and additional backlands would not improve its efficiency.

Under the No Project Alternative, the existing APL Terminal would continue to operate as an approximately 291-acre container terminal. Based on the throughput projections, terminal operations are expected to grow over time as throughput demands increase. Under Alternative 1, the existing APL Terminal would handle approximately 2.15 million TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily one-way truck trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Under Alternative 1, cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

The No Project Alternative would not preclude future improvements to the proposed Project site. However, any future changes in use or new improvements with the potential to significantly impact the environment would need to be analyzed in a separate environmental document.

Impact TRANS-1: Alternative 1 construction would not result in a significant short-term, temporary increase in truck and auto traffic.

CEQA Impact Determination

Under the No Project Alternative, no further Port action or federal action would occur. The Port would not construct and develop additional backlands, wharves, or terminal improvements. Therefore, under the No Project Alternative there would be no impacts on traffic related to construction under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Impact TRANS-2: Long-term vehicular traffic associated with Alternative 1 would not significantly impact a study location volume/capacity ratios or level of service.

Under the No Project Alternative, no further Port action or federal action would occur. The Port would not construct and develop additional backlands, wharves, or terminal improvements, but the existing terminal would continue to operate.

CEQA Impact Determination

Table 3.6-63 summarizes the TEU throughput for the CEQA baseline and No Project Alternative. Traffic generated by the No Project Alternative was estimated to determine potential impacts of this alternative on study area roadways.

Table 3.6-63: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	No Project Alternative			
		2015	2020	2025	2027
Annual TEUs	1,128,080	1,948,201	2,033,536	2,118,871	2,153,000
Monthly TEUs	127,626	177,286	185,052	192,817	195,923
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	5	10	15	16
Project Added Truck Trips	-----	204	238	281	298
Project Added Total Trips	-----	209	248	296	314
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	3	5	7	7
Project Added Truck Trips	-----	195	238	274	281
Project Added Total Trips	-----	198	243	281	288
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	11	19	27	30
Project Added Truck Trips	-----	153	176	199	209
Project Added Total Trips	-----	164	195	226	239

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

Table 3.6-64 summarizes the CEQA baseline and the No Project Alternative intersection operating conditions at each study intersection. The CEQA baseline and the No Project Alternative intersection operating conditions for each year were compared to determine the impact of this alternative, and then the impacts were assessed using the appropriate city's criteria for significant impacts.

Based on the results of the traffic study as presented in Table 3.6-64, the No Project Alternative would not result in significant circulation system impacts relative to NOP CEQA baseline conditions.

Based on the results of the traffic study as presented in Tables 3.6-65 to 3.6-68, the No Project Alternative would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study intersection:

- Navy Way and Reeves Avenue – 2027 (mid-day peak hour)

Mitigation Measures

Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA.

Residual Impacts

Impacts would be significant and unavoidable at Navy Way and Reeves Avenue – 2027 (mid-day peak hour).

Table 3.6-64: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 1 (No Project)

#	Study Intersection	2008 CEQA Baseline						No Project Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.478	A	0.413	A	0.479	0.023	0.019	0.013	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.218	A	0.356	A	0.339	0.017	0.020	0.018	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.486	A	0.391	B	0.628	0.013	0.008	0.012	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.250	A	0.161	A	0.340	0.008	0.008	0.011	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	B	0.602	C	0.732	0.000	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.325	A	0.406	A	0.425	0.014	0.008	0.007	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.195	A	0.274	A	0.336	0.011	0.004	0.004	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.538	A	0.435	A	0.587	0.005	0.004	0.003	No	No	Noy
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.433	A	0.433	A	0.482	0.008	0.007	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.683	A	0.578	B	0.677	0.001	0.001	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.599	A	0.535	B	0.696	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.414	A	0.426	A	0.463	0.005	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.462	A	0.579	B	0.639	0.009	0.009	0.007	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.443	A	0.302	A	0.259	0.016	0.015	0.011	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.200	A	0.280	A	0.367	0.062	0.046	0.044	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-65: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 1 (No Project)

#	Study Intersection	2015 CEQA Baseline						2015 No Project Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.473	A	0.369	A	0.464	0.010	0.010	0.010	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.300	A	0.217	A	0.280	A	0.310	0.001	0.003	0.010	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.433	A	0.315	B	0.647	0.014	0.007	0.005	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.125	A	0.272	A	0.223	0.002	0.005	0.005	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.426	A	0.514	C	0.714	0.000	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.258	A	0.355	A	0.362	0.005	0.006	0.004	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.092	A	0.168	A	0.228	0.005	0.003	0.001	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.486	A	0.460	B	0.604	0.004	0.003	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.433	A	0.334	A	0.581	0.007	0.006	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.600	A	0.557	C	0.728	B	0.602	A	0.559	C	0.730	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.450	A	0.518	A	0.464	A	0.450	A	0.520	0.002	0.000	0.002	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.479	A	0.572	B	0.697	0.005	0.007	0.004	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.304	A	0.318	A	0.225	0.020	0.000	0.004	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.540	A	0.431	B	0.613	A	0.591	A	0.471	0.015	0.051	0.040	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-66: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 1 (No Project)

#	Study Intersection	2020 CEQA Baseline						2020 No Project Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.537	A	0.386	A	0.473	0.012	0.016	0.012	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.331	A	0.397	A	0.381	0.019	0.017	0.012	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.132	A	0.281	A	0.181	0.000	0.006	0.006	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.514	A	0.554	C	0.781	0.002	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.356	A	0.302	A	0.369	0.000	0.002	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.387	A	0.370	A	0.505	0.004	0.003	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.251	A	0.335	A	0.422	0.004	0.003	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.667	A	0.580	C	0.758	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.499	A	0.475	A	0.573	0.002	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	A	0.591	B	0.628	C	0.766	0.008	0.008	0.005	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.282	A	0.293	A	0.226	0.004	0.004	0.003	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.576	B	0.631	A	0.481	0.018	0.064	0.047	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-67: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 1 (No Project)

#	Study Intersection	2025 CEQA Baseline						2025 No Project Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.548	A	0.409	A	0.468	0.014	0.014	0.014	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.338	A	0.428	A	0.379	0.023	0.020	0.014	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.360	A	0.567	A	0.504	0.011	0.009	0.008	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.518	A	0.580	C	0.779	0.002	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.340	A	0.296	A	0.345	0.000	0.001	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.172	A	0.167	A	0.248	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.388	A	0.388	A	0.509	0.004	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.270	A	0.401	A	0.412	0.004	0.004	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.667	B	0.629	C	0.752	0.002	0.004	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.516	A	0.518	A	0.579	0.003	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.622	B	0.635	C	0.771	0.009	0.010	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.637	C	0.767	A	0.384	0.155	0.004	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.565	B	0.682	A	0.511	0.015	0.065	0.055	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-68: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 1 (No Project)

#	Study Intersection	2027 CEQA Baseline						2027 No Project Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.562	A	0.436	A	0.478	0.014	0.014	0.014	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.342	A	0.430	A	0.386	0.024	0.021	0.014	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.382	B	0.644	A	0.532	0.010	0.009	0.007	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.558	B	0.602	D	0.872	0.002	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.378	A	0.296	A	0.369	0.000	0.001	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.202	A	0.167	A	0.288	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.403	A	0.406	A	0.529	0.004	0.003	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.278	A	0.415	A	0.418	0.004	0.004	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.680	B	0.652	C	0.767	0.002	0.004	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.528	A	0.532	A	0.591	0.004	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.641	B	0.644	C	0.785	0.011	0.009	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.661	C	0.788	A	0.430	0.170	0.004	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	B	0.668	C	0.701	A	0.523	0.014	0.065	0.053	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Impact TRANS-3: An increase in on-site employees due to Alternative 1 operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

The increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that terminal workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding the project, none of the existing routes stop within one mile of the proposed site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Impact TRANS-4: Alternative 1 operations would not result in increases considered significant related to freeway congestion.

CEQA Impact Determination

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

Tables 3.6-69 and 3.6-78 summarize the change to freeway monitoring locations under the No Project Alternative. The results of the analysis indicate that the proposed Project would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which results in LOS F; therefore, no further freeway system analysis is required at those locations.

The analysis shows that the No Project alternative would not result in a significant traffic impact under CEQA relative to the NOP CEQA baseline and future CEQA baseline conditions.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-69: NOP CEQA Baseline vs. Alternative 1 (No Project) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	No Project			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**1**	11,548	1.155	F(0)	0.000	No	9,398	0.940	E	**3**	9,401	0.940	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**17**	7,159	0.597	C	0.001	No	8,559	0.713	C	**16**	8,575	0.715	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**64**	6,567	0.821	D	0.008	No	7,797	0.975	E	**37**	7,834	0.979	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**59**	5,588	0.931	E	0.010	No	5,783	0.964	E	**39**	5,822	0.970	E	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**34**	4,436	0.555	C	0.004	No	3,244	0.406	B	**22**	3,266	0.408	B	0.003	No

Table 3.6-70: NOP CEQA Baseline vs. Alternative 1 (No Project) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	No Project			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**0**	9,059	0.906	D	0.000	No	11,130	1.113	F(0)	**3**	11,133	1.113	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**10**	8,375	0.698	C	0.001	No	7,335	0.611	C	**15**	7,350	0.612	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**38**	7,876	0.984	E	0.005	No	6,462	0.808	D	**34**	6,496	0.812	D	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**34**	5,276	0.879	D	0.006	No	3,946	0.658	C	**35**	3,982	0.664	C	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**21**	2,984	0.373	B	0.003	No	4,239	0.530	B	**25**	4,264	0.533	B	0.003	No

Table 3.6-71: Future 2015 CEQA Baseline vs. 2015 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 No Project			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**0**	11,861	1.186	F(0)	0.000	No	9,707	0.971	E	**2**	9,710	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**12**	7,242	0.604	C	0.001	No	8,694	0.725	C	**11**	8,705	0.725	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**44**	6,603	0.825	D	0.006	No	7,806	0.976	E	**25**	7,831	0.979	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**41**	5,645	0.941	E	0.007	No	5,797	0.966	E	**26**	5,823	0.970	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**22**	4,925	0.616	C	0.003	No	3,668	0.458	B	**14**	3,682	0.460	B	0.002	No

Table 3.6-72: Future 2015 CEQA Baseline vs. 2015 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 No Project			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**2**	11,613	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**7**	8,739	0.728	C	0.001	No	7,772	0.648	C	**11**	7,783	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**27**	8,609	1.076	F(0)	0.003	No	7,060	0.883	D	**24**	7,084	0.886	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**25**	5,932	0.989	E	0.004	No	4,425	0.738	C	**25**	4,451	0.742	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**14**	3,670	0.459	B	0.002	No	4,605	0.576	C	**15**	4,620	0.578	C	0.002	No

Table 3.6-73: Future 2020 CEQA Baseline vs. 2020 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 No Project			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**0**	12,086	1.209	F(0)	0.000	No	9,929	0.993	E	**3**	9,931	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**14**	7,308	0.609	C	0.001	No	8,791	0.733	C	**13**	8,805	0.734	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**51**	6,649	0.831	D	0.006	No	7,813	0.977	E	**30**	7,843	0.980	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**47**	5,705	0.951	E	0.008	No	5,807	0.968	E	**31**	5,838	0.973	E	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**27**	5,286	0.661	C	0.003	No	3,970	0.496	B	**17**	3,988	0.498	B	0.002	No

Table 3.6-74: Future 2020 CEQA Baseline vs. 2020 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 No Project			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**0**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**2**	11,957	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**9**	9,002	0.750	C	0.001	No	8,085	0.674	C	**12**	8,097	0.675	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**31**	9,145	1.143	F(0)	0.004	No	7,487	0.936	E	**28**	7,516	0.939	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**29**	6,410	1.068	F(0)	0.005	No	4,768	0.795	D	**30**	4,797	0.800	D	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**17**	4,168	0.521	B	0.002	No	4,867	0.608	C	**19**	4,886	0.611	C	0.002	No

Table 3.6-75: Future 2025 CEQA Baseline vs. 2025 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 No Project			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**1**	12,310	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**3**	10,153	1.015	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**16**	7,375	0.615	C	0.001	No	8,888	0.741	C	**16**	8,904	0.742	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**61**	6,698	0.837	D	0.008	No	7,820	0.977	E	**35**	7,855	0.982	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**55**	5,767	0.961	E	0.009	No	5,816	0.969	E	**37**	5,853	0.976	E	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**32**	5,649	0.706	C	0.004	No	4,273	0.534	B	**21**	4,293	0.537	B	0.003	No

Table 3.6-76: Future 2025 CEQA Baseline vs. 2025 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 No Project			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**0**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**3**	12,301	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**10**	9,266	0.772	D	0.001	No	8,397	0.700	C	**14**	8,411	0.701	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**36**	9,681	1.210	F(0)	0.004	No	7,914	0.989	E	**32**	7,947	0.993	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**33**	6,889	1.148	F(0)	0.005	No	5,110	0.852	D	**34**	5,144	0.857	D	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**20**	4,666	0.583	C	0.002	No	5,129	0.641	C	**23**	5,152	0.644	C	0.003	No

Table 3.6-77: Future 2027 CEQA Baseline vs. 2027 Alternative 1 (No Project) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 No Project			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**1**	12,400	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**3**	10,241	1.024	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**17**	7,401	0.617	C	0.001	No	8,927	0.744	C	**16**	8,943	0.745	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**64**	6,718	0.840	D	0.008	No	7,822	0.978	E	**37**	7,860	0.982	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**59**	5,792	0.965	E	0.010	No	5,820	0.970	E	**39**	5,860	0.977	E	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**34**	5,795	0.724	C	0.004	No	4,394	0.549	C	**22**	4,416	0.552	C	0.003	No

Table 3.6-78: Future 2027 CEQA Baseline vs. 2027 Alternative 1 (No Project) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 No Project			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 No Project			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**0**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**3**	12,439	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**10**	9,371	0.781	D	0.001	No	8,522	0.710	C	**15**	8,537	0.711	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**38**	9,895	1.237	F(0)	0.005	No	8,085	1.011	F(0)	**34**	8,119	1.015	F(0)	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**34**	7,081	1.180	F(0)	0.006	No	5,247	0.874	D	**35**	5,282	0.880	D	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**21**	4,865	0.608	C	0.003	No	4,239	0.530	B	**25**	4,264	0.533	B	0.003	No

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Impact TRANS-5: Alternative 1 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance. Alternative 1 would result in less annual throughput than the proposed Project, and therefore, fewer daily train trips. Because the proposed Project would not result in a significant impact on grade crossing delays, neither would Alternative 1 under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

3.6.4.5.2.2 Alternative 2 – No Federal Action

The No Federal Action Alternative would be the same as the NEPA baseline and would include only the activities and impacts likely to occur absent further USACE federal approval but could include improvements that require a local action. Under Alternative 2, no federal action would occur; however, minor terminal improvements in the upland area of the existing APL Terminal would be implemented. These minor upland improvements would include conversion of a portion of the dry container storage area to an additional

200 reefers, associated electrical lines, and installation of utility infrastructure at locations in the existing backland areas. Beyond these minor upland improvements, the Port would not construct and develop additional backlands or wharves. No gate or additional backland improvements would occur, and no in-water features such as dredging or a new berth, wharf extension, or over-water features such as new cranes would occur under the No Federal Action Alternative.

Under the No Federal Action Alternative, the existing APL Terminal would continue to operate as an approximately 291-acre container terminal, and up to approximately 2.15 million TEUs could be handled at the terminal by 2027. Based on the throughput projections, the No Federal Action Alternative would result in 286 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily truck trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

Impact TRANS-1: Alternative 2 construction would not result in a short-term, temporary increase in truck and auto traffic.

Under the No Federal Action Alternative, no federal action would occur. The Port would not construct and develop additional backlands or wharves; however, the Port would make minor improvements to existing upland areas (conversion dry container storage to an additional 200 refrigerated container unit, and installation of utility infrastructure).

CEQA Impact Determination

Construction of Alternative 2 improvements would be minor, would not generate substantial traffic during construction, and is therefore not expected to result in significant traffic impacts. Therefore, under the No Federal Action Alternative there would be no significant impacts on traffic related to construction under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

Impact TRANS-2: Long-term vehicular traffic associated with Alternative 2 would not significantly impact a study location volume/capacity ratios or level of service.

Under the No Federal Action Alternative, no federal action would occur. The Port would not construct and develop additional backlands or wharves; however, the Port would make minor improvements to existing upland areas (conversion dry container storage to an additional 200 refrigerated container unit, and installation of utility infrastructure). The existing terminal would continue to operate.

CEQA Impact Determination

Table 3.6-79 summarizes the TEU throughput for the CEQA baseline and No Federal Action Alternative. Traffic generated by the No Federal Action Alternative was estimated to determine potential impacts of this alternative on study area roadways.

Table 3.6-79: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	No Federal Action Alternative			
		2015	2020	2025	2027
Annual TEUs	1,128,080	1,948,201	2,033,536	2,118,871	2,153,000
Monthly TEUs	127,626	177,286	185,052	192,817	195,923
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	5	10	15	16
Project Added Truck Trips	-----	204	238	281	298
Project Added Total Trips	-----	209	248	296	314
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	3	5	7	7
Project Added Truck Trips	-----	195	238	274	281
Project Added Total Trips	-----	198	243	281	288
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	11	19	27	30
Project Added Truck Trips	-----	153	176	199	209
Project Added Total Trips	-----	164	195	226	239

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

Table 3.6-80 summarizes the CEQA baseline and the No Federal Action Alternative intersection operating conditions at each study intersection The CEQA baseline and the No Federal Action Alternative intersection operating conditions were compared to determine the impact of this alternative, and then the impacts were assessed using the appropriate city's criteria for significant impacts.

Based on the results of the traffic study as presented in Table 3.6-80, the No Federal Action Alternative would not result in significant circulation system impacts at a study intersection, relative to NOP CEQA baseline conditions.

Based on the results of the traffic study as presented in Tables 3.6-81 to 3.6-84, the No Federal Action Alternative would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study intersection:

- Navy Way and Reeves Avenue – 2027 (mid-day peak hour)

Mitigation Measures

Mitigation measure **MM TRANS-1** would be implemented.

Tables 3.6-85 summarizes the future CEQA baseline and No Federal Action Alternative intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2027 scenario.

Residual Impacts

Impacts would be less than significant.

Table 3.6-80: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 2 (No Federal Action)

#	Study Intersection	2008 CEQA Baseline						No Federal Action Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.478	A	0.413	A	0.479	0.023	0.019	0.013	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.218	A	0.356	A	0.339	0.017	0.020	0.018	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.486	A	0.391	B	0.628	0.013	0.008	0.012	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.250	A	0.161	A	0.340	0.008	0.008	0.011	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	B	0.602	C	0.732	0.000	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.325	A	0.406	A	0.425	0.014	0.008	0.007	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.195	A	0.274	A	0.336	0.011	0.004	0.004	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.538	A	0.435	A	0.587	0.005	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.433	A	0.433	A	0.482	0.008	0.007	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.683	A	0.578	B	0.677	0.001	0.001	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.599	A	0.535	B	0.696	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.414	A	0.426	A	0.463	0.005	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.462	A	0.579	B	0.639	0.009	0.009	0.007	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.443	A	0.302	A	0.259	0.016	0.015	0.011	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.200	A	0.280	A	0.367	0.062	0.046	0.044	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-81: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 2 (No Federal Action)

#	Study Intersection	2015 CEQA Baseline						2015 No Federal Action Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.473	A	0.369	A	0.464	0.010	0.010	0.010	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.300	A	0.217	A	0.280	A	0.310	0.001	0.003	0.010	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.433	A	0.315	B	0.647	0.014	0.007	0.005	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.125	A	0.272	A	0.223	0.002	0.005	0.005	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.426	A	0.514	C	0.714	0.000	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.258	A	0.355	A	0.362	0.005	0.006	0.004	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.092	A	0.168	A	0.228	0.005	0.003	0.001	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.486	A	0.460	B	0.604	0.004	0.003	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.433	A	0.334	A	0.581	0.007	0.006	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.600	A	0.557	C	0.728	B	0.602	A	0.559	C	0.730	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.450	A	0.518	A	0.464	A	0.450	A	0.520	0.002	0.000	0.002	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.479	A	0.572	B	0.697	0.005	0.007	0.004	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.304	A	0.318	A	0.225	0.020	0.000	0.004	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.540	A	0.431	B	0.613	A	0.591	A	0.471	0.015	0.051	0.040	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-82: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 2 (No Federal Action)

#	Study Intersection	2020 CEQA Baseline						2020 No Federal Action Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.537	A	0.386	A	0.473	0.012	0.016	0.012	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.331	A	0.397	A	0.381	0.019	0.017	0.012	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.132	A	0.281	A	0.181	0.000	0.006	0.006	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.514	A	0.554	C	0.781	0.002	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.356	A	0.302	A	0.369	0.000	0.002	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.387	A	0.370	A	0.505	0.004	0.003	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.251	A	0.335	A	0.422	0.004	0.003	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.667	A	0.580	C	0.758	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.499	A	0.475	A	0.573	0.002	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	A	0.591	B	0.628	C	0.766	0.008	0.008	0.005	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.282	A	0.293	A	0.226	0.004	0.004	0.003	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.576	B	0.631	A	0.481	0.018	0.064	0.047	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-83: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 2 (No Federal Action)

#	Study Intersection	2025 CEQA Baseline						2025 No Federal Action Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.548	A	0.409	A	0.468	0.014	0.014	0.014	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.338	A	0.428	A	0.379	0.023	0.020	0.014	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.360	A	0.567	A	0.504	0.011	0.009	0.008	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.518	A	0.580	C	0.779	0.002	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.340	A	0.296	A	0.345	0.000	0.001	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.172	A	0.167	A	0.248	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.388	A	0.388	A	0.509	0.004	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.270	A	0.401	A	0.412	0.004	0.004	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.667	B	0.629	C	0.752	0.002	0.004	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.516	A	0.518	A	0.579	0.003	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.622	B	0.635	C	0.771	0.009	0.010	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.637	C	0.767	A	0.384	0.155	0.004	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.565	B	0.682	A	0.511	0.015	0.065	0.055	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-84: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action)

#	Study Intersection	2027 CEQA Baseline						2027 No Federal Action Alternative						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.562	A	0.436	A	0.478	0.014	0.014	0.014	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.342	A	0.430	A	0.386	0.024	0.021	0.014	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.382	B	0.644	A	0.532	0.010	0.009	0.007	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.558	B	0.602	D	0.872	0.002	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.378	A	0.296	A	0.369	0.000	0.001	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.202	A	0.167	A	0.288	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.403	A	0.406	A	0.529	0.004	0.003	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.278	A	0.415	A	0.418	0.004	0.004	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.680	B	0.652	C	0.767	0.002	0.004	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.528	A	0.532	A	0.591	0.004	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.641	B	0.644	C	0.785	0.011	0.009	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.661	C	0.788	A	0.430	0.170	0.004	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	B	0.668	C	0.701	A	0.523	0.014	0.065	0.053	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

1 **Table 3.6-85: Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action) With Mitigation**

#	Study Intersection	2027 CEQA Baseline						2027 No Project Alternative With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	A	0.540	A	0.557	A	0.455	-0.114	-0.079	-0.015	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

2

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

Impact TRANS-3: An increase in on-site employees due to Alternative 2 operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

The increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that terminal workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding the project, none of the existing routes stop within one mile of the Alternative 2 site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

Impact TRANS-4: Alternative 2 operations would not result in increases considered significant related to freeway congestion.

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

CEQA Impact Determination

Tables 3.6-86 and 3.6-95 summarize the change to freeway monitoring locations under the No Federal Action Alternative. The results of the analysis indicate that Alternative 2 would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which results in LOS F; therefore, no further freeway system analysis is required at those locations.

The analysis shows that the No Federal Action alternative would not result in a significant traffic impact under CEQA relative to the NOP CEQA baseline and future CEQA baseline conditions..

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-86: NOP CEQA Baseline vs. Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	No Federal Action			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**1**	11,548	1.155	F(0)	0.000	No	9,398	0.940	E	**3**	9,401	0.940	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**17**	7,159	0.597	C	0.001	No	8,559	0.713	C	**16**	8,575	0.715	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**64**	6,567	0.821	D	0.008	No	7,797	0.975	E	**37**	7,834	0.979	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**59**	5,588	0.931	E	0.010	No	5,783	0.964	E	**39**	5,822	0.970	E	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**34**	4,436	0.555	C	0.004	No	3,244	0.406	B	**22**	3,266	0.408	B	0.003	No

Table 3.6-87: NOP CEQA Baseline vs. Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	No Federal Action			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**0**	9,059	0.906	D	0.000	No	11,130	1.113	F(0)	**3**	11,133	1.113	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**10**	8,375	0.698	C	0.001	No	7,335	0.611	C	**15**	7,350	0.612	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**38**	7,876	0.984	E	0.005	No	6,462	0.808	D	**34**	6,496	0.812	D	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**34**	5,276	0.879	D	0.006	No	3,946	0.658	C	**35**	3,982	0.664	C	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**21**	2,984	0.373	B	0.003	No	4,239	0.530	B	**25**	4,264	0.533	B	0.003	No

Table 3.6-88: Future 2015 CEQA Baseline vs. 2015 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 No Federal Action			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**0**	11,861	1.186	F(0)	0.000	No	9,707	0.971	E	**2**	9,710	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**12**	7,242	0.604	C	0.001	No	8,694	0.725	C	**11**	8,705	0.725	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**44**	6,603	0.825	D	0.006	No	7,806	0.976	E	**25**	7,831	0.979	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**41**	5,645	0.941	E	0.007	No	5,797	0.966	E	**26**	5,823	0.970	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**22**	4,925	0.616	C	0.003	No	3,668	0.458	B	**14**	3,682	0.460	B	0.002	No

Table 3.6-89: Future 2015 CEQA Baseline vs. 2015 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 No Federal Action			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**2**	11,613	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**7**	8,739	0.728	C	0.001	No	7,772	0.648	C	**11**	7,783	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**27**	8,609	1.076	F(0)	0.003	No	7,060	0.883	D	**24**	7,084	0.886	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**25**	5,932	0.989	E	0.004	No	4,425	0.738	C	**25**	4,451	0.742	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**14**	3,670	0.459	B	0.002	No	4,605	0.576	C	**15**	4,620	0.578	C	0.002	No

1 **Table 3.6-90: Future 2020 CEQA Baseline vs. 2020 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour**

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 No Federal Action			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**0**	12,086	1.209	F(0)	0.000	No	9,929	0.993	E	**3**	9,931	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**14**	7,308	0.609	C	0.001	No	8,791	0.733	C	**13**	8,805	0.734	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**51**	6,649	0.831	D	0.006	No	7,813	0.977	E	**30**	7,843	0.980	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**47**	5,705	0.951	E	0.008	No	5,807	0.968	E	**31**	5,838	0.973	E	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**27**	5,286	0.661	C	0.003	No	3,970	0.496	B	**17**	3,988	0.498	B	0.002	No

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3 **Table 3.6-91: Future 2020 CEQA Baseline vs. 2020 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour**

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 No Federal Action			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**0**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**2**	11,957	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**9**	9,002	0.750	C	0.001	No	8,085	0.674	C	**12**	8,097	0.675	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**31**	9,145	1.143	F(0)	0.004	No	7,487	0.936	E	**28**	7,516	0.939	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**29**	6,410	1.068	F(0)	0.005	No	4,768	0.795	D	**30**	4,797	0.800	D	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**17**	4,168	0.521	B	0.002	No	4,867	0.608	C	**19**	4,886	0.611	C	0.002	No

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Table 3.6-92: Future 2025 CEQA Baseline vs. 2025 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 No Federal Action			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**1**	12,310	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**3**	10,153	1.015	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**16**	7,375	0.615	C	0.001	No	8,888	0.741	C	**16**	8,904	0.742	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**61**	6,698	0.837	D	0.008	No	7,820	0.977	E	**35**	7,855	0.982	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**55**	5,767	0.961	E	0.009	No	5,816	0.969	E	**37**	5,853	0.976	E	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**32**	5,649	0.706	C	0.004	No	4,273	0.534	B	**21**	4,293	0.537	B	0.003	No

Table 3.6-93: Future 2025 CEQA Baseline vs. 2025 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 No Federal Action			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**0**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**3**	12,301	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**10**	9,266	0.772	D	0.001	No	8,397	0.700	C	**14**	8,411	0.701	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**36**	9,681	1.210	F(0)	0.004	No	7,914	0.989	E	**32**	7,947	0.993	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**33**	6,889	1.148	F(0)	0.005	No	5,110	0.852	D	**34**	5,144	0.857	D	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**20**	4,666	0.583	C	0.002	No	5,129	0.641	C	**23**	5,152	0.644	C	0.003	No

1 **Table 3.6-94: Future 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action) Freeway Analysis – AM Peak Hour**

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 No Federal Action			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**1**	12,400	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**3**	10,241	1.024	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**17**	7,401	0.617	C	0.001	No	8,927	0.744	C	**16**	8,943	0.745	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**64**	6,718	0.840	D	0.008	No	7,822	0.978	E	**37**	7,860	0.982	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**59**	5,792	0.965	E	0.010	No	5,820	0.970	E	**39**	5,860	0.977	E	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**34**	5,795	0.724	C	0.004	No	4,394	0.549	C	**22**	4,416	0.552	C	0.003	No

2

3 **Table 3.6-95: Future 2027 CEQA Baseline vs. 2027 Alternative 2 (No Federal Action) Freeway Analysis – PM Peak Hour**

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 No Federal Action			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 No Federal Action			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**0**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**3**	12,439	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**10**	9,371	0.781	D	0.001	No	8,522	0.710	C	**15**	8,537	0.711	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**38**	9,895	1.237	F(0)	0.005	No	8,085	1.011	F(0)	**34**	8,119	1.015	F(0)	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**34**	7,081	1.180	F(0)	0.006	No	5,247	0.874	D	**35**	5,282	0.880	D	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**21**	4,865	0.608	C	0.003	No	4,239	0.530	B	**25**	4,264	0.533	B	0.003	No

4

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

Impact TRANS-5: Alternative 2 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance. Alternative 2 would result in less annual throughput than the proposed Project, and therefore, fewer daily train trips. Because the proposed Project would not result in a significant impact on grade crossing delays, neither would Alternative 2 under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The Alameda Corridor eliminated all of the at-grade crossings in the proposed Project site vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's ELA yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographic limits from Port of Los Angeles terminals. The USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR. Because potential vehicle delay impacts at at-grade crossings beyond these geographical limits fall outside of the Federal Scope of Analysis (see Section 2.7), no impact determination under NEPA is required.

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

3.6.4.5.2.3 Alternative 3 – Reduced Project: Four New Cranes

Under Alternative 3, four new cranes would be added to the existing wharf along Berths 302-305 and only minor improvements to the existing APL Terminal would be made utility infrastructure and conversion of dry container storage to reefers). No other upland terminal improvements would be constructed. The existing terminal is berth-constrained, and adding the additional four cranes would improve the terminal's efficiency.

The total acreage of backlands under Alternative 3 would remain at approximately 291 acres, which would be less than the proposed Project. This alternative would not include the extension of the existing wharf, construction of a new berth, dredging, or the relocation and improvement of various gates and entrance lanes.

Based on the throughput projections, TEU throughput under Alternative 3 would be less than the proposed Project, with an expected throughput of approximately 2.58 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 8,725 peak daily truck trips (2,306,460 annual), and up to 2,544 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Impact TRANS-1: Alternative 3 construction would not result in a short-term, temporary increase in truck and auto traffic.

The proposed construction schedule for Alternative 3 is identical to the schedule for the proposed Project as shown in Section 3.6.5.7.

CEQA Impact Determination

There would be increased travel on the study area roadway system during construction of Alternative 3 associated with construction workers' vehicles and trucks delivering equipment to and removing material from the site. This increased traffic would span a period of two years for various on-site construction activities. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period.

Tables 3.6-96 and 97 show the anticipated intersection Levels of Service during construction under NOP CEQA baseline and future CEQA baseline conditions respectively. As shown in Tables 3.6-97 and 98, significant impacts would not occur under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-96: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2008 CEQA Baseline						Alternative 3 Reduced Project (New Cranes) Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.455	A	0.394	A	0.466	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.201	A	0.336	A	0.350	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.473	A	0.383	B	0.648	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.242	A	0.153	A	0.392	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	A	0.598	C	0.732	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.311	A	0.398	A	0.436	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.184	A	0.270	A	0.339	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.533	A	0.431	A	0.584	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.425	A	0.426	A	0.480	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.597	A	0.533	B	0.694	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.409	A	0.426	A	0.463	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.453	A	0.570	B	0.632	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.427	A	0.287	A	0.261	0.000	0.000	0.013	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.138	A	0.234	A	0.418	0.000	0.000	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-97: Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction

#	Study Intersection	2012 CEQA Baseline						2012 Alternative 3 Reduced Project (New Cranes) Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.465	A	0.358	A	0.460	A	0.465	A	0.358	A	0.460	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.294	A	0.306	A	0.236	A	0.294	A	0.336	0.000	0.000	0.030	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.471	A	0.379	B	0.660	A	0.471	A	0.379	B	0.692	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.211	A	0.344	A	0.251	A	0.211	A	0.344	A	0.314	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.594	C	0.756	A	0.444	A	0.594	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.309	A	0.391	A	0.433	A	0.309	A	0.391	A	0.451	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.192	A	0.280	A	0.343	A	0.192	A	0.280	A	0.350	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.612	A	0.550	B	0.683	B	0.612	A	0.550	B	0.683	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.442	B	0.646	A	0.547	A	0.442	B	0.649	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.655	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.606	A	0.583	C	0.730	B	0.606	A	0.583	C	0.730	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.411	A	0.405	A	0.464	A	0.411	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.472	A	0.598	B	0.698	A	0.472	A	0.598	B	0.698	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.287	A	0.354	A	0.289	A	0.287	A	0.354	A	0.289	0.000	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.327	A	0.505	A	0.435	A	0.327	A	0.505	A	0.529	0.000	0.000	0.094	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

NEPA Impact Determination

As discussed above, there would be increased travel on the study area roadway system during construction of Alternative 3 associated with construction workers' vehicles and trucks delivering equipment to the site. The increased traffic would span a period of less than a year. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Table 3.6-98 shows the anticipated intersection Levels of Service during construction). However, significant impacts under NEPA would not occur (see Table 3.6-98).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-98: Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction

#	Study Intersection	2012 NEPA Baseline						2012 Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.474	A	0.367	A	0.469	A	0.474	A	0.367	A	0.469	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.291	A	0.315	A	0.236	A	0.291	A	0.344	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.478	A	0.356	B	0.665	A	0.478	A	0.386	B	0.697	0.000	0.030	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.212	A	0.291	A	0.256	A	0.212	A	0.344	A	0.319	0.000	0.053	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.597	C	0.756	A	0.444	A	0.597	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.315	A	0.396	A	0.436	A	0.315	A	0.396	A	0.455	0.000	0.000	0.019	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.197	A	0.283	A	0.345	A	0.197	A	0.283	A	0.352	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.615	A	0.480	B	0.687	B	0.615	A	0.553	B	0.687	0.000	0.073	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.393	B	0.646	A	0.547	A	0.443	B	0.649	0.000	0.050	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.636	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.019	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.607	A	0.557	C	0.731	B	0.607	A	0.584	C	0.731	0.000	0.027	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.413	A	0.405	A	0.464	A	0.413	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.478	A	0.569	C	0.703	A	0.478	B	0.604	C	0.703	0.000	0.035	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.291	A	0.502	A	0.293	A	0.291	A	0.354	A	0.293	0.000	-0.148	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.375	A	0.232	A	0.469	A	0.375	A	0.551	A	0.564	0.000	0.319	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Impact TRANS-2: Long-term vehicular traffic associated with Alternative 3 may significantly impact a study location volume/capacity ratio or level of service.

CEQA Impact Determination

Traffic conditions with Alternative 3 were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the CEQA baseline.

Table 3.6-99: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	Reduced Project (Four New Cranes) Alternative			
		2015	2020	2025	2027
Annual TEUs	1,128,080	2,102,000	2,302,417	2,502,833	2,583,000
Monthly TEUs	127,626	191,282	209,520	227,758	235,053
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	23	44	65	224
Project Added Truck Trips	-----	273	364	456	484
Project Added Total Trips	-----	296	408	521	708
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	9	16	24	26
Project Added Truck Trips	-----	270	355	440	456
Project Added Total Trips	-----	279	371	464	482
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	25	45	64	72
Project Added Truck Trips	-----	195	249	303	338
Project Added Total Trips	-----	220	294	367	410

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

The net increase in truck trip generation includes the increased percent of cargo moved via the expanded on-dock rail facilities, as noted. A railyard capacity analysis was conducted for the expanded terminal to ensure that the proposed new railyard could accommodate the projected on-dock container volumes. Alternative 3 trip generation estimates are summarized in Table 3.6-99.

Appendix H1 contains all of the CEQA baseline, NEPA baseline and future with-Project traffic forecasts and LOS calculation worksheets. Figure 3.6-5 illustrates the assumed trip distribution percentages of Alternative 3 traffic. Trip distribution was based on data from the Port Travel Demand Model, which is based on truck driver origin/destination surveys (actual surveys of truck drivers at the gates), as well as from Longshore Worker place of residence data.

Table 3.6-100 summarizes the CEQA baseline plus Alternative 3 intersection operating conditions at each study intersection. The CEQA baseline and with-Project intersection operating conditions were compared to determine the Alternative 3 regional impacts, and then the impacts were assessed using the appropriate significance criteria described in Section 3.6.4.3.

Based on the results of the traffic study as presented in Table 3.6-100 and worksheets set forth in Appendix H1, Alternative 3 would not result in significant circulation system impacts at any study intersection relative to NOP CEQA baseline conditions.

Based on the results of the traffic study as presented in Tables 3.6-101 to 3.6-104 and the worksheets set forth in Appendix H1, the proposed Project would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study location:

- Navy Way and Reeves Avenue – 2025 (mid-day peak hour), 2027 (mid-day peak hour)

Mitigation Measures

Mitigation measure MM TRANS-1 would be implemented. Tables 3.6-105 and 3.6-106 summarize the future CEQA baseline and proposed Project intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2025 and 2027 scenarios, respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-100: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2008 CEQA Baseline						Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.507	A	0.425	A	0.489	0.052	0.031	0.023	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.232	A	0.369	A	0.349	0.031	0.033	0.028	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.493	A	0.398	B	0.634	0.020	0.015	0.018	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.269	A	0.161	A	0.349	0.027	0.008	0.020	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	B	0.605	C	0.732	0.000	0.007	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.341	A	0.412	A	0.431	0.030	0.014	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.203	A	0.277	A	0.339	0.019	0.007	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.541	A	0.437	A	0.588	0.008	0.006	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.437	A	0.437	A	0.485	0.012	0.011	0.008	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	B	0.600	A	0.536	B	0.697	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.416	A	0.426	A	0.463	0.007	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.470	A	0.586	B	0.644	0.017	0.016	0.012	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.444	A	0.304	A	0.266	0.017	0.017	0.018	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.262	A	0.314	A	0.393	0.124	0.080	0.070	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-101: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2015 CEQA Baseline						2015 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.477	A	0.372	A	0.468	0.014	0.013	0.014	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.3	A	0.222	A	0.285	A	0.314	0.006	0.008	0.014	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.440	A	0.318	B	0.649	0.021	0.010	0.007	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.130	A	0.275	A	0.228	0.007	0.008	0.010	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.426	A	0.515	C	0.714	0.000	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.260	A	0.356	A	0.364	0.007	0.007	0.006	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.093	A	0.170	A	0.228	0.006	0.005	0.001	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.486	A	0.460	B	0.604	0.004	0.003	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.433	A	0.335	A	0.581	0.007	0.007	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.6	A	0.557	C	0.728	B	0.603	A	0.560	C	0.731	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.45	A	0.518	A	0.464	A	0.450	A	0.520	0.002	0.000	0.002	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.480	A	0.575	B	0.699	0.006	0.010	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.304	A	0.318	A	0.228	0.020	0.000	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.54	A	0.431	B	0.620	B	0.613	A	0.487	0.022	0.073	0.056	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-102: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2020 CEQA Baseline						2020 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.544	A	0.394	A	0.480	0.019	0.024	0.019	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.344	A	0.406	A	0.386	0.032	0.026	0.017	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.132	A	0.286	A	0.186	0.000	0.011	0.011	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.516	A	0.554	C	0.781	0.004	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.356	A	0.302	A	0.369	0.000	0.002	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.387	A	0.370	A	0.505	0.004	0.003	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.252	A	0.336	A	0.423	0.005	0.004	0.006	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.668	A	0.581	C	0.759	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.501	A	0.475	A	0.573	0.004	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	A	0.596	B	0.631	C	0.767	0.013	0.011	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.282	A	0.293	A	0.230	0.004	0.004	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.587	B	0.664	A	0.507	0.029	0.097	0.073	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-103: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 3 - Reduced Project: Four New Cranes

#	Study Intersection	2025 CEQA Baseline						2025 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.558	A	0.419	A	0.479	0.024	0.024	0.025	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.353	A	0.441	A	0.388	0.038	0.033	0.023	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.374	A	0.572	A	0.511	0.025	0.014	0.015	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.519	A	0.581	C	0.779	0.003	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.340	A	0.298	A	0.345	0.000	0.003	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.172	A	0.167	A	0.248	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.391	A	0.391	A	0.513	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.272	A	0.402	A	0.417	0.006	0.005	0.009	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.668	B	0.631	C	0.753	0.003	0.006	0.004	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.518	A	0.518	A	0.579	0.005	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.628	B	0.639	C	0.775	0.015	0.014	0.010	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.637	C	0.767	A	0.389	0.155	0.004	0.005	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.572	C	0.720	A	0.547	0.022	0.103	0.091	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-104: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2027 CEQA Baseline						2027 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.574	A	0.446	A	0.490	0.026	0.024	0.026	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.372	A	0.442	A	0.396	0.054	0.033	0.024	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.425	B	0.649	A	0.542	0.053	0.014	0.017	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.565	B	0.603	D	0.872	0.009	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.380	A	0.298	A	0.371	0.002	0.003	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.202	A	0.167	A	0.288	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.406	A	0.410	A	0.533	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.281	A	0.416	A	0.423	0.007	0.005	0.010	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.682	B	0.655	C	0.769	0.004	0.007	0.004	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.530	A	0.532	A	0.591	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.647	B	0.649	C	0.791	0.017	0.014	0.012	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.661	C	0.788	A	0.430	0.170	0.004	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	B	0.677	C	0.741	A	0.571	0.023	0.105	0.101	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-105: Intersection Level of Service Analysis – 2025 CEQA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.444	A	0.579	A	0.453	-0.106	-0.038	-0.003	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-106: Intersection Level of Service Analysis – 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) With Mitigation

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	B	0.646	A	0.594	A	0.484	-0.008	-0.042	0.014	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

NEPA Impact Determination

Traffic conditions with Alternative 3 for the years 2015, 2020, 2025 and 2027 were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the NEPA baseline. The evaluation assumptions described in Section 3.6.4.4.2.3 under TRANS-2 would apply.

Table 3.6-107 summarizes the TEU throughput for the NEPA baseline and Alternative 3 and also the assumed operating parameters that were used to develop the trip generation forecasts. Tables 3.6-108 through 3.6-111 summarize the NEPA baseline and Alternative 3 intersection operating conditions at each study intersection for the 2015, 2020, 2025 and 2027 scenarios, respectively.

Table 3.6-107: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	NEPA Baseline				Reduced Project (Four New Cranes) Alternative			
	2015	2020	2025	2027	2015	2020	2025	2027
Annual TEUs	1,948,201	2,033,536	2,118,871	2,153,000	2,102,000	2,302,417	2,502,833	2,583,000
Monthly TEUs	177,286	185,052	192,817	195,923	191,282	209,520	227,758	235,053
Trip Generation Results – AM Peak								
Auto Trips	-----	-----	-----	-----	18	35	50	208
Truck PCE Trips	-----	-----	-----	-----	69	126	175	186
Total PCE Trips	-----	-----	-----	-----	87	161	225	394
Trip Generation Results – Mid-Day Peak								
Auto Trips	-----	-----	-----	-----	6	12	17	19
Truck PCE Trips	-----	-----	-----	-----	75	117	166	175
Total PCE Trips	-----	-----	-----	-----	81	129	183	194
Trip Generation Results – PM Peak								
Auto Trips	-----	-----	-----	-----	14	26	37	42
Truck PCE Trips	-----	-----	-----	-----	41	73	104	128
Total PCE Trips	-----	-----	-----	-----	55	99	141	170

Note: The trips generated for the Reduced Project (Four New Cranes) Alternative represent incremental increases relative to the NEPA baseline.

Alternative 3 measured against the NEPA baseline would result in significant impacts based on the City of Los Angeles impact criteria. One intersection would be significantly impacted based on comparison to the NEPA baseline, as follows:

- Navy Way and Reeves Avenue –2027 (mid-day peak hour)

Therefore, Alternative 3 would result in a significant traffic impact under NEPA.

Mitigation Measures

Mitigation measure **MM TRANS-1** would be implemented.

Table 3.6-112 summarizes the NEPA baseline and Alternative 3 intersection operating conditions with mitigation measures at significantly impacted study intersection for the 2027 scenario.

Residual Impacts

Impacts would be less than significant.

Table 3.6-108: Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2015 NEPA Baseline						2015 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.473	A	0.369	A	0.464	A	0.477	A	0.372	A	0.468	0.004	0.003	0.004	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.217	A	0.280	A	0.310	A	0.222	A	0.285	A	0.314	0.005	0.005	0.004	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.433	A	0.315	B	0.647	A	0.440	A	0.318	B	0.649	0.007	0.003	0.002	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.125	A	0.272	A	0.223	A	0.130	A	0.275	A	0.228	0.005	0.003	0.005	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.514	C	0.714	A	0.426	A	0.515	C	0.714	0.000	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.258	A	0.355	A	0.362	A	0.260	A	0.356	A	0.364	0.002	0.001	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.092	A	0.168	A	0.228	A	0.093	A	0.170	A	0.228	0.001	0.002	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.486	A	0.460	B	0.604	A	0.486	A	0.460	B	0.604	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.433	A	0.334	A	0.581	A	0.433	A	0.335	A	0.581	0.000	0.001	0.000	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.602	A	0.559	C	0.730	B	0.603	A	0.560	C	0.731	0.001	0.001	0.001	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.464	A	0.450	A	0.520	A	0.464	A	0.450	A	0.520	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.479	A	0.572	B	0.697	A	0.480	A	0.575	B	0.699	0.001	0.003	0.002	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.304	A	0.318	A	0.225	A	0.304	A	0.318	A	0.228	0.000	0.000	0.003	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.613	A	0.591	A	0.471	B	0.620	B	0.613	A	0.487	0.007	0.022	0.016	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-109: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2020 NEPA Baseline						2020 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.537	A	0.386	A	0.473	A	0.544	A	0.394	A	0.480	0.007	0.008	0.007	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.331	A	0.397	A	0.381	A	0.344	A	0.406	A	0.386	0.013	0.009	0.005	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.281	A	0.181	A	0.132	A	0.286	A	0.186	0.000	0.005	0.005	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.514	A	0.554	C	0.781	A	0.516	A	0.554	C	0.781	0.002	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.302	A	0.369	A	0.356	A	0.302	A	0.369	0.000	0.000	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.387	A	0.370	A	0.505	A	0.387	A	0.370	A	0.505	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.251	A	0.335	A	0.422	A	0.252	A	0.336	A	0.423	0.001	0.001	0.001	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	A	0.580	C	0.758	B	0.668	A	0.581	C	0.759	0.001	0.001	0.001	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.499	A	0.475	A	0.573	A	0.501	A	0.475	A	0.573	0.002	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.591	B	0.628	C	0.766	A	0.596	B	0.631	C	0.767	0.005	0.003	0.001	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.282	A	0.293	A	0.226	A	0.282	A	0.293	A	0.230	0.000	0.000	0.004	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	A	0.587	B	0.664	A	0.507	0.011	0.033	0.026	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-110: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2025 NEPA Baseline						2025 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.409	A	0.468	A	0.558	A	0.419	A	0.479	0.010	0.010	0.011	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.338	A	0.428	A	0.379	A	0.353	A	0.441	A	0.388	0.015	0.013	0.009	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.360	A	0.567	A	0.504	A	0.374	A	0.572	A	0.511	0.014	0.005	0.007	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.518	A	0.580	C	0.779	A	0.519	A	0.581	C	0.779	0.001	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.296	A	0.345	A	0.340	A	0.298	A	0.345	0.000	0.002	0.000	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.172	A	0.167	A	0.248	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.388	A	0.388	A	0.509	A	0.391	A	0.391	A	0.513	0.003	0.003	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.270	A	0.401	A	0.412	A	0.272	A	0.402	A	0.417	0.002	0.001	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	B	0.629	C	0.752	B	0.668	B	0.631	C	0.753	0.001	0.002	0.001	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.516	A	0.518	A	0.579	A	0.518	A	0.518	A	0.579	0.002	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.622	B	0.635	C	0.771	B	0.628	B	0.639	C	0.775	0.006	0.004	0.004	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.637	C	0.767	A	0.384	B	0.637	C	0.767	A	0.389	0.000	0.000	0.005	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	A	0.572	C	0.720	A	0.547	0.007	0.038	0.036	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

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Table 3.6-111: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2027 NEPA Baseline						2027 Reduced Project (New Cranes)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.562	A	0.436	A	0.478	A	0.574	A	0.446	A	0.490	0.012	0.010	0.012	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.342	A	0.430	A	0.386	A	0.372	A	0.442	A	0.396	0.030	0.012	0.010	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.382	B	0.644	A	0.532	A	0.425	B	0.649	A	0.542	0.043	0.005	0.010	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.558	B	0.602	D	0.872	A	0.565	B	0.603	D	0.872	0.007	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.296	A	0.369	A	0.380	A	0.298	A	0.371	0.002	0.002	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.202	A	0.167	A	0.288	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.403	A	0.406	A	0.529	A	0.406	A	0.410	A	0.533	0.003	0.004	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.278	A	0.415	A	0.418	A	0.281	A	0.416	A	0.423	0.003	0.001	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.680	B	0.652	C	0.767	B	0.682	B	0.655	C	0.769	0.002	0.003	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.528	A	0.532	A	0.591	A	0.530	A	0.532	A	0.591	0.002	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.641	B	0.644	C	0.785	B	0.647	B	0.649	C	0.791	0.006	0.005	0.006	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.661	C	0.788	A	0.430	B	0.661	C	0.788	A	0.430	0.000	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	B	0.677	C	0.741	A	0.571	0.009	0.040	0.048	No	Yes	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

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Table 3.6-112 : Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes)

#	Study Intersection	2027 NEPA Baseline						2027 Reduced Project (New Cranes)						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	A	0.546	A	0.594	A	0.484	-0.122	-0.107	-0.039	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Impact TRANS-3: An increase in on-site employees due to Alternative 3 operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

Although Alternative 3 would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that Alternative 3 workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding Alternative 3, none of the existing routes stop within one mile of the proposed site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 3 would result in a slightly higher employment level compared to the NEPA baseline due to increased throughput operations, but as discussed above under Impact TRANS-3 under the CEQA impacts discussion, the increase in work-related trips using public transit would be negligible. Less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-4: Alternative 3 operations would not result in an increases considered significant related to freeway congestion.

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

CEQA Impact Determination

Alternative 3 would result in additional truck trips on the surrounding freeway system. Tables 3.6-113 through 3.6-124 summarize the change to freeway monitoring locations due to Alternative 3.

The results of the analysis indicate that Alternative 3 would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which results in LOS F under NOP CEQA baseline and future CEQA baseline conditions; therefore, no further freeway system analysis is required at those locations.

Based on the above, traffic impacts on the freeway system would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-113: NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	Reduced Project (New Cranes)			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**2**	11,549	1.155	F(0)	0.000	No	9,398	0.940	E	**5**	9,404	0.940	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**41**	7,182	0.599	C	0.003	No	8,559	0.713	C	**29**	8,587	0.716	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**120**	6,623	0.828	D	0.015	No	7,797	0.975	E	**65**	7,862	0.983	E	0.008	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**99**	5,629	0.938	E	0.017	No	5,783	0.964	E	**68**	5,851	0.975	E	0.011	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**120**	4,522	0.565	C	0.015	No	3,244	0.406	B	**42**	3,287	0.411	B	0.005	No

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Table 3.6-114: NOP CEQA Baseline vs. Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	Reduced Project (New Cranes)			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**1**	9,059	0.906	D	0.000	No	11,130	1.113	F(0)	**4**	11,134	1.113	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**18**	8,383	0.699	C	0.002	No	7,335	0.611	C	**23**	7,358	0.613	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**65**	7,903	0.988	E	0.008	No	6,462	0.808	D	**53**	6,516	0.814	D	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**58**	5,300	0.883	D	0.010	No	3,946	0.658	C	**56**	4,002	0.667	C	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**40**	3,003	0.375	B	0.005	No	4,239	0.530	B	**42**	4,281	0.535	B	0.005	No

Table 3.6-115: Future 2012 CEQA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,727	1.173	F(0)	0.000	No	9,575	0.957	E	**2**	9,577	0.958	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**11**	7,203	0.600	C	0.001	No	8,636	0.720	C	**10**	8,646	0.721	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**40**	6,574	0.822	D	0.005	No	7,802	0.975	E	**22**	7,824	0.978	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**37**	5,609	0.935	E	0.006	No	5,791	0.965	E	**23**	5,814	0.969	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**20**	4,707	0.588	C	0.002	No	3,486	0.436	B	**12**	3,499	0.437	B	0.002	No

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Table 3.6-116: Future 2012 CEQA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**2**	11,407	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**33**	8,608	0.717	C	0.003	No	7,585	0.632	C	**10**	7,595	0.633	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**62**	8,325	1.041	F(0)	0.008	No	6,804	0.850	D	**22**	6,826	0.853	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**37**	5,659	0.943	E	0.006	No	4,220	0.703	C	**23**	4,243	0.707	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**138**	3,497	0.437	B	0.017	No	4,448	0.556	C	**13**	4,461	0.558	C	0.002	No

Table 3.6-117: Future 2015 CEQA Baseline vs. 2015 Alternative 3 - Reduced Project: Four New Cranes Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**1**	11,862	1.186	F(0)	0.000	No	9,707	0.971	E	**3**	9,710	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**16**	7,247	0.604	C	0.001	No	8,694	0.725	C	**15**	8,710	0.726	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**59**	6,618	0.827	D	0.007	No	7,806	0.976	E	**35**	7,841	0.980	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**54**	5,659	0.943	E	0.009	No	5,797	0.966	E	**36**	5,833	0.972	E	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**33**	4,936	0.617	C	0.004	No	3,668	0.458	B	**21**	3,689	0.461	B	0.003	No

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Table 3.6-118: Future 2015 CEQA Baseline vs. 2015 Alternative 3 - Reduced Project: Four New Cranes Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**3**	11,614	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**10**	8,742	0.728	C	0.001	No	7,772	0.648	C	**14**	7,786	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**35**	8,617	1.077	F(0)	0.004	No	7,060	0.883	D	**31**	7,091	0.886	D	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**32**	5,939	0.990	E	0.005	No	4,425	0.738	C	**33**	4,458	0.743	C	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**20**	3,676	0.460	B	0.003	No	4,605	0.576	C	**21**	4,626	0.578	C	0.003	No

Table 3.6-119: Future 2020 CEQA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**1**	12,086	1.209	F(0)	0.000	No	9,929	0.993	E	**4**	9,933	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**22**	7,317	0.610	C	0.002	No	8,791	0.733	C	**21**	8,812	0.734	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**79**	6,677	0.835	D	0.010	No	7,813	0.977	E	**47**	7,860	0.983	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**72**	5,730	0.955	E	0.012	No	5,807	0.968	E	**50**	5,856	0.976	E	0.008	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**48**	5,307	0.663	C	0.006	No	3,970	0.496	B	**30**	4,000	0.500	B	0.004	No

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Table 3.6-120: Future 2020 CEQA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**0**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**3**	11,958	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**13**	9,007	0.751	C	0.001	No	8,085	0.674	C	**18**	8,102	0.675	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**46**	9,159	1.145	F(0)	0.006	No	7,487	0.936	E	**40**	7,528	0.941	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**41**	6,423	1.070	F(0)	0.007	No	4,768	0.795	D	**42**	4,810	0.802	D	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**28**	4,179	0.522	B	0.003	No	4,867	0.608	C	**30**	4,897	0.612	C	0.004	No

Table 3.6-121: Future 2025 CEQA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**1**	12,311	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**5**	10,155	1.015	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**28**	7,386	0.616	C	0.002	No	8,888	0.741	C	**26**	8,915	0.743	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**99**	6,737	0.842	D	0.012	No	7,820	0.977	E	**60**	7,880	0.985	E	0.008	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**89**	5,801	0.967	E	0.015	No	5,816	0.969	E	**63**	5,879	0.980	E	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**61**	5,679	0.710	C	0.008	No	4,273	0.534	B	**39**	4,311	0.539	B	0.005	No

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Table 3.6-122: Future 2025 CEQA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**4**	12,303	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**16**	9,272	0.773	D	0.001	No	8,397	0.700	C	**21**	8,419	0.702	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**57**	9,701	1.213	F(0)	0.007	No	7,914	0.989	E	**50**	7,964	0.996	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**51**	6,907	1.151	F(0)	0.008	No	5,110	0.852	D	**52**	5,162	0.860	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**35**	4,681	0.585	C	0.004	No	5,129	0.641	C	**38**	5,167	0.646	C	0.005	No

Table 3.6-123: Future 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**2**	12,401	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**5**	10,243	1.024	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**41**	7,425	0.619	C	0.003	No	8,927	0.744	C	**29**	8,956	0.746	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**120**	6,773	0.847	D	0.015	No	7,822	0.978	E	**65**	7,887	0.986	E	0.008	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**99**	5,833	0.972	E	0.017	No	5,820	0.970	E	**68**	5,889	0.981	E	0.011	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**120**	5,880	0.735	C	0.015	No	4,394	0.549	C	**42**	4,436	0.555	C	0.005	No

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Table 3.6-124: Future 2027 CEQA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**4**	12,441	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**18**	9,379	0.782	D	0.002	No	8,522	0.710	C	**23**	8,545	0.712	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**65**	9,922	1.240	F(0)	0.008	No	8,085	1.011	F(0)	**53**	8,139	1.017	F(0)	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**58**	7,105	1.184	F(0)	0.010	No	5,247	0.874	D	**56**	5,302	0.884	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**40**	4,885	0.611	C	0.005	No	4,239	0.530	B	**42**	4,281	0.535	B	0.005	No

NEPA Impact Determination

Alternative 3 would result in additional truck trips on the surrounding freeway system. Tables 3.6-125 through 3.6-134 summarize the change to freeway monitoring locations due to Alternative 3 for years 2012, 2015, 2020, 2025 and 2027.

The results of the analysis indicate that Alternative 3 would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which results in LOS F; therefore, no further freeway system analysis is required at those locations. Consequently, traffic impacts on the freeway system would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-125: 2012 NEPA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,726	1.173	F(0)	0.000	No	9,575	0.957	E	**0**	9,575	0.957	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**0**	7,192	0.599	C	0.000	No	8,636	0.720	C	**0**	8,636	0.720	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**0**	6,535	0.817	D	0.000	No	7,802	0.975	E	**0**	7,802	0.975	E	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**0**	5,572	0.929	D	0.000	No	5,791	0.965	E	**0**	5,791	0.965	E	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**0**	4,688	0.586	C	0.000	No	3,486	0.436	B	**0**	3,486	0.436	B	0.000	No

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Table 3.6-126: 2012 NEPA Baseline vs. 2012 Alternative 3 (Reduced Project: Four New Cranes) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (New Cranes) Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**0**	11,405	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**26**	8,601	0.717	C	0.002	No	7,585	0.632	C	**0**	7,585	0.632	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**37**	8,300	1.037	F(0)	0.005	No	6,804	0.850	D	**0**	6,804	0.850	D	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**15**	5,637	0.939	E	0.002	No	4,220	0.703	C	**0**	4,220	0.703	C	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**125**	3,484	0.436	B	0.016	No	4,448	0.556	C	**0**	4,448	0.556	C	0.000	No

Table 3.6-127: 2015 NEPA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**0**	11,861	1.186	F(0)	0.000	No	9,707	0.971	E	**1**	9,708	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**5**	7,235	0.603	C	0.000	No	8,694	0.725	C	**4**	8,699	0.725	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**15**	6,573	0.822	D	0.002	No	7,806	0.976	E	**10**	7,816	0.977	E	0.001	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**13**	5,618	0.936	E	0.002	No	5,797	0.966	E	**10**	5,807	0.968	E	0.002	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**11**	4,913	0.614	C	0.001	No	3,668	0.458	B	**7**	3,675	0.459	B	0.001	No

Table 3.6-128: 2015 NEPA Baseline vs. 2015 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**1**	11,612	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**2**	8,734	0.728	C	0.000	No	7,772	0.648	C	**3**	7,775	0.648	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**8**	8,590	1.074	F(0)	0.001	No	7,060	0.883	D	**7**	7,067	0.883	D	0.001	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**7**	5,914	0.986	E	0.001	No	4,425	0.738	C	**7**	4,433	0.739	C	0.001	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**6**	3,662	0.458	B	0.001	No	4,605	0.576	C	**6**	4,611	0.576	C	0.001	No

Table 3.6-129: 2020 NEPA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**0**	12,086	1.209	F(0)	0.000	No	9,929	0.993	E	**1**	9,930	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**9**	7,303	0.609	C	0.001	No	8,791	0.733	C	**8**	8,799	0.733	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**28**	6,626	0.828	D	0.004	No	7,813	0.977	E	**17**	7,830	0.979	E	0.002	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**25**	5,683	0.947	E	0.004	No	5,807	0.968	E	**18**	5,825	0.971	E	0.003	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**21**	5,281	0.660	C	0.003	No	3,970	0.496	B	**13**	3,983	0.498	B	0.002	No

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Table 3.6-130: 2020 NEPA Baseline vs. 2020 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**0**	10,000	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**1**	11,956	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**4**	8,998	0.750	C	0.000	No	8,085	0.674	C	**5**	8,090	0.674	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**15**	9,128	1.141	F(0)	0.002	No	7,487	0.936	E	**12**	7,499	0.937	E	0.002	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**13**	6,394	1.066	F(0)	0.002	No	4,768	0.795	D	**13**	4,780	0.797	D	0.002	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**11**	4,162	0.520	B	0.001	No	4,867	0.608	C	**11**	4,878	0.610	C	0.001	No

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Table 3.6-131: 2025 NEPA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**0**	12,310	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**2**	10,152	1.015	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**12**	7,370	0.614	C	0.001	No	8,888	0.741	C	**11**	8,899	0.742	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**39**	6,676	0.835	D	0.005	No	7,820	0.977	E	**25**	7,844	0.981	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**34**	5,746	0.958	E	0.006	No	5,816	0.969	E	**26**	5,842	0.974	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**29**	5,646	0.706	C	0.004	No	4,273	0.534	B	**18**	4,291	0.536	B	0.002	No

Table 3.6-132: 2025 NEPA Baseline vs. 2025 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**0**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**1**	12,300	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**6**	9,262	0.772	D	0.001	No	8,397	0.700	C	**7**	8,405	0.700	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**21**	9,665	1.208	F(0)	0.003	No	7,914	0.989	E	**17**	7,932	0.991	E	0.002	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**18**	6,875	1.146	F(0)	0.003	No	5,110	0.852	D	**18**	5,128	0.855	D	0.003	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**15**	4,662	0.583	C	0.002	No	5,129	0.641	C	**15**	5,144	0.643	C	0.002	No

Table 3.6-133: 2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**1**	12,401	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**2**	10,240	1.024	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**24**	7,407	0.617	C	0.002	No	8,927	0.744	C	**12**	8,939	0.745	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**56**	6,709	0.839	D	0.007	No	7,822	0.978	E	**28**	7,850	0.981	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**41**	5,774	0.962	E	0.007	No	5,820	0.970	E	**29**	5,849	0.975	E	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**85**	5,846	0.731	C	0.011	No	4,394	0.549	C	**20**	4,414	0.552	C	0.003	No

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Table 3.6-134: 2027 NEPA Baseline vs. 2027 Alternative 3 (Reduced Project: Four New Cranes) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (New Cranes)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**0**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**2**	12,438	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**8**	9,369	0.781	D	0.001	No	8,522	0.710	C	**8**	8,531	0.711	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**27**	9,885	1.236	F(0)	0.003	No	8,085	1.011	F(0)	**20**	8,105	1.013	F(0)	0.002	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**24**	7,071	1.178	F(0)	0.004	No	5,247	0.874	D	**20**	5,267	0.878	D	0.003	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**19**	4,864	0.608	C	0.002	No	4,239	0.530	B	**17**	4,256	0.532	B	0.002	No

Impact TRANS-5: Alternative 3 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance. Alternative 3 would result in less annual throughput than the proposed Project, and therefore, less daily train trips. Because the proposed Project would not result in a significant impact on grade crossing delays, neither would Alternative 3 under CEQA.

In addition, as with the proposed Project, Alternative 3 is not expected to result in significant secondary impacts (i.e., air, noise and public services) related to increased vehicular delay at at-grade crossings.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The Alameda Corridor eliminated all of the at-grade crossings in the proposed Project site vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's ELA yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographical limits from the Port of Los Angeles terminals. The USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR. Because potential vehicle delay impacts at at-grade crossings beyond these geographical limits fall outside of the Federal Scope of Analysis (see Section 2.7), no impact determination under NEPA is required.

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable

3.6.4.5.2.4 Alternative 4 – Reduced Project: No New Wharf

Under Alternative 4, six cranes would be added to the existing terminal wharf at Berths 302-305, and the 41-acre fill area adjacent to the APL Terminal would be developed as container yard backlands. EMS would relinquish the 30 acres of backlands under space assignment. EMS would not add the nine acres of land behind Berth 301 or the two acres at the main gate to its permit. Because no new wharf would be constructed at Berth 306, the 41-acre backland would be operated using traditional methods and would not be expected to transition to use of automated equipment. As the existing wharf would not be extended to create Berth 306, no dredging would occur.

Under Alternative 4, the total terminal acreage would be 302 acres, which is less than the proposed Project. Based on the throughput projections, TEU throughput would be less than the proposed Project, with an expected throughput of approximately 2.78 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, Alternative 4 would result in up to 9,401 peak daily truck trips (2,485,050 annual), and up to 2,563 annual one-way rail trip movements. Configuration of all other landside terminal components (i.e., Main Gate improvements) would be identical to the proposed Project.

Impact TRANS-1: Alternative 4 construction would not result in a short-term, temporary increase in truck and auto traffic.

The proposed construction schedule for Alternative 4 is identical to the schedule for the proposed Project as shown in Section 3.6.5.7.

CEQA Impact Determination

There would be increased traffic on the study area roadway system during construction of Alternative 4 associated with construction workers' vehicles and trucks delivering equipment to and removing material from the site. This increased traffic would span a period of two years for various on-site construction activities. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period.

Tables 3.6-135 and 3.6-136 show the anticipated intersection Levels of Service during construction under the NOP CEQA baseline and future CEQA baseline respectively. As shown in Tables 3.6-135 and 3.6-136, significant impacts would not occur under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-135: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf) Construction

#	Study Intersection	2008CEQA Baseline						Alternative 4 Reduced Project (No New Wharf) Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.455	A	0.394	A	0.466	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.201	A	0.336	A	0.350	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.473	A	0.383	B	0.648	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.242	A	0.153	A	0.392	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	A	0.598	C	0.732	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.311	A	0.398	A	0.436	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.184	A	0.270	A	0.339	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.533	A	0.431	A	0.584	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.425	A	0.426	A	0.480	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.597	A	0.533	B	0.694	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.409	A	0.426	A	0.463	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.453	A	0.570	B	0.632	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.427	A	0.287	A	0.261	0.000	0.000	0.013	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.138	A	0.234	A	0.418	0.000	0.000	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-136: Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction

#	Study Intersection	2012 CEQA Baseline						2012 Alternative 4 Reduced Project (No New Wharf) Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.465	A	0.358	A	0.460	A	0.465	A	0.358	A	0.460	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.294	A	0.306	A	0.236	A	0.294	A	0.336	0.000	0.000	0.030	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.471	A	0.379	B	0.660	A	0.471	A	0.379	B	0.692	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.211	A	0.344	A	0.251	A	0.211	A	0.344	A	0.314	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.594	C	0.756	A	0.444	A	0.594	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.309	A	0.391	A	0.433	A	0.309	A	0.391	A	0.451	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.192	A	0.280	A	0.343	A	0.192	A	0.280	A	0.350	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.612	A	0.550	B	0.683	B	0.612	A	0.550	B	0.683	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.442	B	0.646	A	0.547	A	0.442	B	0.649	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.655	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.606	A	0.583	C	0.730	B	0.606	A	0.583	C	0.730	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.411	A	0.405	A	0.464	A	0.411	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.472	A	0.598	B	0.698	A	0.472	A	0.598	B	0.698	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.287	A	0.354	A	0.289	A	0.287	A	0.354	A	0.289	0.000	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.327	A	0.505	A	0.435	A	0.327	A	0.505	A	0.529	0.000	0.000	0.094	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

NEPA Impact Determination

The same construction-related impact described for Alternative 4 in Section 3.6.4.4 above would apply under NEPA. There would be increased travel on the study area roadway system during construction of Alternative 4 associated with construction workers' vehicles and trucks delivering equipment to the site. The increased traffic would span a period of approximately two years. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Table 3.6-137 shows the anticipated intersection LOS during construction). However, as can be seen in Table 3.6-137, significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-137: Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction

#	Study Intersection	2012 NEPA Baseline						2012 Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.474	A	0.367	A	0.469	A	0.474	A	0.367	A	0.469	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.291	A	0.315	A	0.236	A	0.291	A	0.344	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.478	A	0.356	B	0.665	A	0.478	A	0.386	B	0.697	0.000	0.030	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.212	A	0.291	A	0.256	A	0.212	A	0.344	A	0.319	0.000	0.053	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.597	C	0.756	A	0.444	A	0.597	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.315	A	0.396	A	0.436	A	0.315	A	0.396	A	0.455	0.000	0.000	0.019	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.197	A	0.283	A	0.345	A	0.197	A	0.283	A	0.352	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.615	A	0.480	B	0.687	B	0.615	A	0.553	B	0.687	0.000	0.073	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.393	B	0.646	A	0.547	A	0.443	B	0.649	0.000	0.050	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.636	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.019	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.607	A	0.557	C	0.731	B	0.607	A	0.584	C	0.731	0.000	0.027	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.413	A	0.405	A	0.464	A	0.413	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.478	A	0.569	C	0.703	A	0.478	B	0.604	C	0.703	0.000	0.035	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.291	A	0.502	A	0.293	A	0.291	A	0.354	A	0.293	0.000	-0.148	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.375	A	0.232	A	0.469	A	0.375	A	0.551	A	0.564	0.000	0.319	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Impact TRANS-2: Long-term vehicular traffic associated with Alternative 4 may significantly impact a study location volume/capacity ratios or level of service.

CEQA Impact Determination

Traffic conditions with Alternative 4 were estimated by adding traffic resulting from the expanded container terminal.

Table 3.6-138: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	Reduced Project (No New Wharf) Alternative			
		2015	2020	2025	2027
Annual TEUs	1,128,080	2,263,000	2,479,667	2,696,333	2,783,000
Monthly TEUs	127,626	205,933	225,650	245,366	253,253
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	46	73	255	266
Project Added Truck Trips	-----	345	445	544	565
Project Added Total Trips	-----	391	518	799	831
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	22	34	46	50
Project Added Truck Trips	-----	343	435	523	541
Project Added Total Trips	-----	365	469	569	591
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	53	82	111	122
Project Added Truck Trips	-----	238	297	356	395
Project Added Total Trips	-----	291	379	467	517

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

The net increase in truck trip generation includes the increased percent of cargo moved via the expanded on-dock rail facilities, as noted. A railyard capacity analysis was conducted for the expanded terminal to ensure that the proposed new railyard could accommodate the projected on-dock container volumes. Alternative 4 trip generation estimates are summarized in Table 3.6-138.

Appendix H1 contains all of the CEQA baseline, NEPA baseline and future with-Project traffic forecasts and LOS calculation worksheets. Figure 3.6-5 illustrates the assumed trip distribution percentages of Alternative 4 traffic. Trip distribution was based on data from the Port Travel Demand Model, which is based on truck driver origin/destination surveys (actual surveys of truck drivers at the gates), as well as from Longshore Worker place of residence data.

Table 3.6-139 summarizes the CEQA baseline and with-Project intersection operating conditions. The CEQA baseline and CEQA baseline Plus Alternative 4 intersection operating conditions were compared to determine the Alternative 4 impacts, and then the impacts were assessed using the significance criteria described in Section 3.6.4.3.

Based on the results of the traffic study as presented in Table 3.6-139 and worksheets set forth in Appendix H1, Alternative 4 would not result in significant circulation system impacts at a study intersection relative to NOP CEQA baseline conditions.

Based on the results of the traffic study as presented in Tables 3.6-140 to 3.6-143 and the worksheets set forth in Appendix H1, the proposed Project would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study location:

- Navy Way and Reeves Avenue – 2025 (mid-day peak hour), 2027 (mid-day peak hour)

Mitigation Measures

Mitigation measure TRANS-1 would be implemented. Tables 3.6-144 and 3.6-145 summarize the future CEQA baseline and proposed Project intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2025 and 2027 scenarios, respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-139: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2008 CEQA Baseline						Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.513	A	0.431	A	0.494	0.058	0.037	0.028	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.239	A	0.376	A	0.355	0.038	0.040	0.034	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.498	A	0.402	B	0.638	0.025	0.019	0.022	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.271	A	0.161	A	0.358	0.029	0.008	0.029	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	B	0.606	C	0.732	0.000	0.008	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.344	A	0.414	A	0.434	0.033	0.016	0.016	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.206	A	0.279	A	0.340	0.022	0.009	0.008	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.542	A	0.438	A	0.589	0.009	0.007	0.005	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.440	A	0.439	A	0.487	0.015	0.013	0.010	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	B	0.601	A	0.537	B	0.697	0.004	0.004	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.418	A	0.426	A	0.463	0.009	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.480	A	0.589	B	0.647	0.027	0.019	0.015	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.444	A	0.304	A	0.272	0.017	0.017	0.024	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.288	A	0.331	A	0.410	0.150	0.097	0.087	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-140: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2015 CEQA Baseline						2015 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.482	A	0.378	A	0.473	0.019	0.019	0.019	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.300	A	0.229	A	0.292	A	0.317	0.013	0.015	0.017	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.447	A	0.322	B	0.653	0.028	0.014	0.011	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.135	A	0.277	A	0.230	0.012	0.010	0.012	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.429	A	0.518	C	0.714	0.003	0.007	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.264	A	0.358	A	0.365	0.011	0.009	0.007	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.095	A	0.172	A	0.230	0.008	0.007	0.003	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.486	A	0.460	B	0.604	0.004	0.003	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.433	A	0.335	A	0.581	0.007	0.007	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.600	A	0.557	C	0.728	B	0.603	A	0.560	C	0.731	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.450	A	0.518	A	0.466	A	0.450	A	0.522	0.004	0.000	0.004	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.485	A	0.576	C	0.702	0.011	0.011	0.009	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.304	A	0.318	A	0.232	0.020	0.000	0.011	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.540	A	0.431	B	0.627	B	0.631	A	0.504	0.029	0.091	0.073	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-141: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2020 CEQA Baseline						2020 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.549	A	0.400	A	0.486	0.024	0.030	0.025	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.349	A	0.413	A	0.391	0.037	0.033	0.022	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.135	A	0.291	A	0.191	0.003	0.016	0.016	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.516	A	0.556	C	0.781	0.004	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.358	A	0.304	A	0.380	0.002	0.004	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.390	A	0.374	A	0.508	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.254	A	0.336	A	0.426	0.007	0.004	0.009	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.669	A	0.582	C	0.760	0.004	0.004	0.004	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.501	A	0.475	A	0.573	0.004	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	A	0.599	B	0.635	C	0.771	0.016	0.015	0.010	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.282	A	0.295	A	0.233	0.004	0.006	0.010	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.587	B	0.687	A	0.531	0.029	0.120	0.097	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-142: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alterative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2025 CEQA Baseline						2025 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.563	A	0.424	A	0.484	0.029	0.029	0.030	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.374	A	0.448	A	0.393	0.059	0.040	0.028	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.407	A	0.577	A	0.519	0.058	0.019	0.023	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.526	A	0.581	C	0.779	0.010	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.342	A	0.298	A	0.347	0.002	0.003	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.172	A	0.167	A	0.248	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.391	A	0.391	A	0.513	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.274	A	0.404	A	0.417	0.008	0.007	0.009	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.670	B	0.634	C	0.755	0.005	0.009	0.006	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.520	A	0.518	A	0.579	0.007	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.632	B	0.644	C	0.778	0.019	0.019	0.013	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.640	C	0.767	A	0.393	0.158	0.004	0.009	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	B	0.623	C	0.744	A	0.576	0.073	0.127	0.120	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-143: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2027 CEQA Baseline						2027 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.579	A	0.453	A	0.495	0.031	0.031	0.031	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.379	A	0.449	A	0.403	0.061	0.040	0.031	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.432	B	0.654	A	0.549	0.060	0.019	0.024	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.567	B	0.603	D	0.872	0.011	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.380	A	0.298	A	0.371	0.002	0.003	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.202	A	0.167	A	0.288	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.406	A	0.410	A	0.533	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.282	A	0.418	A	0.425	0.008	0.007	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.683	B	0.657	C	0.770	0.005	0.009	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.532	A	0.532	A	0.591	0.008	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.649	B	0.654	C	0.793	0.019	0.019	0.014	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.665	C	0.788	A	0.430	0.174	0.004	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	B	0.687	C	0.765	B	0.601	0.033	0.129	0.131	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-144: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.493	B	0.601	A	0.468	-0.057	-0.016	0.012	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-145: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) With Mitigation

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	A	0.553	B	0.616	A	0.501	-0.101	-0.020	0.031	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

NEPA Impact Determination

Traffic conditions with Alternative 4 for the years 2015, 2020, 2025 and 2027 were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the NEPA baseline. The evaluation assumptions described in Section 3.6.4.4.2.3 under TRANS-2 would apply.

Table 3.6-146 summarizes the TEU throughput for the NEPA baseline and Alternative 4 and also the assumed operating parameters that were used to develop the trip generation forecasts. Tables 3.6-147 through 3.6-150 summarize the NEPA baseline and Alternative 4 intersection operating conditions at each study intersection for the 2015, 2020, 2025 and 2027 scenarios, respectively.

Table 3.6-146: Trip Generation Analysis Assumptions and Input Data for Berths 302- 306

Berths 302-306	NEPA Baseline				Reduced Project (No New Wharf) Alternative			
	2015	2020	2025	2027	2015	2020	2025	2027
Annual TEUs	1,948,201	2,033,536	2,118,871	2,153,000	2,263,000	2,479,667	2,696,333	2,783,000
Monthly TEUs	177,286	185,052	192,817	195,923	205,933	225,650	245,366	253,253
Trip Generation Results – AM Peak								
Auto Trips	-----	-----	-----	-----	41	63	240	250
Truck PCE Trips	-----	-----	-----	-----	141	206	263	267
Total PCE Trips	-----	-----	-----	-----	182	269	503	517
Trip Generation Results – Mid-Day Peak								
Auto Trips	-----	-----	-----	-----	19	29	39	43
Truck PCE Trips	-----	-----	-----	-----	148	197	250	261
Total PCE Trips	-----	-----	-----	-----	167	226	289	304
Trip Generation Results – PM Peak								
Auto Trips	-----	-----	-----	-----	42	63	83	92
Truck PCE Trips	-----	-----	-----	-----	85	121	157	186
Total PCE Trips	-----	-----	-----	-----	127	184	240	278

Note: The trips generated for the Reduced Project (No New Wharf) Alternative represent incremental increases relative to the NEPA baseline.

Alternative 4 measured against the NEPA baseline would result in significant impacts based on the City of Los Angeles impact criteria. One intersection would be significantly impacted based on comparison to the NEPA baseline, as follows:

- Navy Way and Reeves Avenue – 2025 (mid-day peak hour), and 2027 (mid-day peak hour)

Therefore, the Alternative 4 would result in a significant traffic impact under NEPA.

Mitigation Measures

Mitigation measure **MM TRA-1** would be implemented. Table 3.6-151 summarizes the NEPA baseline and Alternative 4 intersection operating conditions with mitigation measure at the significantly impacted study intersection for the 2027 scenario.

Residual Impacts

Impacts would be less than significant.

Table 3.6-147: Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2015 NEPA Baseline						2015 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.473	A	0.369	A	0.464	A	0.482	A	0.378	A	0.473	0.009	0.009	0.009	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.217	A	0.280	A	0.310	A	0.229	A	0.292	A	0.317	0.012	0.012	0.007	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.433	A	0.315	B	0.647	A	0.447	A	0.322	B	0.653	0.014	0.007	0.006	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.125	A	0.272	A	0.223	A	0.135	A	0.277	A	0.230	0.010	0.005	0.007	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.514	C	0.714	A	0.429	A	0.518	C	0.714	0.003	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.258	A	0.355	A	0.362	A	0.264	A	0.358	A	0.365	0.006	0.003	0.003	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.092	A	0.168	A	0.228	A	0.095	A	0.172	A	0.230	0.003	0.004	0.002	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.486	A	0.460	B	0.604	A	0.486	A	0.460	B	0.604	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.433	A	0.334	A	0.581	A	0.433	A	0.335	A	0.581	0.000	0.001	0.000	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.602	A	0.559	C	0.730	B	0.603	A	0.560	C	0.731	0.001	0.001	0.001	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.464	A	0.450	A	0.520	A	0.466	A	0.450	A	0.522	0.002	0.000	0.002	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.479	A	0.572	B	0.697	A	0.485	A	0.576	C	0.702	0.006	0.004	0.005	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.304	A	0.318	A	0.225	A	0.304	A	0.318	A	0.232	0.000	0.000	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.613	A	0.591	A	0.471	B	0.627	B	0.631	A	0.504	0.014	0.040	0.033	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-148: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2020 NEPA Baseline						2020 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.537	A	0.386	A	0.473	A	0.549	A	0.400	A	0.486	0.012	0.014	0.013	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.331	A	0.397	A	0.381	A	0.349	A	0.413	A	0.391	0.018	0.016	0.010	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.281	A	0.181	A	0.135	A	0.291	A	0.191	0.003	0.010	0.010	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.514	A	0.554	C	0.781	A	0.516	A	0.556	C	0.781	0.002	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.302	A	0.369	A	0.358	A	0.304	A	0.380	0.002	0.002	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.387	A	0.370	A	0.505	A	0.390	A	0.374	A	0.508	0.003	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.251	A	0.335	A	0.422	A	0.254	A	0.336	A	0.426	0.003	0.001	0.004	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	A	0.580	C	0.758	B	0.669	A	0.582	C	0.760	0.002	0.002	0.002	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.499	A	0.475	A	0.573	A	0.501	A	0.475	A	0.573	0.002	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.591	B	0.628	C	0.766	A	0.599	B	0.635	C	0.771	0.008	0.007	0.005	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.282	A	0.293	A	0.226	A	0.282	A	0.295	A	0.233	0.000	0.002	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	A	0.587	B	0.687	A	0.531	0.011	0.056	0.050	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

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Table 3.6-149: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2025 NEPA Baseline						2025 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.409	A	0.468	A	0.563	A	0.424	A	0.484	0.015	0.015	0.016	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.338	A	0.428	A	0.379	A	0.374	A	0.448	A	0.393	0.036	0.020	0.014	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.360	A	0.567	A	0.504	A	0.407	A	0.577	A	0.519	0.047	0.010	0.015	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.518	A	0.580	C	0.779	A	0.526	A	0.581	C	0.779	0.008	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.296	A	0.345	A	0.342	A	0.298	A	0.347	0.002	0.002	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.172	A	0.167	A	0.248	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.388	A	0.388	A	0.509	A	0.391	A	0.391	A	0.513	0.003	0.003	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.270	A	0.401	A	0.412	A	0.274	A	0.404	A	0.417	0.004	0.003	0.005	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	B	0.629	C	0.752	B	0.670	B	0.634	C	0.755	0.003	0.005	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.516	A	0.518	A	0.579	A	0.520	A	0.518	A	0.579	0.004	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.622	B	0.635	C	0.771	B	0.632	B	0.644	C	0.778	0.010	0.009	0.007	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.637	C	0.767	A	0.384	B	0.640	C	0.767	A	0.393	0.003	0.000	0.009	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	B	0.623	C	0.744	A	0.576	0.058	0.062	0.065	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-150: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf)

#	Study Intersection	2027 NEPA Baseline						2027 Reduced Project (No New Wharf)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.562	A	0.436	A	0.478	A	0.579	A	0.453	A	0.495	0.017	0.017	0.017	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.342	A	0.430	A	0.386	A	0.379	A	0.449	A	0.403	0.037	0.019	0.017	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.382	B	0.644	A	0.532	A	0.432	B	0.654	A	0.549	0.050	0.010	0.017	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.558	B	0.602	D	0.872	A	0.567	B	0.603	D	0.872	0.009	0.001	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.296	A	0.369	A	0.380	A	0.298	A	0.371	0.002	0.002	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.202	A	0.167	A	0.288	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.403	A	0.406	A	0.529	A	0.406	A	0.410	A	0.533	0.003	0.004	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.278	A	0.415	A	0.418	A	0.282	A	0.418	A	0.425	0.004	0.003	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.680	B	0.652	C	0.767	B	0.683	B	0.657	C	0.770	0.003	0.005	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.528	A	0.532	A	0.591	A	0.532	A	0.532	A	0.591	0.004	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.641	B	0.644	C	0.785	B	0.649	B	0.654	C	0.793	0.008	0.010	0.008	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.661	C	0.788	A	0.430	B	0.665	C	0.788	A	0.430	0.004	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	B	0.687	C	0.765	B	0.601	0.019	0.064	0.078	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-151: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) With Mitigation

#	Study Intersection	2027 NEPA Baseline						2027 Reduced Project (No New Wharf)						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	A	0.553	B	0.616	A	0.501	-0.115	-0.085	-0.022	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Impact TRANS-3: An increase in on-site employees due to Alternative 4 operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

Although Alternative 4 would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that Alternative 4 workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding Alternative 4, none of the existing routes stop within one mile of the terminal site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 4 would result in a higher employment level compared to the NEPA baseline due to construction activities and increased throughput operations, but as discussed above, the increase in work-related trips using public transit would be negligible. Less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-4: Alternative 4 operations would not result in increases considered significant related to freeway congestion.

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

Alternative 4 would result in additional truck trips on the surrounding freeway system. Tables 3.6-152 and 3.6-163 summarize the change to freeway monitoring locations due to Alternative 4.

The results of the analysis indicate that Alternative 4 would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which results in LOS F under the NOP CEQA baseline and future CEQA baseline; therefore, no further freeway system analysis is required at those locations. Consequently, traffic impacts on the freeway system would be less than significant under CEQA.

Table 3.6-152: NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			CEQA Baseline			Project Added Trips	Reduced Project (No New Wharf)			Change in D/C	Sig Imp	CEQA Baseline			Project Added Trips	Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**2**	11,549	1.155	F(0)	0.000	No	9,398	0.940	E	**6**	9,405	0.940	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**47**	7,188	0.599	C	0.004	No	8,559	0.713	C	**34**	8,593	0.716	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**137**	6,640	0.830	D	0.017	No	7,797	0.975	E	**79**	7,876	0.985	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**114**	5,644	0.941	E	0.019	No	5,783	0.964	E	**83**	5,866	0.978	E	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**134**	4,536	0.567	C	0.017	No	3,244	0.406	B	**57**	3,301	0.413	B	0.007	No

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Table 3.6-153: NOP CEQA Baseline vs. Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			CEQA Baseline			Project Added Trips	Reduced Project (No New Wharf)			Change in D/C	Sig Imp	CEQA Baseline			Project Added Trips	Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**1**	9,059	0.906	D	0.000	No	11,130	1.113	F(0)	**5**	11,135	1.113	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**23**	8,388	0.699	C	0.002	No	7,335	0.611	C	**28**	7,363	0.614	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**79**	7,917	0.990	E	0.010	No	6,462	0.808	D	**64**	6,526	0.816	D	0.008	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**70**	5,312	0.885	D	0.012	No	3,946	0.658	C	**67**	4,013	0.669	C	0.011	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**54**	3,017	0.377	B	0.007	No	4,239	0.530	B	**55**	4,294	0.537	B	0.007	No

Table 3.6-154: Future 2012 CEQA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – AM Pe ak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,727	1.173	F(0)	0.000	No	9,575	0.957	E	**2**	9,577	0.958	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**11**	7,203	0.600	C	0.001	No	8,636	0.720	C	**10**	8,646	0.721	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**40**	6,574	0.822	D	0.005	No	7,802	0.975	E	**22**	7,824	0.978	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**37**	5,609	0.935	E	0.006	No	5,791	0.965	E	**23**	5,814	0.969	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**20**	4,707	0.588	C	0.002	No	3,486	0.436	B	**12**	3,499	0.437	B	0.002	No

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Table 3.6-155: Future 2012 CEQA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**2**	11,407	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**33**	8,608	0.717	C	0.003	No	7,585	0.632	C	**10**	7,595	0.633	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**62**	8,325	1.041	F(0)	0.008	No	6,804	0.850	D	**22**	6,826	0.853	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**37**	5,659	0.943	E	0.006	No	4,220	0.703	C	**23**	4,243	0.707	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**138**	3,497	0.437	B	0.017	No	4,448	0.556	C	**13**	4,461	0.558	C	0.002	No

Table 3.6-156: Future 2015 CEQA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**1**	11,862	1.186	F(0)	0.000	No	9,707	0.971	E	**4**	9,711	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**21**	7,251	0.604	C	0.002	No	8,694	0.725	C	**20**	8,714	0.726	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**75**	6,633	0.829	D	0.009	No	7,806	0.976	E	**45**	7,852	0.981	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**68**	5,672	0.945	E	0.011	No	5,797	0.966	E	**48**	5,844	0.974	E	0.008	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**44**	4,947	0.618	C	0.006	No	3,668	0.458	B	**31**	3,698	0.462	B	0.004	No

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Table 3.6-157: Future 2015 CEQA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**3**	11,614	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**13**	8,745	0.729	C	0.001	No	7,772	0.648	C	**17**	7,789	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**44**	8,626	1.078	F(0)	0.006	No	7,060	0.883	D	**39**	7,099	0.887	D	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**40**	5,946	0.991	E	0.007	No	4,425	0.738	C	**41**	4,466	0.744	C	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**29**	3,685	0.461	B	0.004	No	4,605	0.576	C	**30**	4,635	0.579	C	0.004	No

Table 3.6-158: Future 2020 CEQA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**1**	12,086	1.209	F(0)	0.000	No	9,929	0.993	E	**5**	9,933	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**27**	7,322	0.610	C	0.002	No	8,791	0.733	C	**26**	8,817	0.735	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**97**	6,695	0.837	D	0.012	No	7,813	0.977	E	**60**	7,873	0.984	E	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**87**	5,745	0.958	E	0.014	No	5,807	0.968	E	**62**	5,869	0.978	E	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**59**	5,319	0.665	C	0.007	No	3,970	0.496	B	**42**	4,012	0.501	B	0.005	No

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Table 3.6-159: Future 2020 CEQA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**4**	11,959	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**17**	9,010	0.751	C	0.001	No	8,085	0.674	C	**21**	8,106	0.676	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**56**	9,170	1.146	F(0)	0.007	No	7,487	0.936	E	**49**	7,537	0.942	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**50**	6,432	1.072	F(0)	0.008	No	4,768	0.795	D	**51**	4,819	0.803	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**38**	4,189	0.524	B	0.005	No	4,867	0.608	C	**40**	4,907	0.613	C	0.005	No

Table 3.6-160: Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**2**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**6**	10,156	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**46**	7,404	0.617	C	0.004	No	8,888	0.741	C	**32**	8,920	0.743	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**135**	6,773	0.847	D	0.017	No	7,820	0.977	E	**74**	7,894	0.987	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**113**	5,825	0.971	E	0.019	No	5,816	0.969	E	**77**	5,894	0.982	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**130**	5,748	0.718	C	0.016	No	4,273	0.534	B	**53**	4,325	0.541	C	0.007	No

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Table 3.6-161: Future 2025 CEQA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**5**	12,303	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**20**	9,276	0.773	D	0.002	No	8,397	0.700	C	**26**	8,423	0.702	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**69**	9,713	1.214	F(0)	0.009	No	7,914	0.989	E	**60**	7,974	0.997	E	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**61**	6,917	1.153	F(0)	0.010	No	5,110	0.852	D	**62**	5,172	0.862	D	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**48**	4,694	0.587	C	0.006	No	5,129	0.641	C	**51**	5,179	0.647	C	0.006	No

Table 3.6-162: Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**2**	12,401	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**6**	10,244	1.024	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**47**	7,430	0.619	C	0.004	No	8,927	0.744	C	**34**	8,961	0.747	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**137**	6,791	0.849	D	0.017	No	7,822	0.978	E	**79**	7,901	0.988	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**114**	5,848	0.975	E	0.019	No	5,820	0.970	E	**83**	5,903	0.984	E	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**134**	5,894	0.737	C	0.017	No	4,394	0.549	C	**57**	4,450	0.556	C	0.007	No

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Table 3.6-163: Future 2027 CEQA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**5**	12,441	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**23**	9,384	0.782	D	0.002	No	8,522	0.710	C	**28**	8,550	0.712	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**79**	9,936	1.242	F(0)	0.010	No	8,085	1.011	F(0)	**64**	8,150	1.019	F(0)	0.008	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**70**	7,116	1.186	F(0)	0.012	No	5,247	0.874	D	**67**	5,313	0.886	D	0.011	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**54**	4,899	0.612	C	0.007	No	4,239	0.530	B	**55**	4,294	0.537	B	0.007	No

NEPA Impact Determination

Alternative 4 would result in additional truck trips on the surrounding freeway system. Tables 3.6-164 through 3.6-173 summarize the change to freeway monitoring locations due to Alternative 4 for years 2012, 2015, 2020, 2025 and 2027.

The results of the analysis indicate that Alternative 4 would not cause an increase of 0.02 or more in the demand-to-capacity ratio at any of the CMP freeway monitoring locations and/or freeway analysis links which results in LOS F; during any of the analysis years; therefore, no further freeway system analysis is required at those locations.

Consequently, traffic impacts on the freeway system would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-164: 2012 NEPA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,726	1.173	F(0)	0.000	No	9,575	0.957	E	**0**	9,575	0.957	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**0**	7,192	0.599	C	0.000	No	8,636	0.720	C	**0**	8,636	0.720	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**0**	6,535	0.817	D	0.000	No	7,802	0.975	E	**0**	7,802	0.975	E	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**0**	5,572	0.929	D	0.000	No	5,791	0.965	E	**0**	5,791	0.965	E	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**0**	4,688	0.586	C	0.000	No	3,486	0.436	B	**0**	3,486	0.436	B	0.000	No

Table 3.6-165: 2012 NEPA Baseline vs. 2012 Alternative 4 (Reduced Project: No New Wharf) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No New Wharf) Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**0**	11,405	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**26**	8,601	0.717	C	0.002	No	7,585	0.632	C	**0**	7,585	0.632	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**37**	8,300	1.037	F(0)	0.005	No	6,804	0.850	D	**0**	6,804	0.850	D	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**15**	5,637	0.939	E	0.002	No	4,220	0.703	C	**0**	4,220	0.703	C	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**125**	3,484	0.436	B	0.016	No	4,448	0.556	C	**0**	4,448	0.556	C	0.000	No

Table 3.6-166: 2015 NEPA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**0**	11,861	1.186	F(0)	0.000	No	9,707	0.971	E	**2**	9,709	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**9**	7,240	0.603	C	0.001	No	8,694	0.725	C	**9**	8,703	0.725	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**30**	6,589	0.824	D	0.004	No	7,806	0.976	E	**21**	7,827	0.978	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**27**	5,631	0.939	E	0.004	No	5,797	0.966	E	**22**	5,818	0.970	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**22**	4,924	0.616	C	0.003	No	3,668	0.458	B	**17**	3,684	0.461	B	0.002	No

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Table 3.6-167: 2015 NEPA Baseline vs. 2015 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**1**	11,612	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**5**	8,737	0.728	C	0.000	No	7,772	0.648	C	**6**	7,779	0.648	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**17**	8,599	1.075	F(0)	0.002	No	7,060	0.883	D	**15**	7,075	0.884	D	0.002	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**15**	5,922	0.987	E	0.002	No	4,425	0.738	C	**15**	4,441	0.740	C	0.003	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**14**	3,670	0.459	B	0.002	No	4,605	0.576	C	**15**	4,620	0.578	C	0.002	No

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Table 3.6-168: 2020 NEPA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Fwy Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**1**	12,086	1.209	F(0)	0.000	No	9,929	0.993	E	**2**	9,931	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**14**	7,308	0.609	C	0.001	No	8,791	0.733	C	**13**	8,804	0.734	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**46**	6,644	0.830	D	0.006	No	7,813	0.977	E	**30**	7,843	0.980	E	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**40**	5,698	0.950	E	0.007	No	5,807	0.968	E	**31**	5,838	0.973	E	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**33**	5,293	0.662	C	0.004	No	3,970	0.496	B	**24**	3,995	0.499	B	0.003	No

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Table 3.6-169: 2020 NEPA Baseline vs. 2020 Alternative 4 (Reduced Project: No New Wharf) Fwy Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**0**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**2**	11,957	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**8**	9,002	0.750	C	0.001	No	8,085	0.674	C	**9**	8,094	0.674	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**25**	9,138	1.142	F(0)	0.003	No	7,487	0.936	E	**21**	7,509	0.939	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**21**	6,403	1.067	F(0)	0.004	No	4,768	0.795	D	**22**	4,790	0.798	D	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**21**	4,172	0.522	B	0.003	No	4,867	0.608	C	**21**	4,888	0.611	C	0.003	No

2

Table 3.6-170: 2025 NEPA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**1**	12,311	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**3**	10,153	1.015	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**29**	7,387	0.616	C	0.002	No	8,888	0.741	C	**17**	8,905	0.742	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**74**	6,712	0.839	D	0.009	No	7,820	0.977	E	**39**	7,858	0.982	E	0.005	No
#5 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**57**	5,769	0.962	E	0.010	No	5,816	0.969	E	**40**	5,857	0.976	E	0.007	No
#11 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**98**	5,715	0.714	C	0.012	No	4,273	0.534	B	**32**	4,305	0.538	B	0.004	No

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Table 3.6-171: 2025 NEPA Baseline vs. 2025 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**0**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**2**	12,301	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**11**	9,266	0.772	D	0.001	No	8,397	0.700	C	**12**	8,409	0.701	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**33**	9,678	1.210	F(0)	0.004	No	7,914	0.989	E	**28**	7,942	0.993	E	0.003	No
#5 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**28**	6,885	1.147	F(0)	0.005	No	5,110	0.852	D	**28**	5,138	0.856	D	0.005	No
#11 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**28**	4,675	0.584	C	0.004	No	5,129	0.641	C	**28**	5,156	0.645	C	0.003	No

2

Table 3.6-172: 2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**1**	12,401	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**3**	10,241	1.024	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**29**	7,413	0.618	C	0.002	No	8,927	0.744	C	**18**	8,945	0.745	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**73**	6,726	0.841	D	0.009	No	7,822	0.978	E	**42**	7,864	0.983	E	0.005	No
#5 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**56**	5,789	0.965	E	0.009	No	5,820	0.970	E	**43**	5,864	0.977	E	0.007	No
#11 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**99**	5,860	0.732	C	0.012	No	4,394	0.549	C	**35**	4,429	0.554	C	0.004	No

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Table 3.6-173: 2027 NEPA Baseline vs. 2027 Alternative 4 (Reduced Project: No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No New Wharf)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**0**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**2**	12,438	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**13**	9,374	0.781	D	0.001	No	8,522	0.710	C	**13**	8,535	0.711	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**41**	9,898	1.237	F(0)	0.005	No	8,085	1.011	F(0)	**30**	8,116	1.014	F(0)	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**35**	7,082	1.180	F(0)	0.006	No	5,247	0.874	D	**31**	5,278	0.880	D	0.005	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**33**	4,878	0.610	C	0.004	No	4,239	0.530	B	**30**	4,269	0.534	B	0.004	No

Impact TRANS-5: Alternative 4 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance. Alternative 4 would result in less annual throughput than the proposed Project, and therefore, less daily train trips. Because the proposed Project would not result in a significant impact on grade crossing delays, neither would Alternative 4.

In addition, as with the proposed Project, Alternative 4 is not expected to result in significant secondary impacts (i.e., air, noise and public services) related to increased vehicular delay at at-grade crossings.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The Alameda Corridor eliminated all of the at-grade crossings in the proposed Project site vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's ELA yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographical limits from the Port of Los Angeles terminals. The USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR. Because potential vehicle delay impacts at at-grade crossings beyond these geographical limits fall outside of the Federal Scope of Analysis (see Section 2.7), no impact determination under NEPA is required.

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

3.6.4.5.2.5 Alternative 5 – Reduced Project: No Space Assignment

Alternative 5 would improve the existing terminal, construct a new wharf (1,250 ft) creating Berth 306, add 12 new cranes to Berths 302-306, add 56 acres for backlands, wharfs, and gates improvements, construct electrification infrastructure in the backlands behind Berths 305-306, and relinquish the 30 acres currently on space assignment. This alternative would be the same as the proposed Project, except that EMS would relinquish the 30 acres of backlands under space assignment. As with the proposed Project, the 41-acre backlands and Berth 306 under Alterative 5 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along the new wharf at Berth 306 (approximately 20,000 cy) would occur, with the dredged material beneficially reused, and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

Under Alternative 5, the total gross terminal acreage would be 317 acres, which is less than the proposed Project. TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, this alternative would result in up to 11,361 peak daily truck trips (3,003,157 annual) including drayage, and up to 2,953 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Impact TRANS-1: Alternative 5 construction would not result in a short-term, temporary increase in truck and auto traffic.

The proposed construction schedule for Alternative 5 is identical to the schedule for the proposed Project as shown in Section 3.6.5.7.

CEQA Impact Determination

There would be increased traffic on the study area roadway system during construction of Alternative 5 because the construction activities would generate vehicular traffic associated with construction workers' vehicles and trucks delivering equipment to and removing material from the site. This increased traffic would span a period of two years for various on-site construction activities. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Tables 3.6-174 and 3.6-175 show the anticipated intersection LOS during construction). However, as can be seen in Tables 3.6-174(NOP CEQA baseline comparison) and 3.6-175 (future CEQA baseline comparison), significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-174: Intersection Level of Service Analysis –NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment) Construction

#	Study Intersection	2008 CEQA Baseline						Alternative 5 (No Space Assignment) Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.455	A	0.394	A	0.466	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.201	A	0.336	A	0.350	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.473	A	0.383	B	0.648	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.242	A	0.153	A	0.392	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	A	0.598	C	0.732	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.311	A	0.398	A	0.436	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.184	A	0.270	A	0.339	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.533	A	0.431	A	0.584	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.425	A	0.426	A	0.480	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.597	A	0.533	B	0.694	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.409	A	0.426	A	0.463	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.453	A	0.570	B	0.632	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.427	A	0.287	A	0.261	0.000	0.000	0.013	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.138	A	0.234	A	0.418	0.000	0.000	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-175: Intersection Level of Service Analysis – Future 2012 CEQA Baseline vs. 2012 Reduced Project (No Space Assignment) Construction

#	Study Intersection	2012 CEQA Baseline						2012 Alternative 5 Reduced Project (No Space Assignment) Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.465	A	0.358	A	0.460	A	0.465	A	0.358	A	0.460	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.294	A	0.306	A	0.236	A	0.294	A	0.336	0.000	0.000	0.030	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.471	A	0.379	B	0.660	A	0.471	A	0.379	B	0.692	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.211	A	0.344	A	0.251	A	0.211	A	0.344	A	0.314	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.594	C	0.756	A	0.444	A	0.594	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.309	A	0.391	A	0.433	A	0.309	A	0.391	A	0.451	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.192	A	0.280	A	0.343	A	0.192	A	0.280	A	0.350	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.612	A	0.550	B	0.683	B	0.612	A	0.550	B	0.683	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.442	B	0.646	A	0.547	A	0.442	B	0.649	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.655	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.606	A	0.583	C	0.730	B	0.606	A	0.583	C	0.730	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.411	A	0.405	A	0.464	A	0.411	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.472	A	0.598	B	0.698	A	0.472	A	0.598	B	0.698	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.287	A	0.354	A	0.289	A	0.287	A	0.354	A	0.289	0.000	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.327	A	0.505	A	0.435	A	0.327	A	0.505	A	0.529	0.000	0.000	0.094	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

NEPA Impact Determination

The same construction-related impact described for Alternative 5 in Section 3.6.4.4 above would apply under NEPA. There would be increased travel on the study area roadway system during construction of Alternative 5 associated with construction workers' vehicles and trucks delivering equipment to the site. The increased traffic would span a period of approximately two years. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Table 3.6-176 shows the anticipated intersection Levels of Service during construction). However, as can be seen in Table 3.6-176, significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-176: Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 5 (Reduced Project: No Space Assignment) Construction

#	Study Intersection	2012 NEPA Baseline						2012 Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.474	A	0.367	A	0.469	A	0.474	A	0.367	A	0.469	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.291	A	0.315	A	0.236	A	0.291	A	0.344	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.478	A	0.356	B	0.665	A	0.478	A	0.386	B	0.697	0.000	0.030	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.212	A	0.291	A	0.256	A	0.212	A	0.344	A	0.319	0.000	0.053	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.597	C	0.756	A	0.444	A	0.597	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.315	A	0.396	A	0.436	A	0.315	A	0.396	A	0.455	0.000	0.000	0.019	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.197	A	0.283	A	0.345	A	0.197	A	0.283	A	0.352	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.615	A	0.480	B	0.687	B	0.615	A	0.553	B	0.687	0.000	0.073	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.393	B	0.646	A	0.547	A	0.443	B	0.649	0.000	0.050	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.636	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.019	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.607	A	0.557	C	0.731	B	0.607	A	0.584	C	0.731	0.000	0.027	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.413	A	0.405	A	0.464	A	0.413	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.478	A	0.569	C	0.703	A	0.478	B	0.604	C	0.703	0.000	0.035	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.291	A	0.502	A	0.293	A	0.291	A	0.354	A	0.293	0.000	-0.148	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.375	A	0.232	A	0.469	A	0.375	A	0.551	A	0.564	0.000	0.319	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Impact TRANS-2: Long-term vehicular traffic associated with Alternative 5 may significantly impact a study location volume/capacity ratios or level of service.

CEQA Impact Determination

Traffic conditions with Alternative 5 were estimated by adding traffic resulting from the expanded container terminal.

Table 3.6-177: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	Reduced Project (No Space Assignment) Alternative			
		2015	2020	2025	2027
Annual TEUs	1,128,080	2,702,000	2,912,000	3,122,000	3,206,000
Monthly TEUs	127,626	245,882	264,992	284,102	291,746
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	228	305	381	412
Project Added Truck Trips	-----	547	640	782	822
Project Added Total Trips	-----	775	945	1,163	1,234
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	42	56	69	75
Project Added Truck Trips	-----	525	612	762	791
Project Added Total Trips	-----	567	668	831	866
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	93	123	152	164
Project Added Truck Trips	-----	358	416	498	561
Project Added Total Trips	-----	451	539	650	725

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

The net increase in truck trip generation includes the increased percent of cargo moved via the expanded on-dock rail facilities, as noted. A railyard capacity analysis was conducted for the expanded terminal to ensure that the proposed new railyard could accommodate the projected on-dock container volumes. Alternative 5 trip generation estimates are summarized in Table 3.6-177.

Appendix H1 contains all of the CEQA baseline, NEPA baseline and future with-Project traffic forecasts and LOS calculation worksheets. Figure 3.6-5 illustrates the assumed trip distribution percentages of Alternative 5 traffic. Trip distribution was based on data from the Port Travel Demand Model, which is based on truck driver origin/destination surveys (actual surveys of truck drivers at the gates), as well as from Longshore Worker place of residence data.

Tables 3.6-178 through 3.6-182 summarize the CEQA baseline and CEQA baseline plus Alternative 5 intersection operating conditions at each study intersection. The CEQA baseline and CEQA baseline plus Alternative 5 intersection operating conditions for each

year were compared to determine the Alternative 5 regional impacts, and then the impacts were assessed using the significance criteria described in Section 3.6.4.3.

Based on the results of the traffic study as presented in Tables 3.6-178 through 3.6-182 and worksheets set forth in Appendix H1, Alternative 5 would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study location:

- Navy Way and Reeves Avenue – 2020 (mid-day peak hour), 2025 (A.M., and mid-day peak hours), 2027 (A.M., and mid-day peak hours)

Mitigation Measures

Mitigation measure **MM TRANS-1** would be implemented. Tables 3.6-183 and 3.6-185 summarize the future CEQA baseline and proposed Project intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2020, 2025 and 2027 scenarios, respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-178: Intersection Level of Service Analysis –NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment)

#	Study Intersection	CEQA Baseline						Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.540	A	0.448	A	0.507	0.085	0.054	0.041	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.257	A	0.393	A	0.367	0.056	0.057	0.046	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.509	A	0.411	B	0.645	0.036	0.028	0.029	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.285	A	0.169	A	0.367	0.043	0.016	0.038	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.435	B	0.610	C	0.732	0.007	0.012	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.360	A	0.421	A	0.440	0.049	0.023	0.022	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.216	A	0.284	A	0.342	0.032	0.014	0.010	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.546	A	0.440	A	0.591	0.013	0.009	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.446	A	0.444	A	0.491	0.021	0.018	0.014	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.683	A	0.578	B	0.677	0.001	0.001	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	B	0.603	A	0.539	B	0.699	0.006	0.006	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.422	A	0.426	A	0.463	0.013	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.496	A	0.597	B	0.653	0.043	0.027	0.021	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.446	A	0.306	A	0.280	0.019	0.019	0.032	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.360	A	0.384	A	0.440	0.222	0.150	0.117	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-179: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Reduced Project (No Space Assignment)

#	Study Intersection	2015 CEQA Baseline						2015 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.496	A	0.388	A	0.487	0.033	0.029	0.033	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.300	A	0.258	A	0.304	A	0.328	0.042	0.027	0.028	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.465	A	0.327	B	0.658	0.046	0.019	0.016	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.170	A	0.288	A	0.240	0.047	0.021	0.022	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.436	A	0.519	C	0.714	0.010	0.008	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.271	A	0.364	A	0.369	0.018	0.015	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.102	A	0.173	A	0.232	0.015	0.008	0.005	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.489	A	0.464	B	0.608	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.440	A	0.341	A	0.588	0.014	0.013	0.011	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.600	A	0.557	C	0.728	B	0.605	A	0.562	C	0.733	0.005	0.005	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.450	A	0.518	A	0.468	A	0.450	A	0.524	0.006	0.000	0.006	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.495	A	0.584	C	0.705	0.021	0.019	0.012	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.307	A	0.321	A	0.239	0.023	0.003	0.018	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.540	A	0.431	B	0.649	B	0.685	A	0.551	0.051	0.145	0.120	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-180: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Reduced Project (No Space Assignment)

#	Study Intersection	2020 CEQA Baseline						2020 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.563	A	0.413	A	0.499	0.038	0.043	0.038	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.382	A	0.425	A	0.402	0.070	0.045	0.033	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.181	A	0.296	A	0.202	0.049	0.021	0.027	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.525	A	0.557	C	0.781	0.013	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.358	A	0.305	A	0.382	0.002	0.005	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.390	A	0.374	A	0.508	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.258	A	0.340	A	0.429	0.011	0.008	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.671	A	0.584	C	0.763	0.006	0.006	0.007	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.505	A	0.475	A	0.573	0.008	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	B	0.605	B	0.641	C	0.775	0.022	0.021	0.014	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.286	A	0.302	A	0.240	0.008	0.013	0.017	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	B	0.656	C	0.740	A	0.580	0.098	0.173	0.146	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-181: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Reduced Project (No Space Assignment)

#	Study Intersection	2025 CEQA Baseline						2025 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.579	A	0.438	A	0.499	0.045	0.043	0.045	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.400	A	0.465	A	0.404	0.085	0.057	0.039	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.433	A	0.588	A	0.532	0.084	0.030	0.036	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.530	A	0.582	C	0.779	0.014	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.344	A	0.300	A	0.349	0.004	0.005	0.004	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.175	A	0.167	A	0.248	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.395	A	0.395	A	0.516	0.011	0.011	0.010	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.278	A	0.406	A	0.423	0.012	0.009	0.015	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.672	B	0.638	C	0.757	0.007	0.013	0.008	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.522	A	0.518	A	0.579	0.009	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.639	B	0.652	C	0.784	0.026	0.027	0.019	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.640	C	0.770	A	0.407	0.158	0.007	0.023	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	C	0.707	D	0.800	B	0.627	0.157	0.183	0.171	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-182: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Reduced Project (No Space Assignment)

#	Study Intersection	2027 CEQA Baseline						2027 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.596	A	0.469	A	0.513	0.048	0.047	0.049	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.407	A	0.466	A	0.417	0.089	0.057	0.045	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.463	B	0.665	A	0.560	0.091	0.030	0.035	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.572	B	0.604	D	0.872	0.016	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.382	A	0.304	A	0.380	0.004	0.009	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.205	A	0.167	A	0.288	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.410	A	0.413	A	0.536	0.011	0.010	0.010	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.282	A	0.420	A	0.430	0.008	0.009	0.017	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.685	B	0.661	C	0.772	0.007	0.013	0.007	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.536	A	0.532	A	0.591	0.012	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.658	B	0.661	C	0.799	0.028	0.026	0.020	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.665	C	0.791	A	0.437	0.174	0.007	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	C	0.725	D	0.823	B	0.661	0.071	0.187	0.191	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-183: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Reduced Project (No Space Assignment) With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.473	A	0.544	A	0.405	-0.085	-0.023	-0.029	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-184: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Reduced Project (No Space Assignment) With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.571	B	0.654	A	0.497	0.021	0.037	0.041	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-185: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Reduced Project (No Space Assignment) With Mitigation

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	A	0.587	B	0.671	A	0.535	-0.067	0.035	0.065	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

NEPA Impact Determination

Traffic conditions with Alternative 5 for the years 2015, 2020, 2025 and 2027 were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the NEPA baseline. The evaluation assumptions described in Section 3.6.4.4.2.3 under TRANS-2 would apply.

Table 3.6-186 summarizes the TEU throughput for the NEPA baseline and Alternative 5 and also the assumed operating parameters that were used to develop the trip generation forecasts. Tables 3.6-187 through 3.6-190 summarize the NEPA baseline and Alternative 5 intersection operating conditions at each study intersection for the 2015, 2020, 2025 and 2027 scenarios, respectively.

Table 3.6-186: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	NEPA Baseline				Reduced Project (No Space Assignments) Alternative			
	2015	2020	2025	2027	2015	2020	2025	2027
Annual TEUs	1,948,201	2,033,536	2,118,871	2,153,000	2,702,000	2,912,000	3,122,000	3,206,000
Monthly TEUs	177,286	185,052	192,817	195,923	245,882	264,992	284,102	291,746
Trip Generation Results – AM Peak								
Auto Trips	-----	-----	-----	-----	223	295	367	396
Truck PCE Trips	-----	-----	-----	-----	343	402	501	525
Total PCE Trips	-----	-----	-----	-----	566	697	868	921
Trip Generation Results – Mid-Day Peak								
Auto Trips	-----	-----	-----	-----	39	51	63	68
Truck PCE Trips	-----	-----	-----	-----	330	374	489	511
Total PCE Trips	-----	-----	-----	-----	369	425	552	579
Trip Generation Results – PM Peak								
Auto Trips	-----	-----	-----	-----	82	103	125	133
Truck PCE Trips	-----	-----	-----	-----	204	240	298	351
Total PCE Trips	-----	-----	-----	-----	286	343	423	484

Note: The trips generated for the Reduced Project (No Space Assignment) Alternative represent incremental increases relative to the NEPA baseline.

Alternative 5 measured against the NEPA baseline would result in significant impacts based on the City of Los Angeles impact criteria. One intersection would be significantly impacted based on comparison to the NEPA baseline, as follows:

- Navy Way and Reeves Avenue – 2020 (mid-day peak hour), 2025 (A.M. and mid-day peak hours), 2027 (A.M. and mid-day peak hours)

Therefore, Alternative 5 may result in a significant traffic impact under NEPA.

Mitigation Measures

Mitigation measure **MM TRA-1** would be implemented.

Tables 3.6-191 through 3.6-193 summarize the NEPA baseline and Alternative 5 intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2020, 2025, and 2027 scenarios respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-187: Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 5 (Reduced Project: No Space Assignment)

#	Study Intersection	2015 NEPA Baseline						2015 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.473	A	0.369	A	0.464	A	0.496	A	0.388	A	0.487	0.023	0.019	0.023	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.217	A	0.280	A	0.310	A	0.258	A	0.304	A	0.328	0.041	0.024	0.018	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.433	A	0.315	B	0.647	A	0.465	A	0.327	B	0.658	0.032	0.012	0.011	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.125	A	0.272	A	0.223	A	0.170	A	0.288	A	0.240	0.045	0.016	0.017	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.514	C	0.714	A	0.436	A	0.519	C	0.714	0.010	0.005	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.258	A	0.355	A	0.362	A	0.271	A	0.364	A	0.369	0.013	0.009	0.007	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.092	A	0.168	A	0.228	A	0.102	A	0.173	A	0.232	0.010	0.005	0.004	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.486	A	0.460	B	0.604	A	0.489	A	0.464	B	0.608	0.003	0.004	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.433	A	0.334	A	0.581	A	0.440	A	0.341	A	0.588	0.007	0.007	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.602	A	0.559	C	0.730	B	0.605	A	0.562	C	0.733	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.464	A	0.450	A	0.520	A	0.468	A	0.450	A	0.524	0.004	0.000	0.004	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.479	A	0.572	B	0.697	A	0.495	A	0.584	C	0.705	0.016	0.012	0.008	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.304	A	0.318	A	0.225	A	0.307	A	0.321	A	0.239	0.003	0.003	0.014	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.613	A	0.591	A	0.471	B	0.649	B	0.685	A	0.551	0.036	0.094	0.080	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-188: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment)

#	Study Intersection	2020 NEPA Baseline						2020 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.537	A	0.386	A	0.473	A	0.563	A	0.413	A	0.499	0.026	0.027	0.026	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.331	A	0.397	A	0.381	A	0.382	A	0.425	A	0.402	0.051	0.028	0.021	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.281	A	0.181	A	0.181	A	0.296	A	0.202	0.049	0.015	0.021	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.514	A	0.554	C	0.781	A	0.525	A	0.557	C	0.781	0.011	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.302	A	0.369	A	0.358	A	0.305	A	0.382	0.002	0.003	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.387	A	0.370	A	0.505	A	0.390	A	0.374	A	0.508	0.003	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.251	A	0.335	A	0.422	A	0.258	A	0.340	A	0.429	0.007	0.005	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	A	0.580	C	0.758	B	0.671	A	0.584	C	0.763	0.004	0.004	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.499	A	0.475	A	0.573	A	0.505	A	0.475	A	0.573	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.591	B	0.628	C	0.766	B	0.605	B	0.641	C	0.775	0.014	0.013	0.009	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.282	A	0.293	A	0.226	A	0.286	A	0.302	A	0.240	0.004	0.009	0.014	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	B	0.656	C	0.740	A	0.580	0.080	0.109	0.099	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-189: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment)

#	Study Intersection	2025 NEPA Baseline						2025 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.409	A	0.468	A	0.579	A	0.438	A	0.499	0.031	0.029	0.031	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.338	A	0.428	A	0.379	A	0.400	A	0.465	A	0.404	0.062	0.037	0.025	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.360	A	0.567	A	0.504	A	0.433	A	0.588	A	0.532	0.073	0.021	0.028	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.518	A	0.580	C	0.779	A	0.530	A	0.582	C	0.779	0.012	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.296	A	0.345	A	0.344	A	0.300	A	0.349	0.004	0.004	0.004	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.175	A	0.167	A	0.248	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.388	A	0.388	A	0.509	A	0.395	A	0.395	A	0.516	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.270	A	0.401	A	0.412	A	0.278	A	0.406	A	0.423	0.008	0.005	0.011	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	B	0.629	C	0.752	B	0.672	B	0.638	C	0.757	0.005	0.009	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.516	A	0.518	A	0.579	A	0.522	A	0.518	A	0.579	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.622	B	0.635	C	0.771	B	0.639	B	0.652	C	0.784	0.017	0.017	0.013	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.637	C	0.767	A	0.384	B	0.640	C	0.770	A	0.407	0.003	0.003	0.023	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	C	0.707	D	0.800	B	0.627	0.142	0.118	0.116	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-190: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment)

#	Study Intersection	2027 NEPA Baseline						2027 Reduced Project (No Space Assignment)						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.562	A	0.436	A	0.478	A	0.596	A	0.469	A	0.513	0.034	0.033	0.035	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.342	A	0.430	A	0.386	A	0.407	A	0.466	A	0.417	0.065	0.036	0.031	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.382	B	0.644	A	0.532	A	0.463	B	0.665	A	0.560	0.081	0.021	0.028	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.558	B	0.602	D	0.872	A	0.572	B	0.604	D	0.872	0.014	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.296	A	0.369	A	0.382	A	0.304	A	0.380	0.004	0.008	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.205	A	0.167	A	0.288	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.403	A	0.406	A	0.529	A	0.410	A	0.413	A	0.536	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.278	A	0.415	A	0.418	A	0.282	A	0.420	A	0.430	0.004	0.005	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.680	B	0.652	C	0.767	B	0.685	B	0.661	C	0.772	0.005	0.009	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.528	A	0.532	A	0.591	A	0.536	A	0.532	A	0.591	0.008	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.641	B	0.644	C	0.785	B	0.658	B	0.661	C	0.799	0.017	0.017	0.014	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.661	C	0.788	A	0.430	B	0.665	C	0.791	A	0.437	0.004	0.003	0.007	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	C	0.725	D	0.823	B	0.661	0.057	0.122	0.138	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

Table 3.6-191: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment) With Mitigation

#	Study Intersection	2020 NEPA Baseline						2020 Reduced Project (No Space Assignment)						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	A	0.473	A	0.544	A	0.405	-0.103	-0.087	-0.076	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

1

Table 3.6-192: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment) With Mitigation

#	Study Intersection	2025 NEPA Baseline						2025 Reduced Project (No Space Assignment)						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	A	0.571	B	0.654	A	0.497	0.006	-0.028	-0.014	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

2

Table 3.6-193: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment) With Mitigation

#	Study Intersection	2027 NEPA Baseline						2027 Reduced Project (No Space Assignment)						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	A	0.587	B	0.671	A	0.535	-0.081	-0.030	0.012	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

3

Impact TRANS-3: An increase in on-site employees due to Alternative 5 operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

Although Alternative 5 would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that Alternative 5 workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding the Alternative 5, none of the existing routes stop within one mile of the terminal site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 5 would result in a higher employment level compared to the NEPA baseline due to construction activities and increased throughput operations, but as discussed above, the increase in work-related trips using public transit would be negligible. Less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-4: Alternative 5 operations would not result in increases considered significant related to freeway congestion.

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

CEQA Impact Determination

Alternative 5 would result in additional truck trips on the surrounding freeway system. Tables 3.6-194 and 3.6-205 summarizes the change to freeway monitoring locations due to Alternative 5.

The results of the analysis indicate that Alternative 5 would not result an increase of 0.02 or more in the demand-to-capacity ratio which results resulting in LOS F at any freeway link.

The amount of Project-related traffic that would be added at all other freeway links would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP. This is true even for some intersections that would operate in the future at LOS F, but the level of Project-related traffic would be small enough that it would not trigger a significant traffic impact, based on the established thresholds relative to NOP CEQA baseline and future CEQA baseline conditions.

Based on the above, Alternative 5 would not result in a significant traffic impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-194: NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**3**	11,550	1.155	F(0)	0.000	No	9,398	0.940	E	**10**	9,408	0.941	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**69**	7,210	0.601	C	0.006	No	8,559	0.713	C	**51**	8,610	0.717	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**200**	6,703	0.838	D	0.025	No	7,797	0.975	E	**117**	7,914	0.989	E	0.015	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**165**	5,695	0.949	E	0.028	No	5,783	0.964	E	**122**	5,905	0.984	E	0.020	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**202**	4,604	0.575	C	0.025	No	3,244	0.406	B	**84**	3,328	0.416	B	0.011	No

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Table 3.6-195: NOP CEQA Baseline vs. Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2008 CEQA Baseline			Project Added Trips	Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**1**	9,060	0.906	D	0.000	No	11,130	1.113	F(0)	**7**	11,137	1.114	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**34**	8,398	0.700	C	0.003	No	7,335	0.611	C	**38**	7,373	0.614	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**113**	7,951	0.994	E	0.014	No	6,462	0.808	D	**89**	6,551	0.819	D	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**100**	5,342	0.890	D	0.017	No	3,946	0.658	C	**92**	4,039	0.673	C	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**79**	3,041	0.380	B	0.010	No	4,239	0.530	B	**73**	4,312	0.539	B	0.009	No

Table 3.6-196: Future 2012 CEQA Baseline vs. 2012 Reduced Project (No New Wharf) Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,727	1.173	F(0)	0.000	No	9,575	0.957	E	**2**	9,577	0.958	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**11**	7,203	0.600	C	0.001	No	8,636	0.720	C	**10**	8,646	0.721	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**40**	6,574	0.822	D	0.005	No	7,802	0.975	E	**22**	7,824	0.978	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**37**	5,609	0.935	E	0.006	No	5,791	0.965	E	**23**	5,814	0.969	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**20**	4,707	0.588	C	0.002	No	3,486	0.436	B	**12**	3,499	0.437	B	0.002	No

1

Table 3.6-197: Future 2012 CEQA Baseline vs. 2012 Reduced Project (No New Wharf) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**2**	11,407	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**33**	8,608	0.717	C	0.003	No	7,585	0.632	C	**10**	7,595	0.633	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**62**	8,325	1.041	F(0)	0.008	No	6,804	0.850	D	**22**	6,826	0.853	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**37**	5,659	0.943	E	0.006	No	4,220	0.703	C	**23**	4,243	0.707	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**138**	3,497	0.437	B	0.017	No	4,448	0.556	C	**13**	4,461	0.558	C	0.002	No

Table 3.6-198: Future 2015 CEQA Baseline vs. 2015 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**6**	9,714	0.971	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**44**	7,275	0.606	C	0.004	No	8,694	0.725	C	**32**	8,727	0.727	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**6**	9,714	0.971	E	0.001	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**112**	5,717	0.953	E	0.019	No	5,797	0.966	E	**77**	5,874	0.979	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**122**	5,025	0.628	C	0.015	No	3,668	0.458	B	**52**	3,719	0.465	B	0.006	No

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Table 3.6-199: Future 2015 CEQA Baseline vs. 2015 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound								
			2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**1**	9,609	0.961	E	0.000	No	11,611	1.161	F(0)	**5**	11,616	1.162	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**20**	8,752	0.729	C	0.002	No	7,772	0.648	C	**25**	7,798	0.650	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**69**	8,651	1.081	F(0)	0.009	No	7,060	0.883	D	**59**	7,119	0.890	D	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**61**	5,968	0.995	E	0.010	No	4,425	0.738	C	**61**	4,486	0.748	C	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**47**	3,703	0.463	B	0.006	No	4,605	0.576	C	**46**	4,651	0.581	C	0.006	No

Table 3.6-200: Future 2020 CEQA Baseline vs. 2020 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**2**	12,088	1.209	F(0)	0.000	No	9,929	0.993	E	**7**	9,936	0.994	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**54**	7,348	0.612	C	0.004	No	8,791	0.733	C	**38**	8,830	0.736	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**158**	6,756	0.845	D	0.020	No	7,813	0.977	E	**88**	7,901	0.988	E	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**132**	5,790	0.965	E	0.022	No	5,807	0.968	E	**92**	5,898	0.983	E	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**154**	5,414	0.677	C	0.019	No	3,970	0.496	B	**63**	4,033	0.504	B	0.008	No

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Table 3.6-201: Future 2020 CEQA Baseline vs. 2020 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**5**	11,960	1.196	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**24**	9,018	0.751	C	0.002	No	8,085	0.674	C	**30**	8,114	0.676	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**81**	9,194	1.149	F(0)	0.010	No	7,487	0.936	E	**69**	7,556	0.944	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**71**	6,453	1.076	F(0)	0.012	No	4,768	0.795	D	**71**	4,839	0.806	D	0.012	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**57**	4,208	0.526	B	0.007	No	4,867	0.608	C	**56**	4,923	0.615	C	0.007	No

Table 3.6-202: Future 2025 CEQA Baseline vs. 2025 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**3**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**9**	10,158	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**66**	7,424	0.619	C	0.005	No	8,888	0.741	C	**47**	8,935	0.745	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**193**	6,831	0.854	D	0.024	No	7,820	0.977	E	**107**	7,927	0.991	E	0.013	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**161**	5,872	0.979	E	0.027	No	5,816	0.969	E	**112**	5,929	0.988	E	0.019	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**191**	5,808	0.726	C	0.024	No	4,273	0.534	B	**75**	4,348	0.543	C	0.009	No

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Table 3.6-203: Future 2025 CEQA Baseline vs. 2025 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,394	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**7**	12,305	1.231	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**30**	9,286	0.774	D	0.002	No	8,397	0.700	C	**34**	8,431	0.703	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**98**	9,743	1.218	F(0)	0.012	No	7,914	0.989	E	**77**	7,992	0.999	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**86**	6,942	1.157	F(0)	0.014	No	5,110	0.852	D	**81**	5,191	0.865	D	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**74**	4,720	0.590	C	0.009	No	5,129	0.641	C	**50**	5,179	0.647	C	0.006	No

Table 3.6-204: Future 2027 CEQA Baseline vs. 2027 Reduced Project (No New Wharf) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**3**	12,402	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**10**	10,248	1.025	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**69**	7,453	0.621	C	0.006	No	8,927	0.744	C	**51**	8,978	0.748	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**200**	6,853	0.857	D	0.025	No	7,822	0.978	E	**117**	7,939	0.992	E	0.015	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**165**	5,899	0.983	E	0.028	No	5,820	0.970	E	**122**	5,943	0.990	E	0.020	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**202**	5,962	0.745	C	0.025	No	4,394	0.549	C	**84**	4,478	0.560	C	0.011	No

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Table 3.6-205: Future 2027 CEQA Baseline vs. 2027 Reduced Project (No New Wharf) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,551	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**7**	12,443	1.244	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**34**	9,394	0.783	D	0.003	No	8,522	0.710	C	**38**	8,560	0.713	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**113**	9,971	1.246	F(0)	0.014	No	8,085	1.011	F(0)	**89**	8,174	1.022	F(0)	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**100**	7,147	1.191	F(0)	0.017	No	5,247	0.874	D	**92**	5,339	0.890	D	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**79**	4,923	0.615	C	0.010	No	4,239	0.530	B	**73**	4,312	0.539	B	0.009	No

NEPA Impact Determination

Alternative 5 would result in additional truck trips on the surrounding freeway system. Tables 3.6-206 through 3.6-215 summarize the change to freeway monitoring locations due to Alternative 5 for years 2012, 2015, 2020, 2025 and 2027.

The results of the analysis indicate that Alternative 5 would not cause an increase of 0.02 or more in the demand-to-capacity ratio that would result in LOS F at any of the CMP freeway monitoring locations and/or freeway analysis links during any of the analysis years; therefore, no further freeway system analysis is required at those locations.

Consequently, traffic impacts on the freeway system would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-206: 2012 NEPA Baseline vs. 2012 Alternative 5 (Reduced Project: No Space Assignment) Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,726	1.173	F(0)	0.000	No	9,575	0.957	E	**0**	9,575	0.957	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**0**	7,192	0.599	C	0.000	No	8,636	0.720	C	**0**	8,636	0.720	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**0**	6,535	0.817	D	0.000	No	7,802	0.975	E	**0**	7,802	0.975	E	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**0**	5,572	0.929	D	0.000	No	5,791	0.965	E	**0**	5,791	0.965	E	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**0**	4,688	0.586	C	0.000	No	3,486	0.436	B	**0**	3,486	0.436	B	0.000	No

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Table 3.6-207: 2012 NEPA Baseline vs. 2012 Alternative 5 (Reduced Project: No Space Assignment) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Reduced Project (No Space Assignment) Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**0**	11,405	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**26**	8,601	0.717	C	0.002	No	7,585	0.632	C	**0**	7,585	0.632	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**37**	8,300	1.037	F(0)	0.005	No	6,804	0.850	D	**0**	6,804	0.850	D	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**15**	5,637	0.939	E	0.002	No	4,220	0.703	C	**0**	4,220	0.703	C	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**125**	3,484	0.436	B	0.016	No	4,448	0.556	C	**0**	4,448	0.556	C	0.000	No

Table 3.6-208: 2015 NEPA Baseline vs. 2015 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**1**	11,862	1.186	F(0)	0.000	No	9,707	0.971	E	**4**	9,711	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**32**	7,263	0.605	C	0.003	No	8,694	0.725	C	**21**	8,716	0.726	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**89**	6,647	0.831	D	0.011	No	7,806	0.976	E	**49**	7,856	0.982	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**71**	5,676	0.946	E	0.012	No	5,797	0.966	E	**51**	5,848	0.975	E	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**100**	5,002	0.625	C	0.012	No	3,668	0.458	B	**38**	3,705	0.463	B	0.005	No

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Table 3.6-209: 2015 NEPA Baseline vs. 2015 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**3**	11,614	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**13**	8,745	0.729	C	0.001	No	7,772	0.648	C	**15**	7,787	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**42**	8,623	1.078	F(0)	0.005	No	7,060	0.883	D	**34**	7,095	0.887	D	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**36**	5,943	0.990	E	0.006	No	4,425	0.738	C	**36**	4,461	0.744	C	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**32**	3,688	0.461	B	0.004	No	4,605	0.576	C	**31**	4,636	0.580	C	0.004	No

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Table 3.6-210: 2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No Space Assign)			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No Space Assign)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**2**	12,087	1.209	F(0)	0.000	No	9,929	0.993	E	**5**	9,933	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**40**	7,334	0.611	C	0.003	No	8,791	0.733	C	**25**	8,816	0.735	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**107**	6,705	0.838	D	0.013	No	7,813	0.977	E	**58**	7,871	0.984	E	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**85**	5,743	0.957	E	0.014	No	5,807	0.968	E	**60**	5,867	0.978	E	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**127**	5,387	0.673	C	0.016	No	3,970	0.496	B	**46**	4,016	0.502	B	0.006	No

Table 3.6-211: 2020 NEPA Baseline vs. 2020 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No Space Assign)			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Reduced Project (No Space Assign)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**3**	11,958	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**16**	9,009	0.751	C	0.001	No	8,085	0.674	C	**17**	8,102	0.675	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**50**	9,163	1.145	F(0)	0.006	No	7,487	0.936	E	**40**	7,528	0.941	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**43**	6,424	1.071	F(0)	0.007	No	4,768	0.795	D	**42**	4,809	0.802	D	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**40**	4,191	0.524	B	0.005	No	4,867	0.608	C	**37**	4,904	0.613	C	0.005	No

Table 3.6-212: 2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No Space Assign)			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No Space Assign)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**2**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**6**	10,155	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**50**	7,408	0.617	C	0.004	No	8,888	0.741	C	**31**	8,919	0.743	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**133**	6,770	0.846	D	0.017	No	7,820	0.977	E	**72**	7,892	0.986	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**105**	5,817	0.970	E	0.018	No	5,816	0.969	E	**75**	5,892	0.982	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**158**	5,776	0.722	C	0.020	No	4,273	0.534	B	**54**	4,327	0.541	C	0.007	No

Table 3.6-213: 2025 NEPA Baseline vs. 2025 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No Space Assign)			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Reduced Project (No Space Assign)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**4**	12,303	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**18**	9,274	0.773	D	0.002	No	8,397	0.700	C	**22**	8,419	0.702	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**60**	9,705	1.213	F(0)	0.007	No	7,914	0.989	E	**50**	7,965	0.996	E	0.006	No
#5 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**52**	6,909	1.151	F(0)	0.009	No	5,110	0.852	D	**52**	5,162	0.860	D	0.009	No
#11 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**46**	4,693	0.587	C	0.006	No	5,129	0.641	C	**45**	5,174	0.647	C	0.006	No

Table 3.6-214: 2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**2**	12,402	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**6**	10,244	1.024	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**52**	7,435	0.620	C	0.004	No	8,927	0.744	C	**34**	8,961	0.747	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**136**	6,789	0.849	D	0.017	No	7,822	0.978	E	**80**	7,902	0.988	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**107**	5,840	0.973	E	0.018	No	5,820	0.970	E	**83**	5,903	0.984	E	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**167**	5,927	0.741	C	0.021	No	4,394	0.549	C	**62**	4,456	0.557	C	0.008	No

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Table 3.6-215: 2027 NEPA Baseline vs. 2027 Alternative 5 (Reduced Project: No Space Assignment) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Reduced Project (No Space Assignment)			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**4**	12,440	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**23**	9,384	0.782	D	0.002	No	8,522	0.710	C	**23**	8,546	0.712	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**76**	9,933	1.242	F(0)	0.009	No	8,085	1.011	F(0)	**55**	8,140	1.018	F(0)	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**66**	7,112	1.185	F(0)	0.011	No	5,247	0.874	D	**57**	5,304	0.884	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**58**	4,902	0.613	C	0.007	No	4,239	0.530	B	**48**	4,287	0.536	B	0.006	No

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Impact TRANS-5: Alternative 5 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance. Alternative 5 would result in the same annual throughput as the proposed Project, the same daily train trips, and the same average vehicle delay at at-grade crossings. Because the proposed Project would not result in an increase in average vehicle delay at at-grade crossings in excess of the threshold of significance, neither would Alternative 5.

In addition, as with the proposed Project, Alternative 5 is not expected to result in significant secondary impacts (i.e., air, noise and public services) related to increased vehicular delay at at-grade crossings.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The Alameda Corridor eliminated all of the at-grade crossings in the proposed Project site vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's ELA yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographical limits from the Port of Los Angeles terminals. The USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR. Because potential vehicle delay impacts at at-grade crossings beyond these geographical limits fall outside of the Federal Scope of Analysis (see Section 2.7), no impact determination under NEPA is required.

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

3.6.4.5.2.6 Alternative 6 – Proposed Project with Expanded On-dock Railyard

Alternative 6 would be the same as the proposed Project; however, the existing on-dock railyard on the terminal would be redeveloped and expanded. Under this alternative, approximately 10 acres of backlands would be removed from container storage for the railyard expansion. Alternative 6 would improve the existing terminal, develop the existing 41-acre fill area as backlands, add 1,250 ft of new wharf creating Berth 306, and dredge the Pier 300 Channel along Berth 306. Under this alternative, 12 new cranes would be added to the wharves along Berths 302-306, for a total of 24 cranes. As with the proposed Project, the 41-acre backlands and Berth 306 under Alterative 6 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along Berth 306 would occur (removal of approximately 20,000 cy of material), with the dredged material beneficially reused and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2). Total terminal acreage (347) would be the same as the proposed Project.

Based on the throughput projections, TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, Alternative 6 would result in up to 10,830 peak daily truck trips (2,862,760 annual), and up to 2,953 annual rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Impact TRANS-1: Alternative 6 construction would not result in a short-term, temporary increase in truck and auto traffic.

The proposed construction schedule for Alternative 6 is identical to the schedule for the proposed Project as shown in Section 3.6.5.7.

CEQA Impact Determination

There would be increased travel on the study area roadway system during construction of Alternative 6 associated with construction workers' vehicles and trucks delivering equipment to and removing materials from the site. The increased traffic would span a period of two years for various on-site construction activities. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Tables 3.6-216 and 3.6-217 show the anticipated intersection Levels of Service during construction). However, as can be seen in Tables 3.6-216 and 3.6-217 under NOP CEQA baseline and future CEQA baseline conditions respectively , significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-216: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction

#	Study Intersection	2008 CEQA Baseline						Alternative 6 Proposed Project With Expanded On-Dock Railyard Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.455	A	0.394	A	0.466	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.201	A	0.336	A	0.350	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.473	A	0.383	B	0.648	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.242	A	0.153	A	0.392	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.428	A	0.598	C	0.732	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.311	A	0.398	A	0.436	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.184	A	0.270	A	0.339	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.533	A	0.431	A	0.584	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.425	A	0.426	A	0.480	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.682	A	0.577	B	0.677	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	A	0.597	A	0.533	B	0.694	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.409	A	0.426	A	0.463	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.453	A	0.570	B	0.632	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.427	A	0.287	A	0.261	0.000	0.000	0.013	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.138	A	0.234	A	0.418	0.000	0.000	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-217: Intersection Level of Service Analysis – Adjusted 2012 CEQA Baseline vs. 2012 Proposed Project with Expanded On-Dock Railyard Construction

#	Study Intersection	2012 CEQA Baseline						2012 Alternative 6 Proposed Project With Expanded On-Dock Railyard Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.465	A	0.358	A	0.460	A	0.465	A	0.358	A	0.460	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.294	A	0.306	A	0.236	A	0.294	A	0.336	0.000	0.000	0.030	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.471	A	0.379	B	0.660	A	0.471	A	0.379	B	0.692	0.000	0.000	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.211	A	0.344	A	0.251	A	0.211	A	0.344	A	0.314	0.000	0.000	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.594	C	0.756	A	0.444	A	0.594	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.309	A	0.391	A	0.433	A	0.309	A	0.391	A	0.451	0.000	0.000	0.018	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.192	A	0.280	A	0.343	A	0.192	A	0.280	A	0.350	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.612	A	0.550	B	0.683	B	0.612	A	0.550	B	0.683	0.000	0.000	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.442	B	0.646	A	0.547	A	0.442	B	0.649	0.000	0.000	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.655	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.606	A	0.583	C	0.730	B	0.606	A	0.583	C	0.730	0.000	0.000	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.411	A	0.405	A	0.464	A	0.411	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.472	A	0.598	B	0.698	A	0.472	A	0.598	B	0.698	0.000	0.000	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.287	A	0.354	A	0.289	A	0.287	A	0.354	A	0.289	0.000	0.000	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.327	A	0.505	A	0.435	A	0.327	A	0.505	A	0.529	0.000	0.000	0.094	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

NEPA Impact Determination

The same construction-related impact described for Alternative 6 in Section 3.6.4.4 above would apply under NEPA. There would be increased travel on the study area roadway system during construction of Alternative 6 associated with construction workers' vehicles and trucks delivering equipment to the site. The increased traffic would span a period of approximately two years. With the construction shift ending at 4:00 PM, there would be traffic increases during the PM peak period (Table 3.6-218 shows the anticipated intersection LOS during construction). However, as can be seen in Table 3.6-218, significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-218: Intersection Level of Service Analysis – 2012 NEPA Baseline vs. 2012 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction

#	Study Intersection	2012 NEPA Baseline						2012 Proposed Project Construction						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.474	A	0.367	A	0.469	A	0.474	A	0.367	A	0.469	0.000	0.000	0.000	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.236	A	0.291	A	0.315	A	0.236	A	0.291	A	0.344	0.000	0.000	0.029	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.478	A	0.356	B	0.665	A	0.478	A	0.386	B	0.697	0.000	0.030	0.032	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.212	A	0.291	A	0.256	A	0.212	A	0.344	A	0.319	0.000	0.053	0.063	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.444	A	0.597	C	0.756	A	0.444	A	0.597	C	0.756	0.000	0.000	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.315	A	0.396	A	0.436	A	0.315	A	0.396	A	0.455	0.000	0.000	0.019	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.197	A	0.283	A	0.345	A	0.197	A	0.283	A	0.352	0.000	0.000	0.007	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	B	0.615	A	0.480	B	0.687	B	0.615	A	0.553	B	0.687	0.000	0.073	0.000	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.547	A	0.393	B	0.646	A	0.547	A	0.443	B	0.649	0.000	0.050	0.003	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.702	B	0.636	C	0.705	C	0.702	B	0.655	C	0.705	0.000	0.019	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.607	A	0.557	C	0.731	B	0.607	A	0.584	C	0.731	0.000	0.027	0.000	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.413	A	0.405	A	0.464	A	0.413	A	0.405	A	0.464	0.000	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.478	A	0.569	C	0.703	A	0.478	B	0.604	C	0.703	0.000	0.035	0.000	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.291	A	0.502	A	0.293	A	0.291	A	0.354	A	0.293	0.000	-0.148	0.000	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.375	A	0.232	A	0.469	A	0.375	A	0.551	A	0.564	0.000	0.319	0.095	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Impact TRANS-2: Long-term vehicular traffic associated with Alternative 6 may significantly impact a study location volume/capacity ratios or level of service.

CEQA Impact Determination

Traffic conditions with Alternative 6 were estimated by adding traffic resulting from the expanded container terminal.

Table 3.6-219: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	CEQA Baseline	Proposed Project With Expanded On-Dock Railyard Alternative			
		2015	2020	2025	2027
Annual TEUs	1,128,080	2,702,000	2,912,000	3,122,000	3,206,000
Monthly TEUs	127,626	245,882	264,992	284,102	291,746
Trip Generation Results – AM Peak					
Project Added Auto Trips	-----	250	316	381	407
Project Added Truck Trips	-----	547	640	728	774
Project Added Total Trips	-----	797	956	1,109	1,181
Trip Generation Results – Mid-Day Peak					
Project Added Auto Trips	-----	41	51	61	65
Project Added Truck Trips	-----	525	612	699	759
Project Added Total Trips	-----	566	663	760	824
Trip Generation Results – PM Peak					
Project Added Auto Trips	-----	97	121	145	154
Project Added Truck Trips	-----	358	416	480	493
Project Added Total Trips	-----	455	537	625	647

Note: The trips generated for the proposed Project represent incremental increases relative to CEQA baseline.

The net increase in truck trip generation includes the increased percent of cargo moved via the expanded on-dock rail facilities, as noted. A railyard capacity analysis was conducted for the expanded terminal to ensure that the proposed new railyard could accommodate the projected on-dock container volumes. The Alternative 6 trip generation estimates are summarized in Table 3.6-219.

Appendix H1 contains all of the CEQA baseline, NEPA baseline and future with-Project traffic forecasts and LOS calculation worksheets. Figure 3.6-5 illustrates the assumed trip distribution percentages of Alternative 6 traffic. Trip distribution was based on data from the Port Travel Demand Model, which is based on truck driver origin/destination surveys (actual surveys of truck drivers at the gates), as well as from Longshore Worker place of residence data.

Tables 3.6-220 through 3.6-224 summarize the CEQA baseline and CEQA baseline plus Alternative 6 intersection operating conditions. The CEQA baseline and CEQA baseline plus Alternative 6 intersection operating conditions for each year were compared to determine Alternative 6 regional impacts, and then the impacts were assessed using the significance criteria described in Section 3.6.4.3.

Based on the results of the traffic study as presented in Table 3.6-220 and worksheets set forth in Appendix H1, Alternative 6 would not result in significant circulation system impacts at any study intersection relative to NOP CEQA baseline conditions.

Based on the results of the traffic study as presented in Tables 3.6-221 through 3.6-224 and worksheets set forth in Appendix H1, Alternative 6 would result in significant circulation system impacts relative to future CEQA baseline conditions at the following study location:

- Navy Way and Reeves Avenue – 2020 (mid-day peak hour), 2025 (mid-day peak hours), 2027 (A.M., and mid-day peak hours)

Mitigation Measures

Mitigation measure **MM TRANS-1** would be implemented.

Tables 3.6-225 through 3.6-227 summarize the future CEQA baseline and proposed Project intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2020, 2025 and 2027 scenarios, respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-220: Intersection Level of Service Analysis – NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2008 CEQA Baseline						2008 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.455	A	0.394	A	0.466	A	0.539	A	0.443	A	0.500	0.084	0.049	0.034	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.201	A	0.336	A	0.321	A	0.252	A	0.388	A	0.364	0.051	0.052	0.043	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.473	A	0.383	B	0.616	A	0.505	A	0.408	B	0.643	0.032	0.025	0.027	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.242	A	0.153	A	0.329	A	0.285	A	0.167	A	0.365	0.043	0.014	0.036	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.428	A	0.598	C	0.732	A	0.432	B	0.609	C	0.732	0.004	0.011	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.311	A	0.398	A	0.418	A	0.358	A	0.419	A	0.437	0.047	0.021	0.019	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.184	A	0.270	A	0.332	A	0.214	A	0.282	A	0.342	0.030	0.012	0.010	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.533	A	0.431	A	0.584	A	0.545	A	0.440	A	0.590	0.012	0.009	0.006	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.425	A	0.426	A	0.477	A	0.445	A	0.444	A	0.489	0.020	0.018	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	B	0.682	A	0.577	B	0.677	B	0.683	A	0.578	B	0.677	0.001	0.001	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.597	A	0.533	B	0.694	B	0.602	A	0.538	B	0.698	0.005	0.005	0.004	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.409	A	0.426	A	0.463	A	0.421	A	0.426	A	0.463	0.012	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.453	A	0.570	B	0.632	A	0.495	A	0.595	B	0.651	0.042	0.025	0.019	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.427	A	0.287	A	0.248	A	0.446	A	0.305	A	0.277	0.019	0.018	0.029	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.138	A	0.234	A	0.323	A	0.345	A	0.371	A	0.433	0.207	0.137	0.110	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-221: Intersection Level of Service Analysis – Future 2015 CEQA Baseline vs. 2015 Proposed Project with Expanded On-Dock Railyard

#	Study Intersection	2015 CEQA Baseline						2015 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.463	A	0.359	A	0.454	A	0.496	A	0.388	A	0.487	0.033	0.029	0.033	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.216	A	0.277	A	0.300	A	0.260	A	0.304	A	0.328	0.044	0.027	0.028	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.419	A	0.308	B	0.642	A	0.465	A	0.327	B	0.658	0.046	0.019	0.016	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.123	A	0.267	A	0.218	A	0.177	A	0.288	A	0.240	0.054	0.021	0.022	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.511	C	0.714	A	0.437	A	0.519	C	0.714	0.011	0.008	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.253	A	0.349	A	0.358	A	0.271	A	0.364	A	0.367	0.018	0.015	0.009	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.087	A	0.165	A	0.227	A	0.102	A	0.173	A	0.232	0.015	0.008	0.005	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.482	A	0.457	B	0.601	A	0.489	A	0.464	B	0.608	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.426	A	0.328	A	0.577	A	0.444	A	0.341	A	0.588	0.018	0.013	0.011	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	A	0.600	A	0.557	C	0.728	B	0.605	A	0.562	C	0.733	0.005	0.005	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.462	A	0.450	A	0.518	A	0.468	A	0.450	A	0.524	0.006	0.000	0.006	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.474	A	0.565	B	0.693	A	0.495	A	0.584	C	0.705	0.021	0.019	0.012	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.284	A	0.318	A	0.221	A	0.307	A	0.321	A	0.239	0.023	0.003	0.018	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.598	A	0.540	A	0.431	B	0.649	B	0.685	A	0.551	0.051	0.145	0.120	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-222: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard

#	Study Intersection	2020 CEQA Baseline						2020 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.525	A	0.370	A	0.461	A	0.563	A	0.413	A	0.499	0.038	0.043	0.038	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.312	A	0.380	A	0.369	A	0.384	A	0.425	A	0.400	0.072	0.045	0.031	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.275	A	0.175	A	0.184	A	0.296	A	0.202	0.052	0.021	0.027	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.512	A	0.553	C	0.781	A	0.525	A	0.556	C	0.781	0.013	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.300	A	0.369	A	0.358	A	0.305	A	0.382	0.002	0.005	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.383	A	0.367	A	0.501	A	0.390	A	0.374	A	0.508	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.247	A	0.332	A	0.417	A	0.258	A	0.340	A	0.429	0.011	0.008	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	A	0.578	C	0.756	B	0.671	A	0.584	C	0.763	0.006	0.006	0.007	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.497	A	0.475	A	0.573	A	0.505	A	0.475	A	0.573	0.008	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.583	B	0.620	C	0.761	B	0.605	B	0.641	C	0.775	0.022	0.021	0.014	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.278	A	0.289	A	0.223	A	0.304	A	0.302	A	0.240	0.026	0.013	0.017	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	B	0.656	C	0.736	A	0.574	0.098	0.169	0.140	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-223: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.534	A	0.395	A	0.454	A	0.577	A	0.436	A	0.498	0.043	0.041	0.044	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.315	A	0.408	A	0.365	A	0.397	A	0.460	A	0.404	0.082	0.052	0.039	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.349	A	0.558	A	0.496	A	0.435	A	0.588	A	0.526	0.086	0.030	0.030	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.516	A	0.578	C	0.779	A	0.530	A	0.582	C	0.779	0.014	0.004	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.295	A	0.345	A	0.342	A	0.300	A	0.347	0.002	0.005	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.175	A	0.167	A	0.248	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.384	A	0.384	A	0.506	A	0.391	A	0.391	A	0.513	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.266	A	0.397	A	0.408	A	0.278	A	0.405	A	0.419	0.012	0.008	0.011	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.665	B	0.625	C	0.749	B	0.672	B	0.638	C	0.757	0.007	0.013	0.008	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.513	A	0.518	A	0.579	A	0.522	A	0.518	A	0.579	0.009	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.613	B	0.625	C	0.765	B	0.636	B	0.649	C	0.784	0.023	0.024	0.019	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.482	C	0.763	A	0.384	B	0.640	C	0.770	A	0.404	0.158	0.007	0.020	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	B	0.695	C	0.784	B	0.620	0.145	0.167	0.164	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-224: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.422	A	0.464	A	0.593	A	0.465	A	0.509	0.045	0.043	0.045	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.318	A	0.409	A	0.372	A	0.405	A	0.466	A	0.410	0.087	0.057	0.038	No	No	No
3	Seaside Avenue / Navy Way [A]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.372	B	0.635	A	0.525	A	0.461	B	0.665	A	0.554	0.089	0.030	0.029	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.556	B	0.601	D	0.872	A	0.572	B	0.604	D	0.872	0.016	0.003	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.295	A	0.369	A	0.380	A	0.300	A	0.380	0.002	0.005	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.205	A	0.167	A	0.288	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.399	A	0.403	A	0.526	A	0.410	A	0.413	A	0.536	0.011	0.010	0.010	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.274	A	0.411	A	0.413	A	0.286	A	0.420	A	0.425	0.012	0.009	0.012	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.678	B	0.648	C	0.765	B	0.685	B	0.660	C	0.772	0.007	0.012	0.007	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.524	A	0.532	A	0.591	A	0.534	A	0.532	A	0.591	0.010	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.630	B	0.635	C	0.779	B	0.657	B	0.661	C	0.798	0.027	0.026	0.019	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.491	C	0.784	A	0.430	B	0.665	C	0.791	A	0.433	0.174	0.007	0.003	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	C	0.717	D	0.817	B	0.636	0.063	0.181	0.166	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

Table 3.6-225: Intersection Level of Service Analysis – Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.558	A	0.567	A	0.434	A	0.475	A	0.544	A	0.401	-0.083	-0.023	-0.033	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-226: Intersection Level of Service Analysis – Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard With Mitigation

#	Study Intersection	2025 CEQA Baseline						2025 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.550	B	0.617	A	0.456	A	0.561	B	0.638	A	0.493	0.011	0.021	0.037	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

Table 3.6-227: Intersection Level of Service Analysis – Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard With Mitigation

#	Study Intersection	2027 CEQA Baseline						2027 Proposed Project With Mitigation						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.654	B	0.636	A	0.470	A	0.581	B	0.667	A	0.517	-0.073	0.031	0.047	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

NEPA Impact Determination

Traffic conditions with Alternative 6 for the years 2015, 2020, 2025 and 2027 were estimated by adding traffic resulting from the expanded container terminal and associated throughput growth to the NEPA baseline. The evaluation assumptions described in Section 3.6.4.4.2.3 under TRANS-2 would apply.

Table 3.6-228 summarizes the TEU throughput for the NEPA baseline and Alternative 6, and also the assumed operating parameters that were used to develop the trip generation forecasts. The net increase in truck trip generation includes the increased percent of cargo moved via the expanded on-dock rail facilities. Tables 3.6-129 through 3.6-132 summarize the NEPA baseline and Alternative 6 intersection operating conditions at each study intersection for the 2015, 2020, 2025 and 2027 scenarios, respectively.

Table 3.6-228: Trip Generation Analysis Assumptions and Input Data for Berths 302-306

Berths 302-306	NEPA Baseline				Proposed Project with Expanded On-Dock Railyard Alternative			
	2015	2020	2025	2027	2015	2020	2025	2027
Annual TEUs	1,948,201	2,033,536	2,118,871	2,153,000	2,702,000	2,912,000	3,122,000	3,206,000
Monthly TEUs	177,286	185,052	192,817	195,923	245,882	264,992	284,102	291,746
Trip Generation Results – AM Peak								
Auto Trips	-----	-----	-----	-----	245	306	367	391
Truck PCE Trips	-----	-----	-----	-----	343	402	448	477
Total PCE Trips	-----	-----	-----	-----	588	708	815	868
Trip Generation Results – Mid-Day Peak								
Auto Trips	-----	-----	-----	-----	38	46	55	58
Truck PCE Trips	-----	-----	-----	-----	330	374	425	478
Total PCE Trips	-----	-----	-----	-----	368	420	480	536
Trip Generation Results – PM Peak								
Auto Trips	-----	-----	-----	-----	86	101	117	123
Truck PCE Trips	-----	-----	-----	-----	204	240	280	284
Total PCE Trips	-----	-----	-----	-----	290	341	397	407

Note: The trips generated for the proposed Project with Expanded On-Dock Railyard Alternative represent incremental increases relative to the NEPA baseline.

Alternative 6 measured against the NEPA baseline would result in significant impacts based on the City of Los Angeles impact criteria. One intersection would be significantly impacted based on comparison to the NEPA baseline, as follows:

- Navy Way and Reeves Avenue –2020 (mid-day peak hour), 2025 (mid-day peak hour), 2027 (A.M. and mid-day peak hours)

Therefore, Alternative 6 would result in a significant traffic impact under NEPA.

Mitigation Measures

Mitigation measure **MM TRANS-1** would be implemented.

Tables 3.6-233 through 3.6-235 summarize the NEPA baseline and Alternative 6 intersection operating conditions with mitigation measures at the significantly impacted study intersection for the 2020, 2025, and 2027 scenarios respectively.

Residual Impacts

Impacts would be less than significant.

Table 3.6-229: Intersection Level of Service Analysis – 2015 NEPA Baseline vs. 2015 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2015 NEPA Baseline						2015 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.473	A	0.369	A	0.464	A	0.496	A	0.388	A	0.487	0.023	0.019	0.023	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.217	A	0.280	A	0.310	A	0.260	A	0.304	A	0.328	0.043	0.024	0.018	No	No	No
3	Seaside Avenue / Navy Way [A]	A	0.433	A	0.315	B	0.647	A	0.465	A	0.327	B	0.658	0.032	0.012	0.011	No	No	No
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.125	A	0.272	A	0.223	A	0.177	A	0.288	A	0.240	0.052	0.016	0.017	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.426	A	0.514	C	0.714	A	0.437	A	0.519	C	0.714	0.011	0.005	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.258	A	0.355	A	0.362	A	0.271	A	0.364	A	0.367	0.013	0.009	0.005	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.092	A	0.168	A	0.228	A	0.102	A	0.173	A	0.232	0.010	0.005	0.004	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.486	A	0.460	B	0.604	A	0.489	A	0.464	B	0.608	0.003	0.004	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.433	A	0.334	A	0.581	A	0.444	A	0.341	A	0.588	0.011	0.007	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	C	0.769	C	0.708	D	0.825	C	0.769	C	0.708	D	0.825	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.602	A	0.559	C	0.730	B	0.605	A	0.562	C	0.733	0.003	0.003	0.003	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.464	A	0.450	A	0.520	A	0.468	A	0.450	A	0.524	0.004	0.000	0.004	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.479	A	0.572	B	0.697	A	0.495	A	0.584	C	0.705	0.016	0.012	0.008	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.304	A	0.318	A	0.225	A	0.307	A	0.321	A	0.239	0.003	0.003	0.014	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.613	A	0.591	A	0.471	B	0.649	B	0.685	A	0.551	0.036	0.094	0.080	No	No	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.

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Table 3.6-230: Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2020 NEPA Baseline						2020 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.537	A	0.386	A	0.473	A	0.563	A	0.413	A	0.499	0.026	0.027	0.026	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.331	A	0.397	A	0.381	A	0.384	A	0.425	A	0.400	0.053	0.028	0.019	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.132	A	0.281	A	0.181	A	0.184	A	0.296	A	0.202	0.052	0.015	0.021	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.514	A	0.554	C	0.781	A	0.525	A	0.556	C	0.781	0.011	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.356	A	0.302	A	0.369	A	0.358	A	0.305	A	0.382	0.002	0.003	0.013	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.178	A	0.167	A	0.255	A	0.178	A	0.167	A	0.255	0.000	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.387	A	0.370	A	0.505	A	0.390	A	0.374	A	0.508	0.003	0.004	0.003	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.251	A	0.335	A	0.422	A	0.258	A	0.340	A	0.429	0.007	0.005	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.811	C	0.732	D	0.838	D	0.811	C	0.732	D	0.838	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	A	0.580	C	0.758	B	0.671	A	0.584	C	0.763	0.004	0.004	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.499	A	0.475	A	0.573	A	0.505	A	0.475	A	0.573	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	A	0.591	B	0.628	C	0.766	B	0.605	B	0.641	C	0.775	0.014	0.013	0.009	No	No	No
14	Ferry Street / Terminal Way [A]	A	0.282	A	0.293	A	0.226	A	0.304	A	0.302	A	0.240	0.022	0.009	0.014	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	B	0.656	C	0.736	A	0.574	0.080	0.105	0.093	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

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Table 3.6-231: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2025 NEPA Baseline						2025 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.548	A	0.409	A	0.468	A	0.577	A	0.436	A	0.498	0.029	0.027	0.030	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.338	A	0.428	A	0.379	A	0.397	A	0.460	A	0.404	0.059	0.032	0.025	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.360	A	0.567	A	0.504	A	0.435	A	0.588	A	0.526	0.075	0.021	0.022	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.518	A	0.580	C	0.779	A	0.530	A	0.582	C	0.779	0.012	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.340	A	0.296	A	0.345	A	0.342	A	0.300	A	0.347	0.002	0.004	0.002	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.172	A	0.167	A	0.248	A	0.175	A	0.167	A	0.248	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.388	A	0.388	A	0.509	A	0.391	A	0.391	A	0.513	0.003	0.003	0.004	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.270	A	0.401	A	0.412	A	0.278	A	0.405	A	0.419	0.008	0.004	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.819	C	0.739	D	0.849	D	0.819	C	0.739	D	0.849	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.667	B	0.629	C	0.752	B	0.672	B	0.638	C	0.757	0.005	0.009	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.516	A	0.518	A	0.579	A	0.522	A	0.518	A	0.579	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.622	B	0.635	C	0.771	B	0.636	B	0.649	C	0.784	0.014	0.014	0.013	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.637	C	0.767	A	0.384	B	0.640	C	0.770	A	0.404	0.003	0.003	0.020	No	No	No
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	B	0.695	C	0.784	B	0.620	0.130	0.102	0.109	No	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

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Table 3.6-232: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2027 NEPA Baseline						2027 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Significant Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
1	Ocean Boulevard Ramps / Terminal Island Freeway North (SR-47) [B]	A	0.562	A	0.436	A	0.478	A	0.593	A	0.465	A	0.509	0.031	0.029	0.031	No	No	No
2	Ocean Boulevard Ramps / Terminal Island Freeway South (SR-47) [B]	A	0.342	A	0.430	A	0.386	A	0.405	A	0.466	A	0.410	0.063	0.036	0.024	No	No	No
3	Seaside Avenue / Navy Way [A D]	N/A																	
4	Ferry Street / Vincent Thomas Bridge Ramps [A]	A	0.382	B	0.644	A	0.532	A	0.461	B	0.665	A	0.554	0.079	0.021	0.022	No	No	No
5	Anaheim Street / Henry Ford Avenue [A]	A	0.558	B	0.602	D	0.872	A	0.572	B	0.604	D	0.872	0.014	0.002	0.000	No	No	No
6	SR-47 Ramps / Henry Ford Avenue [A]	A	0.378	A	0.296	A	0.369	A	0.380	A	0.300	A	0.380	0.002	0.004	0.011	No	No	No
7	Henry Ford Avenue/ Denni Street [A]	A	0.202	A	0.167	A	0.288	A	0.205	A	0.167	A	0.288	0.003	0.000	0.000	No	No	No
8	Alameda Street / PCH Ramp (on PCH) [A]	A	0.403	A	0.406	A	0.529	A	0.410	A	0.413	A	0.536	0.007	0.007	0.007	No	No	No
9	Alameda Street / PCH Ramp (on Alameda) [A]	A	0.278	A	0.415	A	0.418	A	0.286	A	0.420	A	0.425	0.008	0.005	0.007	No	No	No
10	Alameda Street / Sepulveda Boulevard Ramp (On Sepulveda) [C]	D	0.832	C	0.761	D	0.872	D	0.832	C	0.761	D	0.872	0.000	0.000	0.000	No	No	No
11	Alameda Street / Sepulveda Boulevard Ramp (On Alameda) [C]	B	0.680	B	0.652	C	0.767	B	0.685	B	0.660	C	0.772	0.005	0.008	0.005	No	No	No
12	Intermodal Way / Sepulveda Boulevard [C]	A	0.528	A	0.532	A	0.591	A	0.534	A	0.532	A	0.591	0.006	0.000	0.000	No	No	No
13	Terminal Island Freeway (SR-103) / Sepulveda Boulevard [B]	B	0.641	B	0.644	C	0.785	B	0.657	B	0.661	C	0.798	0.016	0.017	0.013	No	No	No
14	Ferry Street / Terminal Way [A]	B	0.661	C	0.788	A	0.430	B	0.665	C	0.791	A	0.433	0.004	0.003	0.003	No	No	No
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	C	0.717	D	0.817	B	0.636	0.049	0.116	0.113	**Yes**	**Yes**	No

Notes:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.
[B] City of Long Beach intersection analyzed using ICU methodology according to City standards.
[C] City of Carson intersection analyzed using ICU methodology according to City standards.
[D] Navy Way /Seaside Avenue Interchange - Construction of a new flyover connector from northbound Navy Way to westbound Seaside Avenue is assumed to be complete by year 2020. This improvement would eliminate the need for a traffic signal and would provide direct ramp connections for existing left-turns thereby eliminating conflicts between left and thru traffic that would normally occur at a traditional intersection.

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Table 3.6-233 : Intersection Level of Service Analysis – 2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) With Mitigation

#	Study Intersection	2020 NEPA Baseline						2020 Reduced Project (No Space Assignment)						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.576	B	0.631	A	0.481	A	0.475	A	0.544	A	0.401	-0.101	-0.087	-0.080	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

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Table 3.6-234: Intersection Level of Service Analysis – 2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2025 NEPA Baseline						2025 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Residual Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	A	0.565	B	0.682	A	0.511	A	0.561	B	0.638	A	0.493	-0.004	-0.044	-0.018	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

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Table 3.6-235: Intersection Level of Service Analysis – 2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard)

#	Study Intersection	2027 NEPA Baseline						2027 Proposed Project With Expanded On-Dock Railyard						Changes in V/C			Residual; Impact		
		AM Peak		MID Peak		PM Peak		AM Peak		MID Peak		PM Peak		AM Peak	MID Peak	PM Peak	AM Peak	MID Peak	PM Peak
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
15	Navy Way / Reeves Avenue [A]	B	0.668	C	0.701	A	0.523	A	0.581	B	0.667	A	0.517	-0.087	-0.034	-0.006	No	No	No

Note:
[A] City of Los Angeles intersection, analyzed using CMA methodology according to City standards.

3

Impact TRANS-3: An increase in on-site employees due to Alternative 6 operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

Although Alternative 6 would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Intermodal facilities generate extremely low transit demand for several reasons. The primary reason that Alternative 6 workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. Also, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. In addition, parking at the Port is readily available and free for employees, which encourages workers to drive to work. Finally, although there are 13 existing transit routes that serve the general area surrounding Alternative 6, none of the existing routes stop within one mile of the terminal site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 6 would result in a higher employment level compared to the NEPA baseline due to construction activities and increased throughput operations, but as discussed above, the increase in work-related trips using public transit would be negligible. Less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-4: Alternative 6 operations would not result increases considered significant related to freeway congestion.

A traffic impact analysis is required at the following locations, according to the CMP, TIA Guidelines (LACMTA, 2010):

- CMP arterial monitoring intersections, including freeway on-ramp or off-ramp, where the Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the Project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

CEQA Impact Determination

Alternative 6 would result in additional truck trips on the surrounding freeway system. Tables 3.6-236 and 3.6-247 summarize the change to freeway monitoring locations due to Alternative 6. The results of the analysis indicate that Alternative 6 would not result an increase of 0.02 or more in the demand-to-capacity ratio resulting in LOS F.

The amount of Project-related traffic that would be added at freeway links would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP under NOP CEQA baseline and future CEQA baseline conditions. Based on the above, Alternative 6 would not result in a significant traffic impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-236: NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2008 CEQA Baseline			Project Added Trips	Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.155	F(0)	**3**	11,550	1.155	F(0)	0.000	No	9,398	0.940	E	**10**	9,408	0.941	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,141	0.595	C	**69**	7,210	0.601	C	0.006	No	8,559	0.713	C	**51**	8,610	0.717	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.813	D	**201**	6,703	0.838	D	0.025	No	7,797	0.975	E	**116**	7,913	0.989	E	0.015	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.922	D	**166**	5,695	0.949	E	0.028	No	5,783	0.964	E	**121**	5,904	0.984	E	0.020	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.550	C	**203**	4,605	0.576	C	0.025	No	3,244	0.406	B	**81**	3,325	0.416	B	0.010	No

Table 3.6-237: NOP CEQA Baseline vs. Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2008 CEQA Baseline			Project Added Trips	Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2008 CEQA Baseline			Project Added Trips	Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.906	D	**1**	9,060	0.906	D	0.000	No	11,130	1.113	F(0)	**7**	11,137	1.114	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,365	0.697	C	**35**	8,400	0.700	C	0.003	No	7,335	0.611	C	**36**	7,371	0.614	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	7,838	0.980	E	**115**	7,953	0.994	E	0.014	No	6,462	0.808	D	**83**	6,545	0.818	D	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,242	0.874	D	**101**	5,343	0.890	D	0.017	No	3,946	0.658	C	**87**	4,033	0.672	C	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	2,963	0.370	B	**83**	3,046	0.381	B	0.010	No	4,239	0.530	B	**54**	4,293	0.537	B	0.007	No

Table 3.6-238: Future 2012 CEQA Baseline vs. 2012 Proposed Project with Expanded On-Dock Railyard Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2012 CEQA Baseline			Project Added Trips	2012 Proposed Project w/ Exp On-Dock Railyard Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Proposed Project w/ Exp On-Dock Railyard Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,727	1.173	F(0)	0.000	No	9,575	0.957	E	**2**	9,577	0.958	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**11**	7,203	0.600	C	0.001	No	8,636	0.720	C	**10**	8,646	0.721	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**40**	6,574	0.822	D	0.005	No	7,802	0.975	E	**22**	7,824	0.978	E	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**37**	5,609	0.935	E	0.006	No	5,791	0.965	E	**23**	5,814	0.969	E	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**20**	4,707	0.588	C	0.002	No	3,486	0.436	B	**12**	3,499	0.437	B	0.002	No

Table 3.6-239: Future 2012 CEQA Baseline vs. 2012 Proposed Project with Expanded On-Dock Railyard Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2012 CEQA Baseline			Project Added Trips	2012 Proposed Project w/ Exp On-Dock Railyard Construction			Change in D/C	Sig Imp	2012 CEQA Baseline			Project Added Trips	2012 Proposed Project w/ Exp On-Dock Railyard Construction			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**2**	11,407	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**33**	8,608	0.717	C	0.003	No	7,585	0.632	C	**10**	7,595	0.633	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**62**	8,325	1.041	F(0)	0.008	No	6,804	0.850	D	**22**	6,826	0.853	D	0.003	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**37**	5,659	0.943	E	0.006	No	4,220	0.703	C	**23**	4,243	0.707	C	0.004	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**138**	3,497	0.437	B	0.017	No	4,448	0.556	C	**13**	4,461	0.558	C	0.002	No

Table 3.6-240: Future 2015 CEQA Baseline vs. 2015 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2015 CEQA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**6**	9,714	0.971	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**44**	7,275	0.606	C	0.004	No	8,694	0.725	C	**32**	8,727	0.727	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**6**	9,714	0.971	E	0.001	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**112**	5,717	0.953	E	0.019	No	5,797	0.966	E	**77**	5,874	0.979	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**122**	5,025	0.628	C	0.015	No	3,668	0.458	B	**52**	3,719	0.465	B	0.006	No

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Table 3.6-241: Future 2015 CEQA Baseline vs. 2015 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound							
			2015 CEQA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2015 CEQA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**1**	9,609	0.961	E	0.000	No	11,611	1.161	F(0)	**5**	11,616	1.162	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**20**	8,752	0.729	C	0.002	No	7,772	0.648	C	**25**	7,798	0.650	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**69**	8,651	1.081	F(0)	0.009	No	7,060	0.883	D	**59**	7,119	0.890	D	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**61**	5,968	0.995	E	0.010	No	4,425	0.738	C	**61**	4,486	0.748	C	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**47**	3,703	0.463	B	0.006	No	4,605	0.576	C	**46**	4,651	0.581	C	0.006	No

Table 3.6-242: Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**2**	12,088	1.209	F(0)	0.000	No	9,929	0.993	E	**7**	9,936	0.994	E	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**54**	7,348	0.612	C	0.004	No	8,791	0.733	C	**38**	8,830	0.736	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**158**	6,756	0.845	D	0.020	No	7,813	0.977	E	**88**	7,901	0.988	E	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**132**	5,790	0.965	E	0.022	No	5,807	0.968	E	**92**	5,898	0.983	E	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**154**	5,414	0.677	C	0.019	No	3,970	0.496	B	**63**	4,033	0.504	B	0.008	No

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Table 3.6-243: Future 2020 CEQA Baseline vs. 2020 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound								
			2020 CEQA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2020 CEQA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**5**	11,960	1.196	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**24**	9,018	0.751	C	0.002	No	8,085	0.674	C	**30**	8,114	0.676	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**81**	9,194	1.149	F(0)	0.010	No	7,487	0.936	E	**69**	7,556	0.944	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**71**	6,453	1.076	F(0)	0.012	No	4,768	0.795	D	**71**	4,839	0.806	D	0.012	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**57**	4,208	0.526	B	0.007	No	4,867	0.608	C	**56**	4,923	0.615	C	0.007	No

Table 3.6-244: Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**3**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**9**	10,158	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**66**	7,424	0.619	C	0.005	No	8,888	0.741	C	**47**	8,935	0.745	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**193**	6,831	0.854	D	0.024	No	7,820	0.977	E	**107**	7,927	0.991	E	0.013	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**161**	5,872	0.979	E	0.027	No	5,816	0.969	E	**112**	5,929	0.988	E	0.019	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**191**	5,808	0.726	C	0.024	No	4,273	0.534	B	**75**	4,348	0.543	C	0.009	No

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Table 3.6-245: Future 2025 CEQA Baseline vs. 2025 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			2025 CEQA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2025 CEQA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,394	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**7**	12,305	1.231	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**30**	9,286	0.774	D	0.002	No	8,397	0.700	C	**34**	8,431	0.703	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**98**	9,743	1.218	F(0)	0.012	No	7,914	0.989	E	**77**	7,992	0.999	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**86**	6,942	1.157	F(0)	0.014	No	5,110	0.852	D	**81**	5,191	0.865	D	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**74**	4,720	0.590	C	0.009	No	5,129	0.641	C	**50**	5,179	0.647	C	0.006	No

Table 3.6-246: Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – AM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**3**	12,402	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**10**	10,248	1.025	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**69**	7,453	0.621	C	0.006	No	8,927	0.744	C	**51**	8,978	0.748	C	0.004	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**200**	6,853	0.857	D	0.025	No	7,822	0.978	E	**117**	7,939	0.992	E	0.015	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**165**	5,899	0.983	E	0.028	No	5,820	0.970	E	**122**	5,943	0.990	E	0.020	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**202**	5,962	0.745	C	0.025	No	4,394	0.549	C	**84**	4,478	0.560	C	0.011	No

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Table 3.6-247: Future 2027 CEQA Baseline vs. 2027 Proposed Project with Expanded On-Dock Railyard Freeway Analysis – PM Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound								Southbound/Westbound								
			2027 CEQA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2027 CEQA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,551	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**7**	12,443	1.244	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**34**	9,394	0.783	D	0.003	No	8,522	0.710	C	**38**	8,560	0.713	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**113**	9,971	1.246	F(0)	0.014	No	8,085	1.011	F(0)	**89**	8,174	1.022	F(0)	0.011	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**100**	7,147	1.191	F(0)	0.017	No	5,247	0.874	D	**92**	5,339	0.890	D	0.015	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**79**	4,923	0.615	C	0.010	No	4,239	0.530	B	**73**	4,312	0.539	B	0.009	No

NEPA Impact Determination

Alternative 6 would result in additional truck trips on the surrounding freeway system. Tables 3.6-248 through 3.6-257 summarize the change to freeway monitoring locations due to Alternative 6 for years 2012, 2015, 2020, 2025 and 2027.

The results of the analysis indicate that Alternative 6 would not result an increase of 0.02 or more of the demand-to-capacity ratio which results in LOS F at any of the CMP freeway monitoring locations and/or freeway analysis links during any of the analysis years; therefore, no further freeway system analysis is required at those locations.

Consequently, traffic impacts on the freeway system would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Table 3.6-248: 2012 NEPA Baseline vs. 2012 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Proposed Project w// Exp On-Dock Railyard Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Proposed Project w// Exp On-Dock Railyard Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,726	1.173	F(0)	**0**	11,726	1.173	F(0)	0.000	No	9,575	0.957	E	**0**	9,575	0.957	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,192	0.599	C	**0**	7,192	0.599	C	0.000	No	8,636	0.720	C	**0**	8,636	0.720	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,535	0.817	D	**0**	6,535	0.817	D	0.000	No	7,802	0.975	E	**0**	7,802	0.975	E	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,572	0.929	D	**0**	5,572	0.929	D	0.000	No	5,791	0.965	E	**0**	5,791	0.965	E	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,688	0.586	C	**0**	4,688	0.586	C	0.000	No	3,486	0.436	B	**0**	3,486	0.436	B	0.000	No

Table 3.6-249: 2012 NEPA Baseline vs. 2012 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Construction Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2012 NEPA Baseline			Project Added Trips	2012 Proposed Project w// Exp On-Dock Railyard Construction			Change in D/C	Sig Imp	2012 NEPA Baseline			Project Added Trips	2012 Proposed Project w// Exp On-Dock Railyard Construction			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,373	0.937	E	**2**	9,374	0.937	E	0.000	No	11,405	1.141	F(0)	**0**	11,405	1.141	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,575	0.715	C	**26**	8,601	0.717	C	0.002	No	7,585	0.632	C	**0**	7,585	0.632	C	0.000	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,263	1.033	F(0)	**37**	8,300	1.037	F(0)	0.005	No	6,804	0.850	D	**0**	6,804	0.850	D	0.000	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,622	0.937	E	**15**	5,637	0.939	E	0.002	No	4,220	0.703	C	**0**	4,220	0.703	C	0.000	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,359	0.420	B	**125**	3,484	0.436	B	0.016	No	4,448	0.556	C	**0**	4,448	0.556	C	0.000	No

Table 3.6-250: 2015 NEPA Baseline vs. 2015 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**2**	11,863	1.186	F(0)	0.000	No	9,707	0.971	E	**4**	9,711	0.971	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,231	0.603	C	**34**	7,264	0.605	C	0.003	No	8,694	0.725	C	**21**	8,716	0.726	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**91**	6,649	0.831	D	0.011	No	7,806	0.976	E	**49**	7,855	0.982	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**72**	5,677	0.946	E	0.012	No	5,797	0.966	E	**51**	5,848	0.975	E	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**108**	5,011	0.626	C	0.014	No	3,668	0.458	B	**37**	3,705	0.463	B	0.005	No

Table 3.6-251: 2015 NEPA Baseline vs. 2015 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2015 NEPA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2015 NEPA Baseline			Project Added Trips	2015 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**0**	9,608	0.961	E	0.000	No	11,611	1.161	F(0)	**3**	11,614	1.161	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,732	0.728	C	**13**	8,745	0.729	C	0.001	No	7,772	0.648	C	**15**	7,787	0.649	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**41**	8,623	1.078	F(0)	0.005	No	7,060	0.883	D	**35**	7,095	0.887	D	0.004	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**36**	5,943	0.990	E	0.006	No	4,425	0.738	C	**36**	4,462	0.744	C	0.006	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**32**	3,688	0.461	B	0.004	No	4,605	0.576	C	**33**	4,638	0.580	C	0.004	No

Table 3.6-252: 2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,085	1.209	F(0)	**2**	12,087	1.209	F(0)	0.000	No	9,929	0.993	E	**5**	9,933	0.993	E	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,294	0.608	C	**41**	7,335	0.611	C	0.003	No	8,791	0.733	C	**25**	8,816	0.735	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,598	0.825	D	**109**	6,707	0.838	D	0.014	No	7,813	0.977	E	**57**	7,870	0.984	E	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,658	0.943	E	**86**	5,744	0.957	E	0.014	No	5,807	0.968	E	**60**	5,866	0.978	E	0.010	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,260	0.657	C	**133**	5,393	0.674	C	0.017	No	3,970	0.496	B	**44**	4,014	0.502	B	0.006	No

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Table 3.6-253: 2020 NEPA Baseline vs. 2020 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2020 NEPA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2020 NEPA Baseline			Project Added Trips	2020 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,000	1.000	F(0)	**1**	10,001	1.000	F(0)	0.000	No	11,955	1.196	F(0)	**3**	11,958	1.196	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	8,994	0.749	C	**15**	9,009	0.751	C	0.001	No	8,085	0.674	C	**17**	8,102	0.675	C	0.001	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,113	1.139	F(0)	**49**	9,162	1.145	F(0)	0.006	No	7,487	0.936	E	**41**	7,528	0.941	E	0.005	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,382	1.064	F(0)	**43**	6,424	1.071	F(0)	0.007	No	4,768	0.795	D	**42**	4,810	0.802	D	0.007	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,151	0.519	B	**38**	4,190	0.524	B	0.005	No	4,867	0.608	C	**38**	4,905	0.613	C	0.005	No

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Table 3.6-254: 2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,310	1.231	F(0)	**2**	12,312	1.231	F(0)	0.000	No	10,150	1.015	F(0)	**6**	10,155	1.016	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,358	0.613	C	**50**	7,408	0.617	C	0.004	No	8,888	0.741	C	**31**	8,919	0.743	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,638	0.830	D	**134**	6,771	0.846	D	0.017	No	7,820	0.977	E	**72**	7,892	0.986	E	0.009	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,712	0.952	E	**106**	5,818	0.970	E	0.018	No	5,816	0.969	E	**75**	5,892	0.982	E	0.013	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,617	0.702	C	**161**	5,779	0.722	C	0.020	No	4,273	0.534	B	**54**	4,327	0.541	C	0.007	No

Table 3.6-255: 2025 NEPA Baseline vs. 2025 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2025 NEPA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2025 NEPA Baseline			Project Added Trips	2025 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,393	1.039	F(0)	**1**	10,393	1.039	F(0)	0.000	No	12,299	1.230	F(0)	**4**	12,303	1.230	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,256	0.771	D	**18**	9,274	0.773	D	0.002	No	8,397	0.700	C	**22**	8,419	0.702	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,645	1.206	F(0)	**60**	9,705	1.213	F(0)	0.007	No	7,914	0.989	E	**50**	7,965	0.996	E	0.006	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	6,857	1.143	F(0)	**52**	6,909	1.151	F(0)	0.009	No	5,110	0.852	D	**52**	5,162	0.860	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,646	0.581	C	**46**	4,693	0.587	C	0.006	No	5,129	0.641	C	**45**	5,174	0.647	C	0.006	No

Table 3.6-256: 2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – AM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	12,399	1.240	F(0)	**2**	12,402	1.240	F(0)	0.000	No	10,238	1.024	F(0)	**6**	10,244	1.024	F(0)	0.001	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	7,384	0.615	C	**52**	7,436	0.620	C	0.004	No	8,927	0.744	C	**34**	8,961	0.747	C	0.003	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,653	0.832	D	**136**	6,790	0.849	D	0.017	No	7,822	0.978	E	**79**	7,901	0.988	E	0.010	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,733	0.956	E	**107**	5,840	0.973	E	0.018	No	5,820	0.970	E	**82**	5,902	0.984	E	0.014	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,760	0.720	C	**169**	5,929	0.741	C	0.021	No	4,394	0.549	C	**59**	4,453	0.557	C	0.007	No

Table 3.6-257: 2027 NEPA Baseline vs. 2027 Alternative 6 (Proposed Project with Expanded On-Dock Railyard) Freeway Analysis – PM Peak Hour

Fwy	Location	Cap	Northbound/Eastbound									Southbound/Westbound								
			2027 NEPA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp	2027 NEPA Baseline			Project Added Trips	2027 Proposed Project w/ Exp On-Dock Railyard			Change in D/C	Sig Imp
			Vol	D/C	LOS		Vol	D/C	LOS			Vol	D/C	LOS		Vol	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	10,549	1.055	F(0)	**1**	10,550	1.055	F(0)	0.000	No	12,436	1.244	F(0)	**4**	12,440	1.244	F(0)	0.000	No
#2 SR-91	west of I-710 (CMP monitoring station - e/o Alameda St/Santa Fe Ave interchange)	12,000	9,361	0.780	D	**22**	9,383	0.782	D	0.002	No	8,522	0.710	C	**23**	8,546	0.712	C	0.002	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	9,857	1.232	F(0)	**75**	9,932	1.241	F(0)	0.009	No	8,085	1.011	F(0)	**55**	8,140	1.018	F(0)	0.007	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,046	1.174	F(0)	**65**	7,112	1.185	F(0)	0.011	No	5,247	0.874	D	**57**	5,304	0.884	D	0.009	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,844	0.606	C	**55**	4,899	0.612	C	0.007	No	4,239	0.530	B	**48**	4,287	0.536	B	0.006	No

Impact TRANS-5: Alternative 6 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.

CEQA Impact Determination

The impacts of the proposed Project within and outside of the Project vicinity are not significant. Based on the analysis of 2027 Project trains, rail delays at at-grade crossings east of the Alameda Corridor would not exceed the thresholds of significance. Alternative 6 would result in the same annual throughput as the proposed Project, the same daily train trips, and the same average vehicle delay at at-grade crossings. Because the proposed Project would not result in an increase in average vehicle delay at at-grade crossings in excess of the threshold of significance, neither would Alternative 6.

In addition, as with the proposed Project, Alternative 6 is not expected to result in significant secondary impacts (i.e., air, noise and public services) related to increased vehicular delay at at-grade crossings.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The Alameda Corridor eliminated all of the at-grade crossings in the proposed Project site vicinity between the Ports and the intermodal railyards located on Washington Boulevard in the cities of Vernon (BNSF's Hobart yard) and Commerce (UP's ELA yard). As stated previously, Port containers move on the BNSF San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Moreover, it is also important to note that the loading of off-dock containers to/from the ports and ultimate routing to/from the region of port and non-port trains are controlled solely by the railroads. Additionally, the rail lines beyond the Hobart and ELA yards are the outer geographical limits from the Port of Los Angeles terminals. The USACE has evaluated cumulative rail-related impacts in previous EIS/EIRs, and they also represent the USACE's outer geographical limits of NEPA evaluation of cumulative rail-related impacts in this EIS/EIR. Because potential vehicle delay impacts at at-grade crossings beyond these geographical limits fall outside of the Federal Scope of Analysis (see Section 2.7), no impact determination under NEPA is required.

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

3.6.4.6 Summary of Impact Determinations

The following Table 3.6-258 summarizes the NEPA and CEQA impact determinations of the proposed Project and alternatives related to Ground Transportation, as described in the detailed discussion in Sections 3.6.4.3 and 3.6.4.4. This table is meant to allow easy comparison between the potential impacts of the proposed Project and alternatives with respect to this resource. Identified potential impacts may be based on Federal, State, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table describes the impact, provides the CEQA and NEPA impact determinations, describes any applicable mitigation measures, and the significance of residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

Table 3.6-258: Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated With the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Proposed Project	**TRANS-1:** Proposed Project construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with the proposed Project may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1: Navy Way and Reeves Avenue**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to proposed Project operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Proposed project operations would not result in increases considered significant related to freeway congestion.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Proposed Project operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 1 – No Project	**TRANS-1:** Alternative 1 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: No Impact	Mitigation not required	CEQA: No Impact
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-2: Long-term vehicular traffic associated with Alternative 1 would not significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	Mitigation measures are not applicable to Alternative 1 because there would be no discretionary actions subject to CEQA	**CEQA: Significant and unavoidable**
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-3: An increase in on-site employees due to Alternative 1 operations would not result	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table 3.6-258: Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated With the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	in a significant increase in related public transit use.	NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-4: Alternative 1 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	TRANS-5: Alternative 1 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 2 – No Federal Action	**TRANS-1:** Alternative 2 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-2: Long-term vehicular traffic associated with Alternative 2 would not significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: No Impact	Mitigation not required	NEPA: No Impact
	TRANS-3: An increase in on-site employees due to Alternative 2 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-4: Alternative 2 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No Impact		NEPA: No Impact
	TRANS-5: Alternative 2 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

Table 3.6-258: Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated With the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 3 – Reduced Project: Four New Cranes	**TRANS-1:** Alternative 3 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 3 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 3 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 3 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 3 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 4 – Reduced Project: No New Wharf	**TRANS-1:** Alternative 4 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 4 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant

Table 3.6-258: Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated With the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
	due to Alternative 4 operations would not result in a significant increase in related public transit use.	NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 4 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 4 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
Alternative 5 – Reduced Project: No Space Assignment	**TRANS-1:** Alternative 5 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 5 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 5 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 5 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 5 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

Table 3.6-258: Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated With the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**TRANS-1:** Alternative 6 construction would not result in a short-term, temporary increase in truck and auto traffic.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-2: Long-term vehicular traffic associated with Alternative 6 may significantly impact a study location volume/capacity ratios or level of service.	CEQA: Significant	**MM TRANS-1**	CEQA: Less than significant
		NEPA: Significant		NEPA: Less than significant
	TRANS-3: An increase in on-site employees due to Alternative 6 operations would not result in a significant increase in related public transit use.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-4: Alternative 6 operations would not result in increases considered significant related to freeway congestion	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	TRANS-5: Alternative 6 operations would not cause a significant impact in vehicular delay at railroad grade crossings within the proposed Project's vicinity or in the region**.**	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

3.6.4.7 Mitigation Monitoring

The proposed Project and Alternatives 1 through 6 under CEQA and Alternatives 3 through 6 under NEPA would result in significant traffic impacts to one intersection. The below mitigation monitoring program is applicable to the proposed Project and Alternatives 2 through 6:

Impact TRANS-2: Long-term vehicular traffic associated with the proposed Project may significantly impact a study location volume/capacity ratios or level of service.	
Mitigation Measure	**MM TRANS-1: Navy Way and Reeves Avenue.** Re-stripe the southbound (and eastbound approach to accommodate the southbound dual right-turns) to provide a right-turn lane, a shared through/right turn lane, and a through lane on the southbound approach. This mitigation would only be constructed when the intersection operates at LOS E or worse. The Port will monitor the LOS of this location as part of its ongoing port-area intersection monitoring activities. The mitigation measure shall be completed within five years of this determination.
Timing	After construction of the proposed Project or Alternatives 2 through 6, when the intersection is determined to be operating at LOS E or worse.
Methodology	The LAHD shall perform periodic traffic analysis of intersection LOS after the Project is completed.
Responsible Parties	LAHD
Residual Impacts	Less than significant

3.6.5 Significant Unavoidable Impacts

Implementation of mitigation is expected to reduce traffic impacts on Navy Way and Reeves Avenue to a less than significant level for the proposed Project and Alternatives 2 through 6 under CEQA and the proposed Project and Alternatives 3 through 6 under NEPA. No mitigation is applicable to Alternative 1 so impacts would remain significant and unavoidable for Alternative 1 under CEQA.

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