1 3.15 TRANSPORTATION/TRAFFIC

<table>
<thead>
<tr>
<th>TRANSPORTATION/TRAFFIC – Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td>☐</td>
<td>☒</td>
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<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☐</td>
<td>☒</td>
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</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</td>
<td>☐</td>
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<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☐</td>
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<tr>
<td>e) Result in inadequate emergency access?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</td>
<td>☐</td>
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</table>

2 3.15.1 Environmental Setting

The Project site is located in unincorporated Contra Costa County, near the town of Port Costa, on the southeast side of the Carquinez Strait. The Carquinez Strait is bordered by Contra Costa County on the south side and Solano County on the north side. These counties plus Alameda and San Francisco Counties are integrated in a system of bridges, freeways, and roads as well as by ferries and trains. The Project site would be accessed by barge; however, a temporary shore base (location to be determined once a Contractor has been selected) would act as the hub for handling, storing, and processing equipment and materials for disposal. Temporary parking to provide access for regulators and others monitoring the deconstruction, incidental non-hazardous
materials storage (not used for the deconstruction work on water) and sanitary facilities would also be provided at the former TXI property, located upland from the Project site.

The connected transportation corridors of the San Francisco Bay Area would serve the transport needs of the Project. The major roadways that would potentially serve the Project are described below.

- Interstate 80 (I-80) is a transcontinental Interstate Highway connecting California and New York City. In the San Francisco Bay Area I-80 connects downtown San Francisco to Sacramento. At its closest distance to the Project site (near the City of Crockett), the annual average daily traffic (AADT) is about 111,000 vehicles (California Department of Transportation [Caltrans] 2012).

- Interstate 680 (I-680) connects the communities of Benicia, Concord, Walnut Creek, Danville, Sunol, and San Jose. It is one of the busiest freeways in the East Bay, with a section between Interstate 580 and the Benicia Bridge having up to ten lanes. At the Contra Costa/Solano County line, I-680’s AADT is 106,000 vehicles (Caltrans 2012).

- Interstate 780 (I-780) connects I-80 and I-680 in Solano County. The AADT of I-780 is 55,000 vehicles (Caltrans 2012).

- State Route 4 (SR-4) extends from I-80 in Contra Costa County to State Route 89 in Alpine County. The route traverses east to west and is a one- to two-lane road near the Project site. The AADT of SR-4 near the Project area (at McEwen Road) is 44,500 vehicles (Caltrans 2012).

These highways and arterial roads linked to them would likely be used for the duration of the Project by construction personnel as well as for materials transport. Secondary arterials, collector roads, and private roads could also be used for the Project, though to a lesser extent.

**Level of Service**

Level of Service (LOS) ratings are used as a grading system by traffic engineers to determine the effectiveness of transportation infrastructure. There are six levels used in North America, A (best) through F (worst), each indicating traffic flow and corresponding safe driving conditions of a given roadway. An LOS A indicates a free-flowing roadway with no delays while LOS F indicates that a roadway has a high level of congestion where traffic flows exceed design capacity and result in long delays.

During peak hours, the LOS for the above-described Interstate and State highways as well as major arterial roads is likely LOS E to F. All major highways in the San Francisco Bay Area experience congested conditions during peak hours, and these conditions spill over to arterial roads. This can cause unacceptable LOS. Secondary arterials, collector
roads, and private roads likely maintain acceptable operations and are generally characterized as LOS D or better.

I-80, SR-4, and I-680 are the major regional transportation corridors in the Project vicinity. Main routes for the Project would consist of Interstates, State highways, local (county and city) maintained roads, and private roads. Deconstruction activities would be conducted from barges on the Carquinez Strait; however, a temporary shore base identified by the contractor selected to conduct the deconstruction would be needed for handling, storing, and processing equipment and materials for disposal. Thus, traffic resulting from the Project would be centered around the shore base. Additionally, the proposed temporary parking and staging area at the former TXI property would be accessed via secondary roads connecting the property to I-80 and SR-4, principally Carquinez Scenic Drive, which is a narrow, winding two-lane road.

Project workforce personnel would drive to the contractor’s shore base to access water transport to the Project site. Trucks used for materials hauling to various landfills or treatment facilities would use various routes, depending on which landfills would be receiving the materials. Therefore, the network of highways and roads would be used for the Project, resulting in temporary minimal traffic increases.

3.15.2 Regulatory Setting

Federal and State laws and regulations pertaining to this issue area and relevant to the Project are identified in Tables 1-2 and 3.15-1. Local goals, policies, and/or regulations applicable to this issue area are listed below.

<table>
<thead>
<tr>
<th>U.S.</th>
<th>Ports and Waterways Safety Act</th>
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<tbody>
<tr>
<td></td>
<td>This Act provides the authority for the USCG’s program to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and navigable waters, including by authorizing the Vessel Traffic Service, controlling vessel movement, and establishing requirements for vessel operation.</td>
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<table>
<thead>
<tr>
<th>CA</th>
<th>California Vehicle Code</th>
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<tbody>
<tr>
<td></td>
<td>Chapter 2, Article 3 of the Vehicle Code defines the powers and duties of the California Highway Patrol, which has enforcement responsibilities for the vehicle operation and highway use in the State.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CA</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The California Department of Transportation is responsible for the design, construction, maintenance, and operation of the California State Highway System and the portion of the Interstate Highway System in California.</td>
</tr>
</tbody>
</table>

Contra Costa Transportation Authority (CCTA). The CCTA is a public agency formed in 1988 responsible for County-wide transportation planning. Its mission is to deliver a comprehensive transportation system that enhances mobility and accessibility while promoting a healthy environment and strong economy. One of the CCTA’s duties is to develop and implement the Congestion Management Plan (CMP), which identifies...
comprehensive strategies necessary for the development of appropriate responses to transportation needs. The CMP includes the following: traffic LOS standards for State highways and principal arterials within the County; multi-modal performance measures to evaluate current and future systems; a seven-year capital improvement program to maintain or improve the system or to mitigate any regional impacts of land use projects; and a travel demand element that promotes transportation alternatives to the single-occupant vehicle.

No traffic or transportation objectives or goals within the Contra Costa County General Plan (2005) are relevant to the Project.

3.15.3 Impact Analysis

Traffic impacts associated with the Project would be minimal and short-term. Deconstruction and removal activities would occur over an up-to-5-month period. Eight to 12 construction personnel would report to the site depending on the stage of the Project. Additional trucks and other transport vehicles would cause a slight increase in traffic while transporting waste materials between the selected contractor’s shore base and the landfills or treatment facilities for the duration of the Project. Travel to and from the former TXI property to observe the operations could also cause slight increases in traffic.

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

The Project would cause a minimal increase in traffic which may be substantial in relation to the existing traffic load and capacity of the street system. There would be a temporary increase in the number of vehicle trips during the course of the Project.

Although the Project would require eight to 12 crew members, their vehicle trips to a local marina to board the crew boat each morning would not substantially increase traffic because if they were not assigned to this Project they would likely be assigned to a different project in the region. Therefore, they would have little to no impact on existing traffic load and capacity of the street system.

However, Project-generated trips would occur to and from the contractor’s temporary shore base that would be set up for vehicle, equipment, supply, and materials handling, storage, and processing. These vehicle trips could have a potentially significant impact on localized traffic and congestion in the region.
Impact TT-1: Increased traffic and congestion on the existing street system due to deconstruction activities.

Less than Significant with Mitigation. Heavy truck trips would be required for hauling equipment and materials to the selected contractor’s existing shore base and to landfill and recycling locations from the contractor’s shore facilities. The bulk of the trips would be due to disposal of materials retrieved from the wharf. Many tons of concrete, steel, and treated wood would be hauled on barges from the Project area to the contractor’s shore base, where this waste would be processed and hauled to appropriate landfills or recycling centers. Several trucks would make multiple daily trips to and from the contractor’s shore base once enough materials have accumulated at the shore base (likely at the midpoint of the Project). Other truck trips generated by the Project would be associated with the movement of equipment and materials to and from the contractor’s shore facilities. A small number of trips could also involve Project staff access to the Project site via the former TXI property.

Primary impacts would potentially include intermittent decreases of roadway capacities during the course of the Project due to slower movements and larger turning radii of the trucks compared to passenger vehicles. The addition of these vehicles to already congested highways could result in potentially significant traffic impacts. The following mitigation measure would reduce this impact to less than significant.

**MM TT-1 Traffic Management Plan.** The Applicant shall prepare and implement a Traffic Management Plan approved by the California Department of Transportation and Contra Costa County. Truck activities shall be limited to off-peak weekday hours (9:00 a.m. to 3:00 p.m.). If authorized, truck operations could be extended to include weekday hours of 7:30 p.m. to 5:30 a.m. Appropriate haul routes shall be determined to minimize traffic load and congestion. Ridesharing shall be encouraged and appropriate signage and safety requirements shall be implemented at the shore base.

b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Less than Significant with Mitigation. The Project could potentially exceed, either individually or cumulatively, a short-term LOS standard established by the CCTA for designated roads or highways. This would be due to the hauling and delivery vehicle movement during the course of the Project (discussed above in (a)). However, **MM TT-1** would reduce any impacts to LOS standards to less than significant.

c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?**
Environmental Checklist and Analysis – Transportation/Traffic

No Impact. The Project would not result in any changes to air traffic patterns.

d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

No Impact. The Project would not substantially increase hazards due to a design feature or incompatible uses. No physical changes to existing roadways would occur as a result of the Project and movement and operation of large equipment, oversized loads, and hazardous materials would be conducted in compliance with appropriate Federal, State, and local regulations.

e) **Result in inadequate emergency access?**

No Impact. The Project would not result in inadequate emergency access. Project activities would not change or otherwise adversely impact access routes within the Project area or temporary shore base.

f) **Result in inadequate parking capacity?**

No Impact. The Project would not result in inadequate parking capacity. Personnel parking would be provided at the selected contractor’s shore base, a local marina, and the parking area on the former TXI property (for parties to observe the Project only). At the Project’s peak, the maximum workforce demand would be for 12 spaces, while average parking demand would be for eight spaces. Project equipment and haul vehicles would be stored and loaded at the contractor’s temporary staging area within its existing shore facilities. No additional demand for parking would occur once the Project is complete.

3.15.4 **Mitigation Summary**

Implementation of the following measures would reduce Project-related to transportation/traffic to less than significant.

- MM TT-1: Traffic Management Plan.