

3.6

GROUND TRANSPORTATION AND CIRCULATION

3.6.1 Introduction

This section discusses potential traffic and circulation impacts associated with the proposed Project and its alternatives. The Initial Study (Appendix A) determined that impacts on ground transportation and circulation would be less than significant; however, this issue was raised during public review and is, therefore, evaluated in this Draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/SEIR).

The traffic analysis in this section draws upon information from the *Port of Los Angeles Baseline Transportation Study* (MMA 2004).

3.6.1.1 Relationship to 1992 Deep Draft Final EIS/EIR

The Deep Draft Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) (United States Army Corps of Engineers) and Los Angeles Harbor Department 1992) evaluated at a project-specific level, and recommended mitigation to the extent feasible for, all significant ground transportation and circulation impacts associated with navigation and landfill improvements required to create Pier 400. This included those portions of the project located on Pier 400. The Deep Draft FEIS/FEIR also assesses on a general, or programmatic, level the foreseeable ground transportation and circulation impacts associated with the development and operation of terminal facilities planned for location on Pier 400, including a marine oil terminal and associated infrastructure. The Deep Draft FEIS/FEIR identified the primary ground transportation and circulation impact of terminal development and operation as resulting from 1) increased employee trips and truck trips associated with each planned increment; 2) increased employee automobile and work truck traffic on local roadways; and 3) increased traffic on railways. The Deep Draft FEIS/FEIR identified a significant and unavoidable impact on transportation, concluding that the Deep Draft project would generate significant quantities of vehicle trips that would be forced on routes that already exceeded roadway capacity or were anticipated to exceed acceptable levels of service prior to implementation of the Deep Draft project.

1 Potentially significant, but feasibly mitigable, impacts related to traffic generation
2 and development of Pier 400 were also identified, including increased vehicle trips
3 during construction activities, and volume of proposed traffic greater than one
4 percent of projected traffic volumes.

5 The Deep Draft FEIS/FEIR recommended nine programmatic mitigation measures
6 (MM) (MM 4F-1 through MM 4F-9) that would reduce ground transportation and
7 circulation impacts. It was concluded that with recommended mitigations the residual
8 impacts on the roadways would remain significant. The impact on the railways would
9 not, however, present a significant impact. The Deep Draft FEIS/FEIR evaluated the
10 foreseeable development of the proposed Pier 400 landfill, including construction of
11 a deep-draft marine oil terminal, at a programmatic level; site-specific construction
12 and operations associated with development of Pier 400 were not evaluated in the
13 Deep Draft FEIS/FEIR. Consequently, development of Pier 400 is subject to
14 additional port planning and National Environmental Policy Act (NEPA) and
15 California Environmental Quality Act (CEQA) analysis.

16 The approved Deep Draft FEIS/FEIR incorporated the Mitigation Measures listed
17 below to minimize impacts on transportation/circulation to the greatest extent
18 feasible. Some of these mitigation measures are applicable to the current proposed
19 Project, while others have already been implemented or do not apply to the proposed
20 Project. Applicable Mitigation Measures from the Deep Draft FEIS/FEIR are listed
21 and discussed below and have been included in the proposed Project Mitigation
22 Monitoring and Reporting Plan (MMRP).

23 Subsequent to approval of the Deep Draft FEIS/FEIR, the Los Angeles Harbor
24 Department (LAHD) has implemented a variety of programs to reduce environmental
25 effects associated with operations at the Port of Los Angeles (the Port or LAHD). In
26 April 2002, the Alameda Corridor Project, a 20-mile railroad express line that
27 connects the Ports of Los Angeles and Long Beach to the major rail network east of
28 downtown Los Angeles was initiated. The Alameda Corridor Project transports cargo
29 to downtown rail yards at 10 to 15 miles per hour faster than previous railroad
30 operations. In addition, the Alameda Corridor Project eliminated 200 rail/street
31 crossings, including the Pacific Coast Highway Grade Separation that constructed a
32 half mile long bridge which carries Pacific Coast Highway traffic over the Alameda
33 Corridor freight rail expressway and Alameda Street.

34 *Mitigation Measures from the 1992 Deep Draft Final EIS/EIR that are*
35 *Applicable to the Proposed Project*

36 The following Mitigation Measures were developed in the Deep Draft FEIS/FEIR to
37 reduce the significant impacts to ground transportation. These measures remain
38 applicable to the current proposed Project and have been revised where necessary.
39 The following measures would be adopted by the Port of Los Angeles Board of
40 Harbor Commissioners and would become conditions of proposed Project approval
41 that dictate future development of the proposed Project site:

42 **MM 4F-1:** The contractor shall encourage construction workers to carpool by
43 offering various incentives.

1 **MM 4F-2:** When possible, trucks that are utilized to bring equipment and materials
2 to the site shall be used to carry off any debris, excess materials, etc.

3 **MM 4F-4:** Tenants shall be encouraged to reduce the number of vehicle trips
4 associated with employee vehicles by introducing ridesharing incentives, parking
5 management programs (i.e., parking spaces to ride sharers and removing street
6 parking), auto use restriction programs, and truck movement restriction programs.

7 **MM 4F-5:** On-site information on the importance of the reduction in vehicle miles
8 traveled and related air quality impacts shall be provided and literature on rideshare
9 programs shall be dispensed.

10 *Mitigation Measures from the 1992 Deep Draft Final EIS/EIR that are No*
11 *Longer Applicable or are Not Applicable to the Proposed Project*

12 The 1992 Deep Draft FEIS/FEIR concluded implementation of the following
13 measures would reduce impacts on the local circulation system and minimize adverse
14 impacts associated with increased truck trips on surrounding roadways and freeways.
15 However, for the reasons identified below, these mitigation measure are no longer
16 applicable to the proposed Project.

17 **MM 4F-3:** Park-and-ride stations, more bus stops or transit stops, and shuttle
18 services were to be established in the project area.

19 *Reason no longer applicable: This mitigation measure has already been*
20 *implemented under the Deep Draft program.*

21 **MM 4F-6:** Consolidation of access routes to the landfill was recommended,
22 including the elevation of Anaheim Street on the a viaduct over Alameda Street, over
23 the north-south Southern Pacific Transportation Company (SPTC) and Atchison,
24 Topeka, and Santa Fe (AT&SF) rail line, over Henry Ford Avenue, and over the new
25 rail yard. The new Anaheim Street viaduct could align with I Street to the east.

26 *Reason no longer applicable: This mitigation was implemented under the Deep*
27 *Draft program and is not related to the proposed Project because these access routes*
28 *are not used by the proposed Project.*

29 **MM 4F-7:** On Terminal Island, a New Dock Street grade separation was
30 recommended to eliminate the conflict between rail and vehicular traffic. A new
31 Seaside Avenue/Navy Way interchange was also recommended as part of the central
32 transportation spine to the landfill.

33 *Reason no longer applicable: This mitigation was implemented under the Deep*
34 *Draft program and is not related to the proposed Project because no conflicts*
35 *between rail and vehicular traffic is anticipated.*

36 **MM 4F-8:** Where possible, work hours and work days were to be flexible or
37 staggered such that haul trucks would access the site during non-peak hours.

1 **Reason no longer applicable:** This mitigation was implemented under the Deep
2 Draft program and is not related to the proposed Project because this project is
3 forecast to result in one additional truck trip for daily operations.

4 **MM 4F-9:** Cooperation between the cities of Los Angeles and Long Beach and with
5 the California Department of Transportation (DOT) was recommended to identify and
6 fund transportation improvements throughout the Port areas and access routes.

7 **Reason not applicable:** This mitigation was implemented under the Deep Draft
8 program and is still an ongoing effort.

9 **3.6.2 Environmental Setting**

10 This section evaluates streets and intersections that would potentially be used by both
11 automobile and truck traffic to gain access to and from the Marine Terminal and tank
12 farm sites, as well as those streets that would be used by construction traffic (i.e.,
13 equipment and commuting workers). The area of influence evaluated in this Draft
14 SEIS/SEIR refines the general geographic scope that was originally evaluated in the
15 Deep Draft FEIS/FEIR to reflect project-specific construction and operation activities
16 associated with development of Pier 400.

17 **3.6.2.1 Regional and Local Access**

18 **Roadways**

19 Regional access to the harbor area is provided by a network of freeways and
20 highways. The freeways in the network consist of the Harbor Freeway (Interstate [I]-
21 110), the Long Beach Freeway (I-710), and the Terminal Island Freeway (State
22 Route [SR] 47/103). The Pacific Coast Highway (Route 1) is also a part of the
23 network. Primary access to the freeways from Terminal Island is via the Terminal
24 Island Freeway and Seaside Avenue/Ocean Boulevard. Three major highway bridges
25 also connect Terminal Island to regional and local streets and highways: the Vincent
26 Thomas Bridge (part of SR 47); the Commodore Schuyler F. Heim Bridge (part of
27 SR 103); and the Gerald Desmond Bridge (part of Ocean Boulevard).

28 The arterial street network that serves the proposed Project area includes Seaside
29 Avenue/Ocean Boulevard, Anaheim Street, Alameda Street, Henry Ford Avenue,
30 New Dock Street, and Terminal Way. The local street network that provides access
31 to Pier 400 includes Seaside Avenue/Ocean Boulevard, Navy Way, Terminal Way,
32 and Reeves Avenue (see Figure 3.6-1).

33 The relationship of the proposed Project sites to the regional transportation network is
34 shown in Figure 3.6-1. The regional, arterial and local access routes are described
35 below:

36 *Long Beach Freeway (I-710) and Harbor Freeway (I-110)* are north-south highways
37 that extend from the port area to downtown Los Angeles. They each have six lanes
38 in the vicinity of the harbor and widen to eight lanes to the north of the harbor.

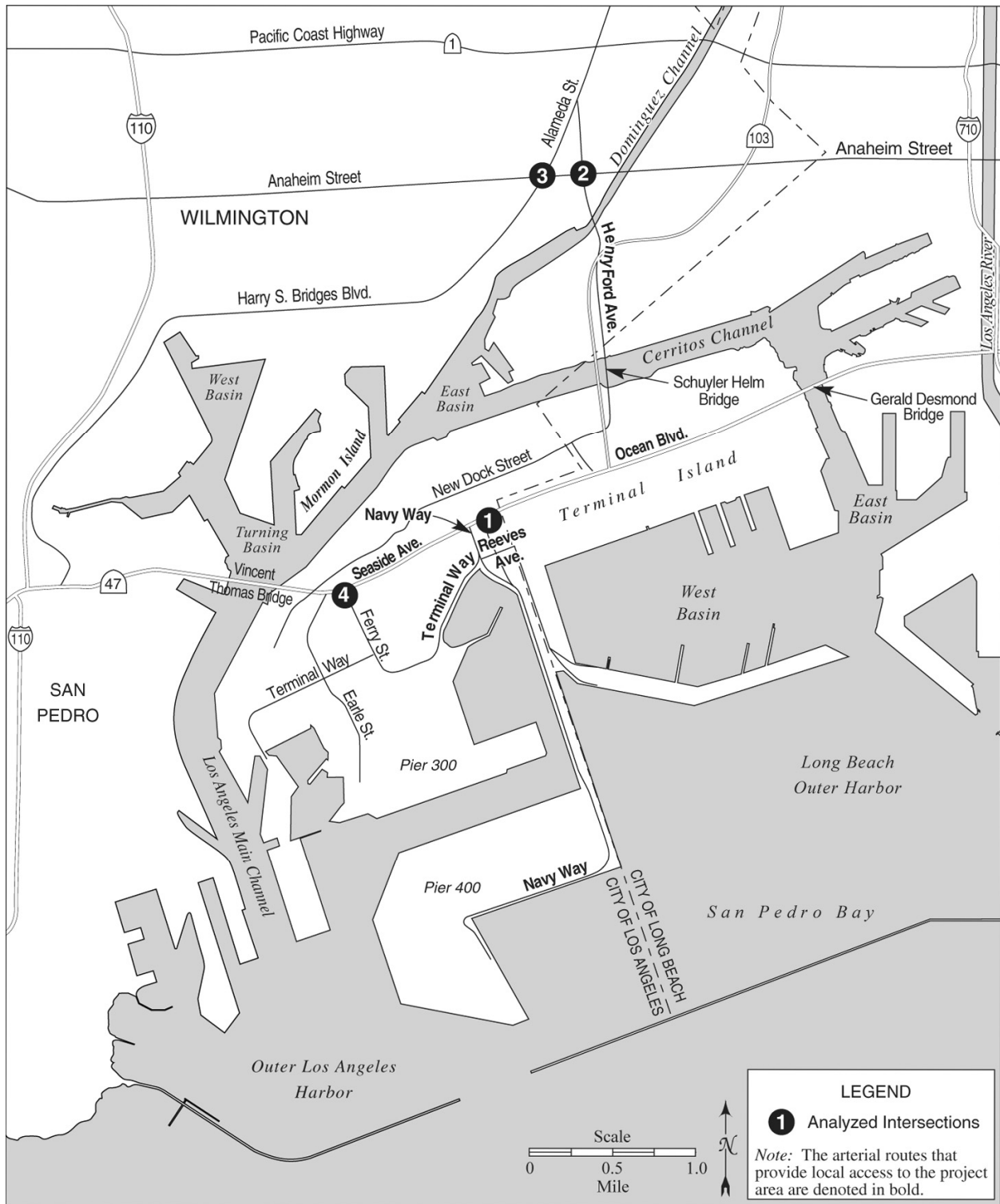


Figure 3.6-1. Local Circulation Network

1 *Terminal Island Freeway (SR 47/SR 103)* is a north-south highway grade separated
2 from Ocean Boulevard that extends from Terminal Island across the Commodore
3 Schuyler F. Heim Bridge and terminates at Willow Street approximately 245 m (800
4 ft) east of the Southern Pacific Intermodal Container Transfer Facility (ICTF). It is
5 six lanes wide on the southern segment, narrowing to four lanes at Anaheim Street.

6 *Pacific Coast Highway (Route 1)* is a four lane, east-west highway that runs through
7 Wilmington and Long Beach. Pacific Coast Highway (PCH) has interchanges with
8 the Terminal Island Freeway, the Long Beach Freeway, and the Harbor Freeway.

9 *Seaside Avenue/Ocean Boulevard* runs east-west from downtown Long Beach, over
10 the Gerald Desmond Bridge and includes a grade separated over-crossing to the
11 terminus of the Terminal Island Freeway (SR 47/SR 103). Ocean Boulevard is
12 designated as SR 47 between I-710 and SR 47. Ocean Boulevard/Seaside Avenue is
13 designated SR 47 between I-110 and the Terminal Island Freeway. Ocean Boulevard
14 has six lanes and left-turn lanes at intersections. Seaside Avenue is renamed Ocean
15 Boulevard in Long Beach and continues to the east to the Gerald Desmond Bridge.
16 Seaside Avenue/Ocean Boulevard is the primary access route to Terminal Island
17 from the City of Los Angeles and San Pedro. Since the completion of the
18 interchange at SR 47/SR 103, the only signalized intersection along Seaside
19 Avenue/Ocean Boulevard is at Navy Way.

20 *Anaheim Street* is a four lane, east-west street that runs through Wilmington and
21 Long Beach. Anaheim Street has interchanges with the Long Beach Freeway and the
22 Harbor Freeway. It is designated as a no-truck route in Wilmington.

23 *Alameda Street* is a north-south street that runs parallel to the Union Pacific railroad
24 tracks connecting the Port to downtown Los Angeles and several rail yards. Alameda
25 Street has roadway width to provide for three lanes between Henry Ford Avenue and
26 the Riverside Freeway (SR 91), although it is striped for two lanes each way over
27 most of its length. Alameda Street turns into Harry Bridges Boulevard near the
28 Union Pacific Railroad tracks in Wilmington. Most of the intersections along
29 Alameda Street are now grade separated.

30 *Henry Ford Avenue* is a two lane street that connects New Dock Street with Ocean
31 Boulevard on Terminal Island. North of Terminal Island, Henry Ford Avenue is a
32 three lane street that connects the Terminal Island Freeway with Alameda Street.

33 *New Dock Street* is a two lane, east-west street that connects Terminal Island and the
34 Terminal Island Freeway. New Dock Street has interchanges (southbound off and
35 northbound on-ramps) with the Terminal Island Freeway.

36 *Terminal Way* is a four to six lane, generally east-west street providing access to Pier
37 300 and the U.S. Coast Guard Base. It turns into Ferry Street on its west end and
38 Navy Way on its east end at Reeves Avenue.

39 *Navy Way and Ferry Street* are internal Port roadways that provide local access to
40 Pier 300 and Pier 400 from Seaside Avenue/Ocean Boulevard and the Terminal
41 Island Freeway (SR 47/SR 103). Navy Way connects Terminal Island to Pier 400.

1 There are no pedestrian access or public transit routes located within the proposed
 2 Marine Terminal area, Tank Farm Site 1 or Tank Farm Site 2, or along proposed
 3 pipeline rights-of-way.

4 The transportation environmental setting for the proposed Project includes those
 5 streets and intersections that would be used by both automobile and truck operations
 6 traffic to gain access to and from the Marine Terminal and Tank Farm Site 1, Tank
 7 Farm Site 2, and pipelines, as well as those streets that would be used by construction
 8 traffic (i.e., equipment and commuting workers). The streets most likely to be
 9 impacted by Project-related auto and truck traffic for daily operations or daily
 10 construction activity include the following: Seaside Avenue/Ocean Boulevard, Navy
 11 Way, Anaheim Street, Ferry Street, Alameda Street, and Henry Ford Avenue. The
 12 proposed Project would also generate auto and truck traffic on certain regional
 13 highways, including I-110, I-710, and SR 47. The four study intersections include the
 14 following (see Figure 3.6-1 for illustration of study intersection locations):

- 15 • Navy Way/Seaside Avenue
- 16 • Henry Ford Avenue/Anaheim Street
- 17 • Alameda Street/Anaheim Street
- 18 • Ferry Street/SR-47 Eastbound (EB) On/Off Ramps

19 All other project traffic would utilize the freeway system or where they pass-through
 20 intersections, the number of project trips would be nominal (less than five) and thus
 21 would not warrant analysis.

22 Rail Systems

23 The Terminal Island Container Transfer Facility (TICTF) provides rail connections to
 24 existing container terminals on Terminal Island. The TICTF consists of 4 intermodal
 25 facilities that directly transfer marine cargo containers to on-dock rail yards at the
 26 Global Gateway South, Evergreen, Yusen, and APM Terminals (APM) container
 27 terminals. The APM on-dock railyard, located on the eastern portion of Pier 400,
 28 encompasses 40 ac (16 ha) and consists of a loading yard and 12 tracks (i.e., working
 29 and storage tracks).

30 3.6.2.2 Existing Area Traffic Conditions

31 Navy Way on Pier 400 is currently utilized by traffic associated with APM Container
 32 Terminal operations. Trucks arriving at the APM Terminal typically access I-110 or
 33 I-710 en route to Pier 400. Most truck traffic arriving from destinations outside the
 34 Port proceed eastbound from I-110 to SR 47 across the Vincent Thomas Bridge or
 35 westbound from I-710 to Ocean Boulevard across the Gerald Desmond Bridge, and
 36 proceed along Seaside Avenue/Ocean Boulevard to Pier 400 via Navy Way. No
 37 other terminals are presently located on Pier 400, and the only regular use of Navy
 38 Way on Pier 400 at this time is that related to APM terminal operations.

Roadway Operations

Truck and automobile traffic along roadways, including automobiles, Port trucks (i.e., containers, bobtails, and chassis), and other regional traffic not related to Port operations, affect traffic volumes within the proposed Project vicinity. Freeway ramp/roadway intersections along I-110, SR-47, and Route 1 south of the I-405 are also affected by regional traffic volumes. Existing average daily traffic (ADT) volumes for the key roadways in the proposed Project area are summarized in Table 3.6-1.

Table 3.6-1. Existing 2004 Local Roadway Traffic Volumes (ADT)

Intersection	Existing					
	AM Peak Hour			PM Peak Hour		
	Port Trucks	All Trucks	All Vehicles	Port Trucks	All Trucks	All Vehicles
Alameda Street/Pacific Coast Highway (Route 1)	333	539	2230	501	599	3383
Alameda Street/Anaheim Street	330	462	2510	518	624	2722
Alameda Street/Henry Ford Avenue	213	283	610	305	357	1083
Henry Ford Avenue/Terminal Island Freeway (SR 47) Ramps	211	252	772	229	247	625
<p><i>Note:</i> The Port of Los Angeles Baseline Transportation Study (MMA 2004), developed in conjunction with the PCAC traffic subcommittee, evaluated only roadway segments with over 50 peak hour Port truck trips. As the Anaheim Street/Henry Ford Avenue and Navy Way/Seaside Avenue roadway intersections had less than 50 peak hour Port truck trips, these roadways were not evaluated in the Port of Los Angeles Baseline Transportation Study.</p> <p><i>Source:</i> MMA 2004.</p>						

Intersection Operations

In Los Angeles, the Los Angeles Department of Transportation (LADOT) has adopted the use of the Critical Movement Analysis (CMA) method, as published in “Los Angeles Department of Transportation Traffic Study Policies and Procedures,” (August 2003). The CMA value is used to assess the intersections level of service. 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 0.90, fair conditions) typically considered to be the threshold of acceptability. The relationship between V/C ratio and LOS for signalized intersections is shown in Table 3.6-2.

For signalized intersections, the 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). In addition, trucks use more roadway capacity than automobiles because of their size weight and acceleration capabilities 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

Table 3.6-2. Relationship Between Level of Service and V/C Ratio at Signalized Intersections

V/C Ratio	LOS	Traffic Conditions
0 to 0.600	A	Excellent. No vehicle waits longer than one red light, and no approach phase is fully used.
>0.601 to 0.700	B	Very Good. 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. 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. 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. 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. 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.
<i>Source: TRB 1980.</i>		

1 a single heavy vehicle of a particular type under specified roadway, traffic, and
2 control conditions. A PCE factor of 1.1 was applied to tractors, 2.0 was applied to
3 chassis, and 2.0 was applied to the container truck volumes for the LOS calculations.
4 These factors are consistent with factors applied in previous port studies including
5 the *Draft Port of Los Angeles Baseline Transportation Study* (MMA 2004; Baseline
6 Transportation Study) and subsequent work conducted for the on-going Port of Los
7 Angeles Roadway Master Plan (LAHD 2003). Many of the methodologies employed
8 in this Draft SEIS/SEIR technical traffic analysis are based on, and consistent with,
9 the methodologies developed for these previous studies.

10 Based on peak-hour traffic volumes, V/C ratios, and average intersection control
11 delays, the corresponding LOS, as it existed in 2004, has been determined for each
12 proposed Project area intersection. The resulting 2004 intersections LOS are
13 summarized in Table 3.6-3. The data in the table indicate that the existing study
14 intersections currently operate at LOS C or better during the morning and afternoon
15 peak hours.

Table 3.6-3. 2004 Existing Conditions Intersection Levels of Service (LOS)

Intersection	Year 2004			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
Navy Way/Seaside Avenue	A	0.487	A	0.545
Henry Ford Avenue/Anaheim Street	A	0.566	B	0.625
Alameda Street/Anaheim Street	B	0.669	B	0.658
Ferry Street/SR-47 EB On/Off Ramps	A	0.282	A	0.463

3.6.2.3 Existing Transit Service

Two transit agencies provide service around the proposed Project site in the Wilmington/San Pedro area, the Metropolitan Transportation Authority (MTA) and the Municipal Area Express (MAX). Together, the two transit agencies operate four transit routes within and/or near the proposed Project as follows:

- **MTA Transit Line 445 (San Pedro-Artesia Transit Center-Patsaouras Transit Plaza/Union Station Express).** MTA Transit Line 445 provides express bus service from Downtown Los Angeles to San Pedro via 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 AM and PM peak period headway ranges between 30-51 minutes and 39-50 minutes, respectively. Saturday mid-day peak period is 1 hour.
- **MTA Transit Line 446 (San Pedro-Pacific Avenue-Wilmington-Carson-Patsaouras Transit Plaza/Union Station Express).** MTA Transit Line 446 provides express bus service from Downtown Los Angeles to San Pedro via Harbor Freeway, Avalon Boulevard, and Pacific Avenue. Line 446 starts at Patsaouras Transit Plaza in Downtown Los Angeles and travels south to its final destination at the Korean Bell Site. Days of operation are Monday through Sunday, including all major holidays. AM and PM peak period headway is approximately 1 hour and between 1 hour and 1 hour and 15 minutes, respectively. Saturday mid-day peak period headway is 1 hour.
- **MTA Transit Line 447 (San Pedro-7th Street-Wilmington-Carson-Patsaouras Transit Plaza/Union Station Express).** MTA Transit Line 447 provides express bus service from Downtown Los Angeles to San Pedro via Harbor Freeway, Avalon Boulevard, Harbor Boulevard and 7th Street. Line 447 starts at Patsaouras Transit Plaza in Downtown Los Angeles and travels south to its final destination at 7th Street and Patton Avenue. Days of operation are Monday through Sunday, including all major holidays. AM and PM peak period headway is approximately 1 hour and between 1 hour and 1 hour and 15 minutes, respectively. Saturday mid-day peak period headway is 1 hour.
- **Municipal Area Express MX 3X (San Pedro-El Segundo Freeway Express).** MX 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 Pacific Crest 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. AM/PM peak period does not apply because there is only one bus.

3.6.3 Applicable Regulations

Regulations, analysis methodologies, and transportation/circulation policies used to analyze proposed Project impacts were taken from the following agencies and their applicable documents:

- 1 • City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.
- 2 • LADOT Traffic Study Policies and Procedures - Revised August 2003.
- 3 • Los Angeles County Metropolitan Transportation Authority (LACMTA),
- 4 Congestion Management Program for Los Angeles County (adopted June
- 5 2002).

6 Because the roadways cross separate city and county jurisdictions, maintenance is
 7 undertaken by the appropriate city or county departments, and state roadways are
 8 maintained by the California Department of Transportation (Caltrans). In the study
 9 area, Caltrans has the primary responsibility for I-110, I-710, and SR-47; the Cities of
 10 Los Angeles and Long Beach (including the Ports of Los Angeles and Long Beach)
 11 have the primary responsibilities for the various roadways that make-up the local
 12 roadway network.

13 **3.6.4 Impacts and Mitigation Measures**

14 **3.6.4.1 Methodology**

15 Impacts were assessed by quantifying differences between future conditions without
 16 and with the proposed Project. Future traffic conditions were estimated by adding
 17 traffic due to proposed local development projects, regional traffic growth, and traffic
 18 increases resulting from San Pedro Bay Ports terminal throughput growth and
 19 separately for both project operations and project construction traffic to the baseline
 20 year 2004 traffic volumes. Appendix N provides detailed modeling results from the
 21 analysis.

22 The purpose of this analysis is to isolate and disclose information about the potential
 23 impacts of the proposed Project. Substantial growth in background traffic in the
 24 proposed Project vicinity has occurred since the CEQA Baseline year (2004) and is
 25 anticipated to occur in future analysis years. The average growth rate was estimated
 26 using the Existing 2003 PCE and 2015 Alternative 1 (No Project) PCE turning
 27 movement volumes from the TRAPAC Transportation and Circulation Study for the
 28 study area intersections (LAHD 2007). A straight line growth rate was derived using
 29 the 2003 and 2015 intersection turning movement volumes. The resulting growth rate
 30 was an average of 3.73 percent per year. For purposes of a worst case analysis, this
 31 study used an average growth rate of four percent per year. However, none of this
 32 growth as background traffic is attributable to the proposed Project. The TRAPAC
 33 traffic projections are the most recently completed projections that are part of an
 34 approved EIR in the Port, thus they are the most appropriate projections to tier off for
 35 current studies. This also ensures consistency with recently adopted environmental
 36 studies in the Port.

37 **3.6.4.1.1 CEQA Baseline**

38 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the
 39 physical environmental conditions in the vicinity of a project that exist at the time of
 40 the NOP. These environmental conditions would normally constitute the baseline
 41 physical conditions by which the CEQA lead agency determines whether an impact is
 42 significant. However, a lead agency has discretion not to use an environmental

1 baseline set as of the time of the NOP for analysis of traffic impacts where the
2 agency determines, on the basis of substantial evidence, that future traffic impacts
3 surrounding the proposed Project will change regardless of whether the proposed
4 Project is approved. (See *Napa Citizens v. Napa County Board of Supervisors* [2001]
5 91 Cal.App.4th 342,363).

6 Because the Port anticipates that local traffic conditions surrounding the proposed
7 Project will increase regardless of whether the proposed Project is approved, CEQA
8 Baseline conditions for this traffic analysis include other anticipated future traffic
9 growth not attributable to the proposed Project (i.e., traffic in a given year due to
10 other proposed local development projects, regional traffic growth, and traffic
11 increases from Port terminal throughput growth not including the proposed Project.)

12 For this traffic analysis, the CEQA baseline for determining the significance of
13 potential Project impacts is Year 2004 baseline traffic conditions plus anticipated
14 growth in non-Project “background” traffic in Year 2010. Year 2010 is selected
15 because it is expected that Project construction will produce much higher trip levels
16 than Project operations, and Year 2010 is the year when Project construction – and
17 therefore Project-related traffic -- will reach its peak. After Year 2010, Project
18 construction traffic will diminish to zero, and relatively low Project operations traffic
19 will begin.

20 The CEQA Baseline differs from the No Federal Action/No Project Alternative
21 (discussed in Section 2.5.2.1) in that the No Federal Action/No Project Alternative
22 addresses what is likely to happen at the site over time, starting from the baseline
23 conditions. The No Federal Action/No Project Alternative allows for growth at the
24 proposed Project site that would occur without any required additional approvals.

25 The methodology of comparing Project traffic in 2010 to anticipated background
26 traffic levels (without the Project) in 2010 accounts for the impacts of the proposed
27 Project itself, compared to unrelated regional traffic growth, proposed local
28 development projects, and traffic increases resulting from Port terminal throughput
29 growth that is not attributable to the proposed Project. This method ensures that the
30 growth of background traffic in future years is not inaccurately attributed to the
31 Project. Although the CEQA Baseline used in this chapter differs from other impact
32 sections in which the CEQA Baseline is treated like a snapshot in time, it is utilized
33 because it provides a realistic and conservative identification and determination of
34 the likely traffic impacts.

35 **3.6.4.1.2 NEPA Baseline**

36 For purposes of this Draft SEIS/SEIR, the evaluation of significance under NEPA is
37 defined by comparing the proposed Project or other alternative to the No Federal
38 Action scenario (i.e., the NEPA Baseline and No Federal Action Alternative are
39 equivalent for this project). Unlike the CEQA Baseline, which is defined by
40 conditions at a point in time, the NEPA Baseline/No Federal Action is not bound by
41 statute to a “flat” or “no growth” scenario; therefore, the United States Army Corps
42 of Engineers (USACE) may project increases in operations over the life of a project
43 to properly analyze the NEPA Baseline/No Federal Action condition.

1 The NEPA Baseline condition for determining significance of impacts is defined by
 2 examining the full range of construction and operational activities that are likely to
 3 occur without a permit from the USACE. As documented in Section 2.6.1, the
 4 USACE, the LAHD, and the applicant have concluded that no part of the proposed
 5 Project would be built absent a USACE permit. Thus, for the case of this project, the
 6 NEPA Baseline is identical to the No Federal Action/No Project Alternative (see
 7 Section 2.6.1). Elements of the NEPA Baseline include:

- 8 • Paving, lighting, fencing, and construction of an access road at Tank Farm Site
 9 1 to allow intermittent temporary storage of chassis-mounted containers on the
 10 site by APM;
- 11 • Paving, fencing, and lighting at Tank Farm Site 2 to allow intermittent
 12 temporary wheeled container storage by APL or Evergreen; and
- 13 • Additional crude oil deliveries at existing crude oil terminals in the San Pedro
 14 Bay Ports.

15 Significance of the proposed Project or alternative is defined by comparing the
 16 proposed Project or alternative to the NEPA Baseline (i.e., the increment). The
 17 NEPA Baseline conditions are described in Section 2.6.1 and 2.5.2.1.

18 For this traffic analysis, the NEPA Baseline is Year 2004 baseline traffic conditions
 19 plus anticipated growth in “background” traffic in Year 2010 under the No Federal
 20 Action scenario. Background traffic has been derived by adjusting the year 2004
 21 baseline volumes by 4 percent per year to the year 2010 for a total increase of 24
 22 percent. Project related traffic was then added to these derived volumes to forecast
 23 year 2010-plus-project conditions.

24 Note that the use of rounding up the adjustment for anticipated growth in background
 25 traffic (i.e., rounding the 3.73 percent factor from LAHD (2007) to 4 percent)
 26 provides for a conservative or worst-case analysis because the significance of impacts
 27 depends on the overall final LOS (i.e., background levels plus the proposed Project).

28 **3.6.4.2 Thresholds of Significance**

29 The *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) provides specific
 30 guidance to address potential traffic impacts resulting from construction and
 31 operation of a proposed project. A project in the Los Angeles Harbor is considered
 32 to have a significant transportation/ circulation impact if the project or action would
 33 result in one or more of the following occurrences discussed below.

34 The proposed Project would have a significant impact on transportation/circulation if
 35 it would:

36 **TRANS-1:** Result in short-terms impacts on streets during proposed Project
 37 construction. In the absence of specific criteria for construction impacts
 38 from LADOT, the same significant impact thresholds for intersections
 39 during operations are also applied for the construction period. Thus, a
 40 project would have a significant impact under CEQA or an adverse
 41 impact under NEPA on transportation/circulation during construction if it
 42 would increase an intersection’s V/C ratio in accordance with the

1 following guidelines: (Note that the impact would be less than significant
2 if the final LOS is A or B.)

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

6 **TRANS-2:** Increase an intersection's volume/capacity ratio in accordance with the
7 following guidelines: (Note that the impact would be less than significant
8 if the final LOS is A or B.)

- 9 • V/C ratio increase greater than or equal to 0.040 (or 4 seconds delay for
10 stop-controlled intersections) if final LOS is C,
- 11 • V/C ratio increase greater than or equal to 0.020 (or 2 seconds delay for
12 stop-controlled intersections) if final LOS is D, or
- 13 • V/C ratio increase greater than or equal to 0.010 (or 1.5 seconds delay
14 for stop-controlled intersections) if final LOS is E or F.
- 15 • If an unsignalized intersection is projected to operate at LOS C, D, E or
16 F, the intersection would be re-analyzed using the signalized intersection
17 methodology to determine the significance of impacts using the sliding
18 scale criteria described above per the *L.A. CEQA Thresholds Guide*.

19 **TRANS-3:** Additional demand on local transit services may occur due to project
20 operation. However, LADOT does not have any established thresholds
21 to determine significance of transit system impacts. The project would
22 have an impact on local transit services if it would increase demand
23 beyond the supply of such services anticipated at Project Build-out.

24 **TRANS-4:** According to the Congestion Management Plan (CMP), Traffic Impact
25 Analysis Guidelines, an increase of 0.02 or more in the demand-to-
26 capacity (D/C) ratio with a resulting LOS F at a CMP arterial monitoring
27 station is deemed a significant impact. This applies only if the project
28 meets the minimum CMP threshold for analysis, which is 50 trips at a
29 CMP intersection and 150 trips on a freeway segment.

30 **TRANS-5:** An increase in rail activity could cause delays to motorists at the affected
31 at-grade crossings where additional project trains would cross and/or
32 where the project would result in additional vehicular traffic flow. The
33 project is considered to have a significant impact at the affected at-grade
34 crossings if the average vehicle control delay caused by the project at the
35 crossing would exceed the Highway Capacity Manual (HCM) threshold
36 for level of service E at a signalized intersection, which is 55 seconds of
37 average vehicle delay (TRB 2000). The Highway Capacity Manual is
38 the national standard for the measurement of highway and intersection
39 capacity and levels of service.

3.6.4.3 Project Impacts and Mitigation

3.6.4.3.1 Proposed Project

3.6.4.3.1.1 Construction Impacts

Impact TRANS-1: Proposed Project construction would result in a short-term, temporary increase in auto traffic.

Proposed construction activities include constructing a Marine Terminal and ancillary infrastructure, tank farms, and pipelines. The proposed construction schedule for the Marine Terminal, tank farm sites, pipelines, and all ancillary components would be up to 30 months. During construction, there would be temporary impacts to 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.

During the pipeline construction period (up to 16 months), the proposed Project would temporarily increase traffic hazards by closing lanes to accommodate proposed jack and bore crossings under streets and railroads within the Port; no crossings would occur within the City of Los Angeles. Construction of the Marine Terminal and Tank Farm Sites 1 and 2 would not require any street and/or rail crossings. Except for segments of Pipeline Segment 4 near the Ultramar/Valero Refinery, all construction activities would occur within the Port boundaries (except some HDD that would not affect conditions on the ground). Potential construction staging/storage areas are shown on Figure 2-12 and Table 2-8.

Construction Worker Trips

Construction staging and Temporary Construction Yard (TCY) sites have been identified with approximately 523 construction workers distributed to these sites during the peak construction period (which would occur in year 2010). This peak number would occur for a very brief time (one week to one month) if at all; however, the analysis is based on this peak number in order to provide for a conservative analysis scenario.

Table 3.6-4 provides a summary of distribution of construction workers over the various construction sites.

Table 3.6-4. Distribution of Construction Workers for Proposed Project

<i>Construction Site</i>	<i>Peak Workers</i>	<i>Trip Distribution</i>
Marine Terminal	90	50% (peak = 45) to Berth 408 50% (peak = 45) to TCY 417, then bussed to Berth 408
Tank Farm Site 1 and Pipeline Segment 1	151	80% (peak = 121) to TCY 417, then bussed to sites 20% (peak = 30) to individual sites
Tank Farm Site 2 and Pipeline Segments 2a, 2b, 2c	192	80% (peak = 154) to TCY 408, then bussed to sites 20% (peak = 38) to individual sites
Pipeline Segments 3, 4, 5	90	80% (peak = 72) to TCY 425, then bussed to sites 20% (peak = 18) to individual sites
<p><i>Note:</i> The peak number of workers at each site would occur for a relatively brief time. Current construction plans do not indicate overlap of the peak workers at the various sites at the same time. Although analysis is based on all sites being at peak construction at the same time to provide for a conservative analysis, the amount of time this would occur would be brief (e.g., less than one month), if it occurred at all.</p>		

1 Construction activities would occur 6 days a week, 10 hours a day from 7:00 AM to
 2 5:00 PM on weekdays and 8:00 AM to 6:00 PM on Saturday. Although approximately
 3 1,046 worker trips (i.e., 523 times 2) would occur during the peak construction period,
 4 due to the modified work hours, construction worker trips are not expected to impact
 5 the surrounding street network during the AM peak period from 7:00 AM to 9:00 AM.
 6 Workers would arrive at the construction site prior to the AM peak period (shift starts
 7 at 7:00 AM) and would not impact the AM peak hour. However, construction workers
 8 depart during the PM peak period (shift ends at 5:00 PM) and could potentially impact
 9 the PM peak hour commute.

10 **Truck Trips**

11 For most of the construction period, construction activities would require
 12 approximately 25 truck trips per day on average to import construction equipment and
 13 materials for the various construction sites. During installation of stone columns at
 14 Tank Farm Site 2, an additional 55 truck trips per day on average would be required to
 15 deliver stone from TCY 427 (or, if the preferred site at TCY 427 is not available, TCY
 16 412) to Tank Farm Site 2. During installation of stone columns at Tank Farm Site 1, an
 17 additional The majority of construction materials would be imported during off-peak
 18 traffic hours (i.e., between 9:00 AM and 4:00 PM or between 6:00 PM and 7:00 AM,
 19 or on Saturdays). The main exception would be cement trucks, which have a limited
 20 window for delivery times.

21 Note that the modified hours for truck deliveries would not result in construction
 22 occurring near residential areas outside of the hours dictated by the City of Los
 23 Angeles noise ordinance. This noise ordinance limits construction near residences to
 24 7:00 AM to 9:00 PM, Monday through Friday, and from 8:00 AM to 6:00 PM on
 25 Saturday.

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. Preapproved truck routes around the Port include:
 - Interstate 110 – Beginning at Junction 9th Street and Gaffey Street and ending at Junction Route 47
 - Interstate 110 – Beginning at Junction Route 47 and ending at Junction Route 101
 - State Highway 47 – Beginning at Junction 110 and ending at Junction Route 103
 - Interstate 710 – Beginning at Route 1 and ending at Junction 10
 - State Highway 103 – Beginning at Junction Route 47 and ending at Junction Route 1 (Pacific Coast Highway)
- **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.
- **Construction Scheduling:** Construction would not occur near residential areas outside of the hours dictated by the City of Los Angeles noise ordinance. The City of Los Angeles noise ordinance limits construction near residences to 7:00 AM to 9:00 PM, Monday through Friday, and from 8:00 AM to 6:00 PM on Saturday.

Approved emergency equipment access standards would be incorporated into 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, pipeline construction.

Furthermore, the proposed Project would be subject to conditions of approval due to mitigation measures identified in the Deep Draft FEIS/FEIR to reduce impacts on ground transportation. These conditions of approval include the following:

- The contractor shall encourage construction workers to carpool by offering various incentives.
- When possible, trucks that are utilized to bring equipment and materials to the site shall be used to carry off any debris, excess materials, etc.
- Tenants shall be encouraged to reduce the number of vehicle trips associated with employee vehicles by introducing ridesharing incentives, parking management programs (i.e., parking spaces to ride sharers and removing street

1 parking), auto use restriction program, and truck movement restriction
2 program.

- 3 • On-site information on the importance of the reduction in vehicle miles
4 traveled and related air quality impacts shall be provided and literature on
5 rideshare programs shall be dispensed.

6 **CEQA Impact Determination**

7 As shown in Table 3.6-5, there would be a significant impact from construction
8 activities under CEQA at one intersection, Navy Way/Seaside Avenue during the PM
9 peak hour. The final LOS would be C, and proposed Project construction trips would
10 increase V/C by 0.062, greater than the 0.04 threshold used for **Impact TRANS-1** as
11 described above (Section 3.6.4.2). Thus, proposed Project construction traffic would
12 result in a significant temporary construction impact on ground transportation and
13 circulation at this intersection.

14 Because proposed Project construction would generate relatively small numbers of
15 daily truck trips to begin with, and most materials (with the exception of cement)
16 would be brought in during off-peak hours, project construction truck trips during the
17 AM and PM peak periods are not expected to create any other significant impacts on
18 the roadway system from proposed Project.

19 *Mitigation Measures*

20 **MMs 4F-1, 4F-2, 4F-4, and 4F-5** from the 1992 Deep Draft FEIS/FEIR would apply,
21 as noted in Section 3.6.1.1. In addition, standard traffic control measures associated
22 with any temporary road/lane closures would apply, including detour signage, cones,
23 construction area signage, and flagmen. **MM TRANS-1** would also be required to
24 reduce significant impacts on the Ferry Street/SR-47 EB on/off-ramps.

25 **MM TRANS-1: Outbound Construction Worker Routing.** Outbound westbound
26 construction workers from TCY 421 and TCY 408 would be directed to leave these
27 yards by traveling northbound on Ferry Street, then access SR-47 westbound via the
28 Ferry Street/SR-47 ramp interchange. Outbound eastbound construction workers would
29 be directed to leave TCY 421 and TCY 408 by traveling southbound on Ferry Street,
30 following Ferry Street as it turns into Terminal Way heading northeast, turn left on
31 Navy Way, and then turn right at the Navy Way/Seaside Avenue intersection.

32 *Residual Impacts*

33 As shown in Table 3.6-7, after application of **MM TRANS-1**, construction period
34 impacts at Navy Way/Seaside Avenue would be less than significant. The final LOS
35 would still be C, but the increase due to proposed Project construction trips would be
36 smaller than the 0.04 threshold used for **Impact TRANS-1** as described above
37 (Section 3.6.4.2). Residual impacts would be less than significant.

38 **NEPA Impact Determination**

39 As shown in Table 3.6-6, there would be a significant impact from construction
40 activities under NEPA at one intersection, Navy Way/Seaside Avenue during the
41

Table 3.6-5. Intersection Level of Service Analysis – Project Construction with 2010 Adjusted Baseline (CEQA)

Study Intersection ¹	2010 Adjusted Baseline(CEQA)				2010 Adjusted Baseline(CEQA) + Project Construction Traffic				Change in V/C		Significantly Impacted
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C			
1. Navy Way/Seaside Avenue	B	0.648	C	0.731	B	0.648 ²	C	0.793	0.000	0.062	Yes
2. Henry Ford Avenue/Anaheim Street	B	0.697	C	0.768	B	0.697 ²	C	0.768	0.000	0.000	No
3. Alameda Street/Anaheim Street	D	0.822	D	0.810	D	0.822 ²	D	0.829	0.000	0.019	No
4. Ferry Street/SR-47 EB on/off ramps	A	0.412	A	0.566	A	0.412 ²	B	0.644	0.000	0.078	No

Notes:

1. City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology.
2. No change since proposed Project construction would not affect AM peak hour trips per Section 3.6.4.3.1.1.

Table 3.6-6. Intersection Level of Service Analysis – Project Construction with 2010 Adjusted Baseline (NEPA)

Study Intersection ¹	2010 Adjusted Baseline(NEPA)				2010 Adjusted Baseline(NEPA) + Project Construction Traffic				Change in V/C		Significantly Impacted
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C			
1. Navy Way/Seaside Avenue	B	0.648	C	0.731	B	0.648 ²	C	0.793	0.000	0.062	Yes
2. Henry Ford Avenue/Anaheim Street	B	0.697	C	0.768	B	0.697 ²	C	0.768	0.000	0.000	No
3. Alameda Street/Anaheim Street	D	0.822	D	0.810	D	0.822 ²	D	0.829	0.000	0.019	No
4. Ferry Street/SR-47 EB on/off ramps	A	0.412	A	0.566	A	0.412 ²	B	0.644	0.000	0.078	No

Notes:

1. City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology.
2. No change since proposed Project construction would not affect AM peak hour trips per Section 3.6.4.3.1.1.

Table 3.6-7. Intersection Level of Service Analysis – Project Construction with 2010 Adjusted Baseline (CEQA) and MM TRANS-1

Study Intersection ¹	2010 Adjusted Baseline(CEQA)				2010 Adjusted Baseline(CEQA) + Project Construction Traffic (With MM TRANS-1)				Change in V/C		Significantly Impacted
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C			
1. Navy Way/Seaside Avenue	B	0.648	C	0.731	B	0.648 ²	C	0.767	0.000	0.036	No
2. Henry Ford Avenue/Anaheim Street	B	0.697	C	0.768	B	0.697 ²	C	0.768	0.000	0.000	No
3. Alameda Street/Anaheim Street	D	0.822	D	0.810	D	0.822 ²	D	0.829	0.000	0.019	No
4. Ferry Street/SR-47 EB on/off ramps	A	0.412	A	0.566	A	0.412 ²	A	0.643	0.000	0.077	No
<p>Notes:</p> <ol style="list-style-type: none"> 1. City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. 2. No change since proposed Project construction would not affect AM peak hour trips per Section 3.6.4.3.1.1. 											

1 PM peak hour, due to construction auto traffic. The final LOS would be C, and
 2 proposed Project construction trips would increase V/C by 0.062, greater than the
 3 0.04 threshold used for **Impact TRANS-1** as described above (Section 3.6.4.2).
 4 Thus, proposed Project construction traffic would result in a significant temporary
 5 construction impact on ground transportation and circulation at this intersection.

6 Because proposed Project construction would generate relatively small numbers of
 7 daily truck trips to begin with, and most materials (with the exception of cement)
 8 would be brought in during off-peak hours, project construction truck trips during the
 9 AM and PM peak periods are not expected to create any other significant impacts on
 10 the roadway system from the proposed Project.

11 *Mitigation Measures*

12 **MMs 4F-1, 4F-2, 4F-4, and 4F-5** from the 1992 Deep Draft FEIS/FEIR would apply,
 13 as noted in Section 3.6.1.1. In addition, standard traffic control measures associated
 14 with any temporary road/lane closures would apply, including detour signage, cones,
 15 construction area signage, and flagmen. **MM TRANS-1** would also be required to
 16 reduce significant impacts on the Ferry Street/SR-47 EB on/off-ramps.

17 **MM TRANS-1: Outbound Construction Worker Routing.** Outbound westbound
 18 construction workers from TCY 421 and TCY 408 would be directed to leave these
 19 yards by traveling northbound on Ferry Street, then access SR-47 westbound via the
 20 Ferry Street/SR-47 ramp interchange. Outbound eastbound construction workers would
 21 be directed to leave TCY 421 and TCY 408 by traveling southbound on Ferry Street,
 22 following Ferry Street as it turns into Terminal Way heading northeast, turn left on
 23 Navy Way, and then turn right at the Navy Way/Seaside Avenue intersection.

24 *Residual Impacts*

25 As shown in Table 3.6-8, after application of **MM TRANS-1**, construction period
 26 impacts at Navy Way/Seaside Avenue would be less than significant. The final LOS
 27 would still be C, but the increase due to proposed Project construction trips would be
 28 smaller than the 0.04 threshold used for **Impact TRANS-1** as described above
 29 (Section 3.6.4.2). Residual impacts would be less than significant.

30 **3.6.4.3.1.2 Operational Impacts**

31 **Impact TRANS-2: Long-term vehicular traffic associated with the**
 32 **proposed Project would not substantially affect volume/capacity ratios**
 33 **or levels of service on regional intersections.**

34 The only vehicular trips accessing the proposed Project sites on a regular basis during
 35 proposed Project operation would be those of the Marine Terminal and tank farm
 36 employees, personnel manning the security gates, and workers periodically checking
 37 the tanks and pipelines.

38 The Marine Terminal would be accessed via Navy Way to the Marine Terminal
 39 access road. The proposed Project would require a total of approximately 7 truck

Table 3.6-8. Intersection Level of Service Analysis – Project Construction with 2010 Adjusted Baseline(NEPA) and MM TRANS-1

Study Intersection ¹	2010 Adjusted Baseline(NEPA)				2010 Adjusted Baseline(NEPA) + Project Construction Traffic (With MM TRANS-1)				Change in V/C		Significantly Impacted
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C			
1. Navy Way/Seaside Avenue	B	0.648	C	0.731	B	0.648 ²	C	0.767	0.000	0.036	No
2. Henry Ford Avenue/Anaheim Street	B	0.697	C	0.768	B	0.697 ²	C	0.768	0.000	0.000	No
3. Alameda Street/Anaheim Street	D	0.822	D	0.810	D	0.822 ²	D	0.829	0.000	0.019	No
4. Ferry Street/SR-47 EB on/off ramps	A	0.412	A	0.566	A	0.412 ²	A	0.643	0.000	0.077	No
<p>Notes:</p> <ol style="list-style-type: none"> 1. City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology. 2. No change since proposed Project construction would not affect AM peak hour trips per Section 3.6.4.3.1.1. 											

1 deliveries per week of supplies and materials to support operations of crew on board
2 a vessel at the Berth 408. Proposed Marine Terminal operations would not require
3 tanker trucks to accommodate throughput of crude oil at Berth 408. Deliveries would
4 occur by vessel only and would be transported via pipeline from Pier 400 to the tank
5 farm sites, refineries, and other Plains pipeline systems nearby.

6 The operation of the proposed Project would require up to 54 full-time equivalent
7 personnel, including personnel at the Marine Terminal, tugboat and Port pilot crews,
8 and inspection and maintenance teams (including some maintenance tasks that begin
9 five to ten years after the startup of operations). However, many of these personnel
10 would commute outside normal peak hours. For instance, of the 24 employees at the
11 Marine Terminal and Tank Farm Site 1 area, only 13 are expected to end their shifts
12 during the PM peak hour. Also, crews involved in pipeline and storage tank
13 inspection and maintenance would be hired only on a periodic basis, and would
14 frequently work on extended shifts to minimize the duration of shutdown of a
15 pipeline segment or storage tank; as a result of working on extended shifts, these
16 employees would typically arrive prior to the AM peak hour and leave after the PM
17 peak hour. In addition, some of the employees would travel to work sites that do not
18 require them to travel on Terminal Island and, therefore, would not contribute trips to
19 the same intersections as those used by employees reporting to the Marine Terminal
20 or Tank Farm Site 2. For example, several of the employees are expected to work at
21 the Plains office located in the city of Long Beach, and the Port pilot crews would
22 typically report to the Port Pilot station on the west side of the Main Channel. For the
23 purposes of analyzing ground transportation impacts, proposed Project operations
24 would result in a maximum increase of 80 employee vehicular trips per day (40
25 during the AM peak hour and a maximum of 40 during the PM peak hour). The
26 addition of 40 PM peak hour operational trips is below the threshold of 43 PM peak
27 hour trips required by LADOT to perform a traffic analysis of study area
28 intersections for a proposed project (see LADOT Policies and Procedures – Revised
29 August 2003) and, therefore, a detailed intersection analysis is not required. For
30 purposes of analyzing project operations, the results of the addition of 40 peak hour
31 trips is provided for year 2010 when project construction activity is ending and
32 project operational activities are beginning.

33 **CEQA Impact Determination**

34 Traffic modeling results, summarized in Table 3.6-9, show that the one intersection
35 impacted during construction activities (i.e., Navy Way/Seaside Avenue) would
36 continue to operate at LOS B during the AM peak hour and LOS C during the PM peak
37 hour, with an increase of only 0.008 in V/C due to proposed Project operations traffic,
38 thus there is no projected significant impact associated with operational activities.
39 Impacts on transportation would be less than significant.

40 *Mitigation Measures*

41 As long-term vehicular traffic would not significantly degrade local intersection
42 LOS, no additional mitigation measures are required.

43 *Residual Impacts*

44 Residual impacts would be less than significant.

Table 3.6-9. Intersection Level of Service Analysis – Project Operations with 2010 Adjusted Baseline(CEQA)

Study Intersection ¹	2010 Adjusted Baseline (CEQA)				2010 Adjusted Baseline(CEQA) + Project Operations Traffic				Change in V/C		Significantly Impacted
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C or Delay			
1. Navy Way/Seaside Avenue	B	0.648	C	0.731	B	0.656	C	0.739	0.008	0.008	No
2. Henry Ford Avenue/Anaheim Street	B	0.697	C	0.768	B	0.697	C	0.768	0.000	0.000	No
3. Alameda Street/Anaheim Street	D	0.822	D	0.810	D	0.822	D	0.810	0.000	0.000	No
4. Ferry Street/SR-47 EB on/off ramps	A	0.412	A	0.566	A	0.412	A	0.566	0.000	0.000	No
<i>Note:</i> 1. City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology.											

NEPA Impact Determination

Traffic modeling results, summarized in Table 3.6-10, show that the one intersection impacted by construction activities (i.e., Navy Way/Seaside Avenue) would continue to operate at LOS B during the AM peak hour and LOS C during the PM peak hour, with an increase of only 0.008 in V/C due to proposed Project operations traffic, thus there is no projected significant impact associated with operational activities. Impacts on transportation would be less than significant.

Mitigation Measures

As long-term vehicular traffic would not significantly degrade local intersection LOS, no additional mitigation measures are required.

Residual Impacts

Residual impacts would be less than significant.

Impact TRANS-3: Proposed Project operations would not result in a significant increase in related public transit use.

Although the proposed Project would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Port terminals generate extremely low transit demand for several reasons. The primary reason that Port workers do not use public transit is that many terminal workers must first report to union halls for dispatch before proceeding to the terminal to which they have been assigned. Most workers prefer to use a personal automobile to facilitate this disjointed travel pattern. Also, Port workers live throughout the southern California region and do not have access to the few bus routes that serve the Port. Additionally, Port workers' incomes are generally higher than similarly skilled jobs in other areas and higher incomes correlates to lower transit usage. Finally, parking at the Port is readily available and free, which encourages workers to drive to work. Therefore, it is expected that less than five work trips would be made on public transit, which could easily be accommodated by existing bus transit services and would not result in a demand for transit services which would exceed the supply of such services. Observations of transit usage in the area for bus routes that serve the project area (MTA routes 446 and 447) revealed that the buses are currently not operating near capacity and would be able to accommodate this level of increase in demand without exceeding supply.

CEQA Impact Determination

Impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Table 3.6-10. Intersection Level of Service Analysis – Project Operations with 2010 Adjusted Baseline(NEPA)

<i>Study Intersection¹</i>	<i>2010 Adjusted Baseline(NEPA)</i>				<i>2010 Adjusted Baseline(NEPA) + Project Operations Traffic</i>				<i>Change in V/C</i>		<i>Significantly Impacted</i>
	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>		<i>AM Peak Hour</i>		<i>PM Peak Hour</i>		<i>AM</i>	<i>PM</i>	
	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/</i>			
1. Navy Way/Seaside Avenue	B	0.648	C	0.731	B	0.656	C	0.739	0.008	0.008	No
2. Henry Ford Avenue/Anaheim Street	B	0.697	C	0.768	B	0.697	C	0.768	0.000	0.000	No
3. Alameda Street/Anaheim Street	D	0.822	D	0.810	D	0.822	D	0.810	0.000	0.000	No
4. Ferry Street/SR-47 EB on/off ramps	A	0.412	A	0.566	A	0.412	A	0.566	0.000	0.000	No
<i>Note:</i>											
1. City of Los Angeles signalized intersections were analyzed using Critical Movement Analysis (CMA) methodology.											

1 *Residual Impacts*

2 Less than significant impacts.

3 **NEPA Impact Determination**

4 Impacts due to additional demand on local transit services would be less than
5 significant under NEPA.

6 *Mitigation Measures*

7 No mitigation required.

8 *Residual Impacts*

9 Less than significant impacts.

10 **Impact TRANS-4: Proposed Project operations would not result in a**
11 **significant increase in freeway congestion.**

12 According to the CMP, Traffic Impact Analysis (TIA) Guidelines, a traffic impact
13 analysis is required at the following:

- 14 • CMP arterial monitoring intersections, including freeway on-ramp or off-
15 ramp, where the Project or its alternatives would add 50 or more trips during
16 either the AM or PM weekday peak hours.
- 17 • CMP freeway monitoring locations where the Project or its alternatives would
18 add 150 or more trips during either the AM or PM weekday peak hours.

19 Per CMP guidelines, an increase of 0.02 or more in the demand-to-capacity (D/C)
20 ratio with a resulting LOS F is deemed a significant impact.

21 The closest CMP arterial monitoring station to the proposed Project is Alameda
22 Street/Pacific Coast Highway. The proposed Project (with a maximum of 40 AM
23 peak hour inbound trips and 40 PM peak hour outbound trips, as documented above)
24 would add less than 50 trips through this intersection, and, therefore, no CMP system
25 analysis is required at this location.

26 The closest freeway monitoring station is located at I-110 at "C"-Street and I-710 at
27 Willow Street. The results of the analysis indicate that the Project would not result in
28 more than 150 additional Project trips (as the proposed Project would have a
29 maximum of 40 AM peak hour inbound trips and 40 PM peak hour outbound trips) at
30 either of the CMP freeway monitoring locations; therefore, no CMP system analysis
31 is required at those locations.

32 **CEQA Impact Determination**

33 Traffic impacts would be less than significant under CEQA.

1 *Mitigation Measures*

2 No mitigation required.

3 *Residual Impacts*

4 Less than significant impacts.

5 **NEPA Impact Determination**

6 Traffic impacts would be less than significant under NEPA.

7 *Mitigation Measures*

8 No mitigation required.

9 *Residual Impacts*

10 Less than significant impacts.

11 **Impact TRANS-5: Proposed Project operations would not cause an**
12 **increase in rail activity that would cause delays in regional traffic.**

13 Rail activity causes delay at crossings where the trains pass and cause auto and truck
14 traffic to stop. The amount of delay is related to the length of the train, the speed of the
15 train and the amount of auto and truck traffic that is blocked.

16 The proposed Project would not cause an increase in rail traffic. All product would be
17 transported by pipeline.

18 **CEQA Impact Determination**

19 No impact.

20 *Mitigation Measures*

21 No mitigation required.

22 *Residual Impacts*

23 No impact.

24 **NEPA Impact Determination**

25 No impact.

26 *Mitigation Measures*

27 No mitigation required.

Residual Impacts

No impact.

3.6.4.3.2 No Federal Action/No Project Alternative

Under the No Federal Action/No Project Alternative, proposed Project facilities would not be constructed or operated. As described in Section 2.5.2.1, the No Federal Action/No Project Alternative considers the only remaining allowable and reasonably foreseeable use of the proposed Project site: Use of the site for temporary storage of wheeled containers on the site of Tank Farm 1 and on Tank Farm Site 2. This use would require paving, construction of access roads, and installation of lighting and perimeter fencing.

In addition, for analysis purposes, under the No Federal Action/No Project Alternative a portion of the increasing demand for crude oil imports is assumed to be accommodated at existing liquid bulk terminals in the San Pedro Bay Ports, to the extent of their remaining capacities. Although additional demand, in excess of the capacity of existing marine terminals to receive it, may come in by rail, barge, or other means, rather than speculate about the specific method by which more crude oil or refined products would enter southern California, for analysis purposes, the impact assessment for the No Federal Action/No Project Alternative in this SEIS/SEIR is based on marine deliveries only up to the available capacity of existing crude oil berths. As described in Section 2.5.2.1, the impact assessment for the No Federal Action/No Project Alternative also assumes existing terminals would eventually comply with the California State Lands Commission (CSLC) Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS), that LAHD and the Port of Long Beach would renew the operating leases for existing marine terminals, and that existing terminals would comply with Clean Air Action Plan (CAAP) measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach Berths 76-78).

The NEPA Baseline condition coincides with the No Federal Action/No Project Alternative for this project because the USACE, the LAHD, and the applicant have concluded that, absent a USACE permit, no part of the proposed Project would be built (Section 2.6.1). All elements of the No Federal Action/No Project Alternative are identical to the elements of the NEPA Baseline. Therefore, under a NEPA determination there would be no impact associated with the No Federal Action/No Project Alternative.

3.6.4.3.2.1 Construction Impacts

Impact TRANS-1: Construction in the No Federal Action/No Project Alternative would not result in a short-term, temporary increase in truck or auto traffic.

CEQA Impact Determination

Construction of temporary storage area for wheeled containers on Tank Farm Sites 1 and 2 would result in a short-term and relatively small construction effort, estimated to occur over eight weeks and involve minimal truck and automobile traffic. The

1 LAHD and its contractors would schedule construction activities so as to avoid any
2 peak-hour trips. Impacts would be less than significant.

3 Increased vessel deliveries at other crude oil terminals in the San Pedro Bay Ports
4 would not result in construction; therefore, there would be no construction related
5 impact at other terminals.

6 *Mitigation Measures*

7 No mitigation would be necessary.

8 *Residual Impacts*

9 Less than significant.

10 **NEPA Impact Determination**

11 Because the No Federal Action/No Project Alternative is identical to the NEPA
12 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
13 would have no impact.

14 *Mitigation Measures*

15 No mitigation would be necessary.

16 *Residual Impacts*

17 No impacts.

18 **3.6.4.3.2.2 Operational Impacts**

19 **Impact TRANS-2: Long-term vehicular traffic associated with the No**
20 **Federal Action/No Project Alternative would not significantly impact the**
21 **study intersection's volume/capacity ratios, or level of service.**

22 **CEQA Impact Determination**

23 Operation of the new temporary storage area for wheeled containers on Tank Farm
24 Sites 1 and 2 would not result in increased throughput at any of the container
25 terminals (APM, APL or Evergreen) (see Section 2.5.2.1), nor would it increase
26 operational employment at that terminal. Increased vessel deliveries at other crude oil
27 terminals in the San Pedro Bay Ports would not result in increased operational
28 employees at those terminals; therefore, there would be no operation related impact at
29 other terminals.

30 *Mitigation Measures*

31 No mitigation would be necessary.

1 *Residual Impact*

2 No impacts.

3 **NEPA Impact Determination**

4 Because the No Federal Action/No Project Alternative is identical to the NEPA
5 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
6 would have no impact.

7 *Mitigation Measures*

8 No mitigation would be necessary.

9 *Residual Impacts*

10 No impacts.

11 **Impact TRANS-3: An increase in on-site employees due to the No**
12 **Federal Action/No Project Alternative operations would not result in an**
13 **increase in related public transit use.**

14 **CEQA Impact Determination**

15 Operation of the new temporary storage area for wheeled containers on Tank Farm
16 Sites 1 and 2 would not result in increased throughput at any of the container
17 terminals (APM, APL or Evergreen) (see Section 2.5.2.1), nor would it increase
18 operational employment at those terminals. Increased vessel deliveries at other crude
19 oil terminals in the San Pedro Bay Ports would not result in increased operational
20 employees at those terminals; therefore, there would be no operation related impact at
21 other terminals. Because operational employment would not increase, there would be
22 no impact on public transit use.

23 *Mitigation Measures*

24 No mitigation would be necessary.

25 *Residual Impacts*

26 No impacts.

27 **NEPA Impact Determination**

28 Because the No Federal Action/No Project Alternative is identical to the NEPA
29 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
30 would have no impact.

31 *Mitigation Measures*

32 No mitigation would be necessary.

1 *Residual Impacts*

2 No impacts.

3 **Impact TRANS-4: No Federal Action/No Project Alternative operations**
4 **could result in a significant increase in freeway congestion.**

5 **CEQA Impact Determination**

6 Operation of the new temporary storage area for wheeled containers on Tank Farm
7 Sites 1 and 2 would not result in increased throughput at any of the container
8 terminals (APM, APL or Evergreen) (see Section 2.5.2.1), nor would it increase
9 operational employment at that terminal. Increased vessel deliveries at other crude oil
10 terminals in the San Pedro Bay Ports would not result in increased operational
11 employees at those terminals; therefore, there would be no operation related impact at
12 other terminals. Because neither throughput nor operational employment would
13 increase, there would be no impact on freeway congestion related to the use of Tank
14 Farm Sites 1 and 2 for temporary storage of wheeled containers.

15 While constrained marine import infrastructure could result in increased use of trucks
16 to transport refined products to southern California, the amount of the increase and
17 specific routes are speculative, and this possibility was not analyzed in detail. Since
18 the locations and types of facilities to support alternative modes of transportation required
19 to deliver crude oil to the Los Angeles area are unpredictable, the CEQA impacts related
20 to **Impact TRANS-4** cannot be determined.

21 *Mitigation Measures*

22 Although constrained marine import infrastructure could result in increased use of
23 trucks to transport refined products to southern California, the amount of the increase
24 and specific routes are speculative, and this possibility was not analyzed in detail. Thus,
25 mitigation measures are also speculative.

26 *Residual Impacts*

27 Residual impacts cannot be determined.

28 **NEPA Impact Determination**

29 Because the No Federal Action/No Project Alternative is identical to the NEPA
30 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
31 would have no impact.

32 *Mitigation Measures*

33 No mitigation would be necessary.

34 *Residual Impacts*

35 No impacts.

1 **Impact TRANS-5: No Federal Action/No Project Alternative operations**
2 **could cause an increase in rail activity, causing delays in regional**
3 **traffic.**

4 **CEQA Impact Determination**

5 Operation of the new temporary storage area for wheeled containers on Tank Farm
6 Sites 1 and 2 would not result in increased throughput at any of the container
7 terminals (APM, APL or Evergreen) (see Section 2.5.2.1); thus, the No Federal
8 Action/No Project Alternative would not result in increased rail activity related to the
9 use of Tank Farm Sites 1 and 2 for temporary storage of wheeled containers.
10 Increased vessel deliveries at other crude oil terminals in the San Pedro Bay Ports
11 also would not result in increased rail activity because additional product deliveries
12 would be transported from the terminals by pipeline.

13 However, the constrained marine import infrastructure and ongoing increases in
14 demand for crude oil importation could result in increased use of rail cars to transport
15 crude oil or refined products to southern California. The amount of the increase and
16 specific routes are speculative, and this possibility was not analyzed in detail. Since
17 the locations and types of facilities to support alternative modes of transportation required
18 to deliver crude oil to the Los Angeles area are unpredictable, the CEQA impacts related
19 to **Impact TRANS-5** cannot be determined.

20 *Mitigation Measures*

21 Although constrained marine import infrastructure could result in increased use of rail
22 cars to transport crude oil or refined products to southern California, the amount of the
23 increase and specific routes are speculative, and this possibility was not analyzed in
24 detail. Thus, mitigation measures are also speculative.

25 *Residual Impacts*

26 Residual impacts cannot be determined.

27 **NEPA Impact Determination**

28 Because the No Federal Action/No Project Alternative is identical to the NEPA
29 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
30 would have no impact.

31 *Mitigation Measures*

32 No mitigation would be necessary.

33 *Residual Impacts*

34 No impacts.

1 **3.6.4.3.3 Reduced Project Alternative**

2 Under the Reduced Project Alternative, as described in Section 2.5.2.2, construction
3 and operation at Berth 408 would be identical to the proposed Project with the
4 exception of the lease cap limiting throughput in certain years. However, as
5 explained in Section 2.5.2.2, the lease cap would not change the amount of crude oil
6 demanded in southern California, and therefore the analysis of the Reduced Project
7 Alternative also includes the impacts of marine delivery of incremental crude oil
8 deliveries to existing liquid bulk terminals in the San Pedro Bay Ports in years where
9 demand exceeds the capacity of the lease-limited Berth 408.

10 As described in Section 2.5.2.2, the impact assessment for the Reduced Project
11 Alternative also assumes existing terminals would eventually comply with the
12 MOTEMS, that the LAHD and the Port of Long Beach would renew the operating
13 leases for existing marine terminals, and that existing terminals would comply with
14 CAAP measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach
15 Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach
16 Berths 76-78).

17 Since construction activities and operation phase employment would be identical for
18 the proposed Project and the Reduced Project Alternative, ground transportation
19 impacts are also identical.

20 **3.6.4.3.3.1 Construction Impacts**

21 **Impact TRANS-1: Construction of the Reduced Project Alternative**
22 **would result in a short-term, temporary increase in auto traffic.**

23 Like the proposed Project, construction activities for the Reduced Project Alternative
24 include constructing a Marine Terminal and ancillary infrastructure, tank farms, and
25 pipelines. The construction schedule for the Marine Terminal, tank farm sites,
26 pipelines, and all ancillary components would be up to 30 months. During
27 construction, there would be temporary impacts to the surrounding street network as a
28 result of worker and truck trips traveling to and from the Project sites, as well as
29 temporary road and/or lane closures. The total number of construction-related trips
30 would vary during the construction of the Reduced Project Alternative, but trips,
31 staging, and distribution would be the same as for the proposed Project (Table 3.6-4).
32 As with the proposed Project, it is anticipated that the majority of construction
33 materials (i.e., aggregate, concrete, asphalt, sand, and slurry) would be provided by
34 local suppliers and stored at the contractors' existing facilities, and the majority of
35 construction materials would be imported during off-peak traffic hours (the main
36 exception being cement trucks, which have a limited window for delivery times).
37 Construction haul routes would be identical to the proposed Project.

38 During the pipeline construction period (up to 16 months), the Reduced Project
39 Alternative would temporarily increase traffic hazards by closing lanes to
40 accommodate proposed jack and bore crossings under streets and railroads within the
41 Port; no crossings would occur within the City of Los Angeles. Construction of the
42 Marine Terminal and Tank Farm Sites 1 and 2 would not require any street and/or
43 rail crossings. Except for segments of Pipeline Segment 4 near the Ultramar/Valero

1 Refinery, all construction activities would occur within the Port boundaries (except
2 some HDD that would not affect conditions on the ground). Potential construction
3 staging/storage areas are shown on Figure 2-12 and Table 2-8.

4 **Construction Worker Trips**

5 Construction staging and TCY sites have been identified with approximately 523
6 construction workers distributed to these sites during the peak construction period
7 (which would occur in year 2010). This peak number would occur for a very brief
8 time (one week to one month) if at all; however, the analysis is based on this peak
9 number in order to provide for a conservative analysis scenario. Table 3.6-4 above
10 provides a summary of distribution of construction workers over the various
11 construction sites. Construction timing would be identical to the proposed Project.

12 **Truck Trips**

13 Construction activities would require approximately 25 truck trips per day on average
14 to import construction equipment and materials for the various construction sites. The
15 majority of construction materials would be imported during off-peak traffic hours
16 (i.e., between 9:00 AM and 4:00 PM or between 6:00 PM and 7:00 AM, or on
17 Saturdays). The main exception would be cement trucks, which have a limited
18 window for delivery times.

19 Note that the modified hours for truck deliveries would not result in construction
20 occurring near residential areas outside of the hours dictated by the City of Los
21 Angeles noise ordinance. This noise ordinance limits construction near residences to
22 7:00 AM to 9:00 PM, Monday through Friday, and from 8:00 AM to 6:00 PM on
23 Saturday.

24 **Construction Period Traffic Handling Assumptions**

25 The same standard construction period traffic handling measures, detailed above,
26 would be used for the Reduced Project Alternative as for the proposed Project. The
27 Reduced Project Alternative would be subject to conditions of approval due to
28 mitigation measures identified in the Deep Draft FEIS/FEIR to reduce impacts on
29 ground transportation. These conditions of approval are the same as those described
30 in Section 3.6.4.3.1.1 for the proposed Project.

31 **CEQA Impact Determination**

32 As shown in Table 3.6-5, there would be a significant impact during project
33 construction activities under NEPA at one intersection, Navy Way/Seaside Avenue
34 during the PM peak hour, due to construction auto traffic. The final LOS would be C,
35 and Reduced Project Alternative construction trips would increase V/C by 0.062,
36 greater than the 0.04 threshold used for **Impact TRANS-1** as described above
37 (Section 3.6.4.2). Thus, construction traffic from the Reduced Project Alternative
38 would result in a significant temporary construction impact on ground transportation
39 and circulation at this intersection.

40 Because Reduced Project Alternative construction would generate relatively small
41 numbers of daily truck trips to begin with, and most materials (with the exception of

1 cement) would be brought in during off-peak hours, construction truck trips during
2 the AM and PM peak periods are not expected to create any other significant impacts
3 on the roadway system.

4 *Mitigation Measures*

5 **MMs 4F-1, 4F-2, 4F-4, and 4F-5** from the 1992 Deep Draft FEIS/FEIR would apply,
6 as noted in Section 3.6.1.1. In addition, standard traffic control measures associated
7 with temporary road/lane closures would apply, including detour signage, cones,
8 construction area signage, and flagmen. As short-term construction traffic would not
9 significantly degrade local intersection LOS, no additional mitigation measures are
10 required.

11 *Residual Impacts*

12 As shown in Table 3.6-7, after application of **MM TRANS-1**, project construction
13 activity impacts at Navy Way/Seaside Avenue would be less than significant. The
14 final LOS would still be C, but the increase due to Reduced Project Alternative
15 construction trips would be smaller than the 0.04 threshold used for **Impact TRANS-**
16 **1** as described above (Section 3.6.4.2). Residual impacts would be less than
17 significant.

18 **NEPA Impact Determination**

19 As shown in Table 3.6-6, there would be a significant impact from construction
20 activity under NEPA at one intersection, Navy Way/Seaside Avenue during the PM
21 peak hour, due to construction auto traffic. The final LOS would be C, and Reduced
22 Project Alternative construction trips would increase V/C by 0.062, greater than the
23 0.04 threshold used for **Impact TRANS-1** as described above (Section 3.6.4.2).
24 Thus, construction traffic from the Reduced Project Alternative would result in a
25 significant temporary construction impact on ground transportation and circulation at
26 this intersection.

27 Because Reduced Project Alternative construction would generate relatively small
28 numbers of daily truck trips to begin with, and most materials (with the exception of
29 cement) would be brought in during off-peak hours, project construction truck trips
30 during the AM and PM peak periods are not expected to create any other significant
31 impacts on the roadway system.

32 *Mitigation Measures*

33 Mitigation Measures 4F-1, 4F-2, 4F-4, and 4F-5 from the 1992 Deep Draft
34 FEIS/FEIR would apply, as noted in Section 3.6.1.1. In addition, standard traffic
35 control measures associated with any temporary road/lane closures would apply,
36 including detour signage, cones, construction area signage, and flagmen. **MM**
37 **TRANS-1** would also be required to reduce significant impacts on the Ferry
38 Street/SR-47 EB on-ramp.

Residual Impacts

As shown in Table 3.6-8, after application of **MM TRANS-1**, project construction activity impacts at Navy Way/Seaside Avenue would be less than significant. The final LOS would still be C, but the increase due to Reduced Project Alternative construction trips would be smaller than the 0.04 threshold used for **Impact TRANS-1** as described above (Section 3.6.4.2). Residual impacts would be less than significant.

3.6.4.3.3.2 Operational Impacts

Impact TRANS-2: Long-term vehicular traffic associated with the Reduced Project Alternative would not substantially affect volume/capacity ratios or levels of service on regional intersections.

The only vehicular trips accessing the Reduced Project Alternative sites on a regular basis during operation would be those of the Marine Terminal and tank farm employees, personnel manning the security gates, and workers periodically checking the tanks and pipelines.

As with the proposed Project, employees would access the Marine Terminal via Navy Way. The Reduced Project Alternative would require a total of approximately 7 truck deliveries per week of supplies and materials to support operations of crew on board a vessel at the Berth 408. Marine Terminal operations would not require tanker trucks to accommodate throughput of crude oil at Berth 408. Deliveries would occur by vessel only and would be transported via pipeline from Pier 400 to the tank farm sites, refineries, and other Plains pipeline systems nearby.

Reduced Project Alternative operational employment to support operations at Berth 408 would be nearly identical to the proposed Project, with a small decrease in the estimated Port pilot and tugboat crews due to the smaller number of vessel calls at Berth 408. Operational employment related to operations of the Marine Terminal, tank farm sites, and pipeline and storage tank inspection and maintenance would be identical to the proposed Project. Because the Reduced Project Alternative also includes increased vessel calls at existing terminals in the San Pedro Bay Ports, there could be an increased need for Port pilots and tugboat crews to support the higher number of vessel calls. However, these personnel would not contribute trips to the same intersections as those traveling to the Marine Terminal and Tank Farm Site areas. For the purposes of analyzing ground transportation impacts, Reduced Project Alternative operations would result in a maximum increase of 80 employee vehicular trips per day (40 during the AM peak hour and a maximum of 40 during the PM peak hour). The addition of 40 PM peak hour operational trips is below the threshold of 43 PM peak hour trips required by LADOT to perform a traffic analysis of study area intersections for a proposed project (see LADOT Policies and Procedures – Revised August 2003) and, therefore, a detailed intersection analysis is not required.

CEQA Impact Determination

Traffic modeling results, summarized in Table 3.6-9, show that the one intersection impacted by operational activities (i.e., Navy Way/Seaside Avenue) would continue to operate at LOS B during the AM peak hour and LOS C during the PM peak hour,

1 with an increase of only 0.008 in V/C due to Reduced Project Alternative operations
2 traffic. Impacts on transportation would be less than significant.

3 *Mitigation Measures*

4 As long-term vehicular traffic would not significantly degrade local intersection
5 LOS, no additional mitigation measures are required.

6 *Residual Impacts*

7 Residual impacts would be less than significant.

8 **NEPA Impact Determination**

9 Traffic modeling results, summarized in Table 3.6-10, show that the one intersection
10 impacted by operational activities (i.e., Navy Way/Seaside Avenue) would continue
11 to operate at LOS B during the AM peak hour and LOS C during the PM peak hour,
12 with an increase of only 0.008 in V/C due to Reduced Project Alternative operations
13 traffic. Impacts on transportation would be less than significant.

14 *Mitigation Measures*

15 As long-term vehicular traffic would not significantly degrade local intersection
16 LOS, no additional mitigation measures are required.

17 *Residual Impacts*

18 Residual impacts would be less than significant.

19 **Impact TRANS-3: Reduced Project Alternative operations would not**
20 **result in a significant increase in related public transit use.**

21 Although the Reduced Project Alternative would result in additional on-site
22 employees, the increase in work-related trips using public transit would be negligible.
23 Port terminals generate extremely low transit demand for several reasons. The
24 primary reason that Port workers do not use public transit is that many terminal
25 workers must first report to union halls for dispatch before proceeding to the terminal
26 to which they have been assigned. Most workers prefer to use a personal automobile
27 to facilitate this disjointed travel pattern. Also, Port workers live throughout the
28 southern California region and do not have access to the few bus routes that serve the
29 Port. Additionally, Port workers' incomes are generally higher than similarly skilled
30 jobs in other areas and higher incomes correlates to lower transit usage. Finally,
31 parking at the Port is readily available and free, which encourages workers to drive to
32 work. Therefore, it is expected that less than five work trips would be made on
33 public transit, which could easily be accommodated by existing bus transit services
34 and would not result in a demand for transit services which would exceed the supply
35 of such services. Observations of transit usage in the area for bus routes that serve the
36 project area (MTA routes 446 and 447) revealed that the buses are currently not
37 operating near capacity and would be able to accommodate this level of increase in
38 demand without exceeding supply.

1 **CEQA Impact Determination**

2 Impacts due to additional demand on local transit services would be less than
3 significant under CEQA.

4 *Mitigation Measures*

5 No mitigation required.

6 *Residual Impacts*

7 Less than significant impacts.

8 **NEPA Impact Determination**

9 Impacts due to additional demand on local transit services would be less than
10 significant under NEPA.

11 *Mitigation Measures*

12 No mitigation required.

13 *Residual Impacts*

14 Less than significant impacts.

15 **Impact TRANS-4: Reduced Project Alternative operations would not**
16 **result in a significant increase in freeway congestion.**

17 According to the CMP TIA Guidelines, a traffic impact analysis is required at the
18 following:

- 19 • CMP arterial monitoring intersections, including freeway on-ramp or off-
20 ramp, where the Project or its alternatives would add 50 or more trips during
21 either the AM or PM weekday peak hours.
- 22 • CMP freeway monitoring locations where the Project or its alternatives would
23 add 150 or more trips during either the AM or PM weekday peak hours.

24 Per CMP guidelines, an increase of 0.02 or more in the demand-to-capacity (D/C)
25 ratio with a resulting LOS F is deemed a significant impact.

26 The closest CMP arterial monitoring station to the Reduced Project Alternative is
27 Alameda Street/Pacific Coast Highway. The Project (with a maximum of 40 AM
28 peak hour inbound trips and 40 PM peak hour outbound trips, as documented above)
29 would add less than 50 trips through this intersection, and, therefore, no CMP system
30 analysis is required at this location.

31 The closest freeway monitoring station is located at I-110 at “C”-Street and I-710 at
32 Willow Street. The results of the analysis indicate that the Reduced Project
33 Alternative (as it would have a maximum of 40 AM peak hour inbound trips and 40
34 PM peak hour outbound trips) would not result in more than 150 additional trips on

1 either of the CMP freeway monitoring locations; therefore, no CMP system analysis
2 is required at those locations.

3 **CEQA Impact Determination**

4 Traffic impacts would be less than significant under CEQA.

5 *Mitigation Measures*

6 No mitigation required.

7 *Residual Impacts*

8 Less than significant impacts.

9 **NEPA Impact Determination**

10 Traffic impacts would be less than significant under NEPA.

11 *Mitigation Measures*

12 No mitigation required.

13 *Residual Impacts*

14 Less than significant impacts.

15 **Impact TRANS-5: Reduced Project Alternative operations would not**
16 **cause an increase in rail activity that would cause delays in regional**
17 **traffic.**

18 Rail activity causes delay at crossings where the trains pass and cause auto and truck
19 traffic to stop. The amount of delay is related to the length of the train, the speed of the
20 train and the amount of auto and truck traffic that is blocked.

21 The Reduced Project Alternative would not cause an increase in rail traffic. All
22 product would be transported by pipeline.

23 **CEQA Impact Determination**

24 No impact.

25 *Mitigation Measures*

26 No mitigation required.

27 *Residual Impacts*

28 No impact.

1 **NEPA Impact Determination**

2 No impact.

3 *Mitigation Measures*

4 No mitigation required.

5 *Residual Impacts*

6 No impact.

7 **3.6.4.3.4 Summary of Impact Determinations**

8 The following Table 3.6-11 summarizes the CEQA and NEPA impact determinations
9 of the proposed Project and its alternatives related to Ground Transportation and
10 Circulation, as described in the detailed discussion in Sections 3.6.4.3.1 through
11 3.6.4.3.3. This table is meant to allow easy comparison between the potential impacts
12 of the proposed Project and its alternatives with respect to this resource. Identified
13 potential impacts may be based on Federal, State, or City of Los Angeles significance
14 criteria, Port criteria, and the scientific judgment of the report preparers.

15 For each type of potential impact, the table describes the impact, notes the CEQA and
16 NEPA impact determinations, describes any applicable mitigation measures, and
17 notes the residual impacts (i.e. the impact remaining after mitigation). All impacts,
18 whether significant or not, are included in this table. Note that impact descriptions
19 for each of the alternatives are the same as for the proposed Project, unless otherwise
20 noted.

Table 3.6-11. Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated with the Proposed Project and Alternatives

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.6 Ground Transportation				
Proposed Project	TRANS-1: Proposed Project construction would result in a short-term, temporary increase in auto traffic.	CEQA: Significant impact NEPA: Significant impact	MM TRANS-1: Outbound Construction Worker Routing MM 4F-1: Encouraging Carpooling MM 4F-2: Efficient Use of Truck Trips MM 4F-4: Ridesharing, Parking Management, Auto Use/Truck Movement Restrictions MM 4F-5: Literature on VMT Reduction and Rideshare MM TRANS-1 MM 4F-1 MM 4F-2 MM 4F-4 MM 4F-5	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-2: Long-term vehicular traffic associated with the proposed Project would not substantially affect volume/capacity ratios or levels of service on regional intersections.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.6-11. Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.6 Ground Transportation (continued)				
Proposed Project (continued)	TRANS-3: Proposed Project operations would not result in a significant increase in related public transit use.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-4: Proposed Project operations would not result in a significant increase in freeway congestion.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-5: Proposed Project operations would not cause an increase in rail activity that would cause delays in regional traffic.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
No Federal Action/No Project Alternative	TRANS-1: Construction in the No Federal Action/No Project Alternative would not result in a short-term, temporary increase in truck or auto traffic.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	TRANS-2: Long-term vehicular traffic associated with the No Federal Action/No Project Alternative would not significantly impact the study intersection's volume/capacity ratios, or level of service.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
	TRANS-3: An increase in on-site employees due to the No Federal Action/No Project Alternative operations would not result in an increase in related public transit use.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
	TRANS-4: No Federal Action/No Project Alternative operations could result in a significant increase in freeway congestion.	CEQA: Impacts cannot be determined NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Impacts cannot be determined NEPA: No impact
	TRANS-5: No Federal Action/No Project Alternative operations could cause an increase in rail activity, causing delays in regional traffic.	CEQA: Impacts cannot be determined NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Impacts cannot be determined NEPA: No impact

Table 3.6-11. Summary Matrix of Potential Impacts and Mitigation Measures for Ground Transportation Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.6 Ground Transportation (continued)				
Reduced Project Alternative	TRANS-1: Construction of the Reduced Project Alternative would result in a short-term, temporary increase in auto traffic.	CEQA: Significant impact NEPA: Significant impact	MM TRANS-1 MM 4F-1 MM 4F-2 MM 4F-4 MM 4F-5 MM TRANS-1 MM 4F-1 MM 4F-2 MM 4F-4 MM 4F-5	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-2: Long-term vehicular traffic associated with the Reduced Project Alternative would not substantially affect volume/capacity ratios or levels of service on regional intersections.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-3: Reduced Project Alternative operations would not result in a significant increase in related public transit use.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-4: Reduced Project Alternative operations would not result in a significant increase in freeway congestion.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	TRANS-5: Reduced Project Alternative operations would not cause an increase in rail activity that would cause delays in regional traffic.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact

3.6.4.4 Mitigation Monitoring

Potentially significant impacts would occur during proposed Project construction. The following measures would be incorporated into contract specifications to ensure traffic and circulation impacts are minimized to the greatest extent feasible.

Mitigation Measures from the 1992 Deep Draft Final EIS/EIR that are Applicable to the Proposed Project:

Impact TRANS-1: Construction of the Reduced Project Alternative would result in a short-term, temporary increase in auto traffic.	
MM 4F-1: Encourage Carpooling.	
Mitigation Measure	The contractor shall encourage construction workers to carpool by offering various incentives.
Timing	During construction.
Methodology	The construction contractor shall encourage construction workers to carpool during the construction period. The Los Angeles Harbor Department (LAHD) will check with the contractor to ensure that the contractor has made a sufficient effort in encouraging carpooling among workers.
Responsible Parties	Project applicant; LAHD via construction contractor
MM 4F-2: Efficient Use of Truck Trips.	
Mitigation Measure	When possible, trucks that are utilized to bring equipment and materials to the site shall be used to carry off any debris, excess materials, etc.
Timing	During construction.
Methodology	The construction contractor shall ensure that, when possible, trucks utilized to bring equipment and materials to the site will also be used to carry off debris and excess materials. LAHD will check with the contractor to ensure that the contractor has made a sufficient effort to reduce trip trips.
Responsible Parties	Project applicant; LAHD via construction contractor
MM 4F-4: Ridesharing, Parking Management, Auto Use/Truck Movement Restriction.	
Mitigation Measure	Tenants shall be encouraged to reduce the number of vehicle trips associated with employee vehicles by introducing ridesharing incentives, parking management programs (i.e., parking spaces to ride sharers and removing street parking), auto use restriction program, and truck movement restriction program.
Timing	During construction.
Methodology	The construction contractor shall develop rideshare incentives and programs to manage parking and restrict unnecessary auto and truck use.
Responsible Parties	Project applicant; LAHD via construction contractor
MM 4F-5: Literature on VMT Reduction and Rideshare.	
Mitigation Measure	On-site information on the importance of the reduction in vehicle miles traveled (vmt) and related air quality impacts shall be provided and programs shall be dispensed.
Timing	During construction.
Methodology	The construction contractor shall provide instruction to all personnel on the importance of reducing vmt and provide literature describing potential ways to accomplish this.
Responsible Parties	Project applicant; LAHD via construction contractor

Mitigation Measures Developed in this Draft SEIS/SEIR:

Impact TRANS-1: Proposed Project construction would result in a short-term, temporary increase in auto traffic.	
MM TRANS-1: Outbound Construction Worker Routing	
Mitigation Measure	Outbound westbound construction workers from TCY 421 and TCY 408 would be directed to leave these yards by traveling northbound on Ferry Street, then access SR-47 westbound via the Ferry Street/SR-47 ramp interchange. Outbound eastbound construction workers would be directed to leave TCY 421 and TCY 408 by traveling southbound on Ferry Street, following Ferry Street as it turns into Terminal Way heading northeast, turn left on Navy Way, and then turn right at the Navy Way/Seaside Avenue intersection.
Timing	During Project construction activities at TCY 421, TCY 408, and Tank Farm Site 2.
Methodology	The construction contractor shall instruct construction personnel as part of normal construction procedures.
Responsible Parties	Construction contractor.
Residual Impacts	Implementation of this measure would reduce impacts on ground transportation and circulation during construction to less than significant.