### 3.16 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>
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<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>
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<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>
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<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>
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<td>e) Result in inadequate emergency access?</td>
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<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>
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### 3.16.1 Environmental Setting

The wharf is currently accessed by ships coming from Mexico heading to the wharf via the Golden Gate and San Francisco and San Pablo Bays. The wharf is accessible from land via the Plant. Vehicles coming to the site via State Route 4 would likely exit at Hillcrest Avenue and take Hillcrest to Wilbur Avenue to the Plant on Minaker Drive.

### 3.16.2 Regulatory Setting

Federal and State laws and regulations pertaining to this issue area and relevant to the Project are identified in Table 3.16-1.
Table 3.16-1. Federal and/or State Laws, Regulations, and Policies Potentially Applicable to the Project (Transportation/Traffic)

| U.S. | Ports and Waterways Safety Act | 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. |
| CA   | California Vehicle Code       | 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. |
| CA   | Other                        | 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. |

1 Local goals, policies, and/or regulations applicable to this issue area are listed below.

2 The Contra Costa Transportation Authority (CCTA) is a public agency formed in 1988 that is responsible for Countywide 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, which identifies strategies necessary for the development of appropriate responses to transportation needs. The Congestion Management Plan includes the following:

3 • Traffic level of service (LOS) standards for State highways and principal arterials within the County;

4 • Multi-modal performance measures to evaluate current and future systems;

5 • A 7-year capital improvement program to maintain or improve the system or to mitigate any regional impacts of land use projects;

6 • A travel demand element that promotes transportation alternatives to the single-occupant vehicle.

7 The objectives of Antioch General Plan Section 7.3.2 (Vehicular Circulation Patterns) include promoting the design of roadways to optimize safe traffic flow within established roadway configurations by minimizing driveways and intersections, uncontrolled access to adjacent parcels, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.

8 The San Francisco Bay Harbor Safety Plan (HSP) was formed to implement the OSPRA and to reduce vessel accidents and spills. The HSP requires reporting and monitoring of vessel traffic on Bay area waterways under a “Vessel Traffic Service,” regulates acceptable speed and routes, and requires communications underway. Vessel inspections and regulation enforcement are conducted by the USCG (federal) and the CDFW and include ensuring that tugboats are registered and that operating personnel are trained and certified.
Environmental Checklist and Analysis – Transportation/Traffic

3.16.3 Impact Analysis

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?

Less than Significant Impact. Project site access for all materials and construction equipment would be via barges that would be transported to the in-water Project area by registered Harbor Tugboats. Consequently, during Project mobilization and demobilization, and the anticipated 8-week demolition and construction period, there would be an increase in barge and tugboat traffic in the Project area. This tugboat route plan and schedule must be filed with the HSP for marine vessel traffic. There are no traffic or transportation ordinances, plans or goals within the City of Antioch General Plan relevant to the barge traffic.

Over the course of the Project there would be an estimated 274 hours of tugboat operation. Tug trips pulling barges are estimated at approximately 12 hours per round trip to/from the contractor’s marine yard to carry materials and equipment to and from the Project site. The type, number, and duration of use of these tugs and barges for project construction would not impact the capacity for vessel traffic on the River. Following Project construction, vessel traffic associated with facility operations would return to pre-Project levels.

In addition to the marine traffic described above, an estimated seven project workers would access the wharf work site each day using public roads that connect the Plant to the city of Antioch. Project construction would generate fewer than 20 daily trips from construction workers accessing the site. No truck deliveries to or from the Project area are anticipated.

Haul trucks would transport treated timber pile debris (originating from the partial wharf demolition) from the contractor’s marine yard in Richmond to the Suisun City Landfill would occur. After transport by barge from the Project site to the contractor’s marine yard, treated timber debris disposal trips would occur periodically during August, September, and October of 2015. Approximately 21 truck trips would be needed to haul all of the wood material to the landfill. Thus, there would be an average of less than one Project-related haul truck trip per day during the total Project construction phase of 62 work days. All such debris haul truck trips to the Suisun City Landfill would be limited to regularly used truck routes from the contractor’s marine yard in Richmond, including highways and freeways, and would not travel along local residential streets in Antioch. The contractor will be subject to requirements of the County Hazardous Materials
Storage Ordinance. The contractor (under Applicant’s oversight) will maintain all waste management transactions, including transportation and disposal.

Aside from wood waste, all other liquid and solid waste (excess grout, metals, motor oils and filters, solvents, antifreeze, and batteries, etc.) will also be collected in covered and secured containers on the material barges and transported to the contractor’s marine yard for subsequent disposal or recycling. Any wastes that can be recycled will be processed according to Contra Costa County rules and recordkeeping requirements.

This projected increase in daily road traffic in the Project area is minimal and well within the traffic deviation allowance of the CCTA Congestion Management Plan and within the objectives of the Antioch General Plan Vehicular Circulation Element (Chapter 7). The Project would not affect mass transit, non-motorized travel, intersections, streets, highways and freeways, pedestrian and bicycle paths.

The minor increase in vessel and vehicle traffic during Project construction would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, resulting in a less than significant impact.

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?

Less than Significant Impact. As discussed under item a), above, the Project would generate fewer than 20 daily trips per day from construction workers during the 8-week construction period, and no new trips after completion of construction. Therefore, the Project would not result in any potential for significant impacts, either individually or cumulatively, on any LOS standard or travel demand measures established by the CCTA or city of Antioch to reduce congestion on local roads or highways.

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?

No Impact. The Project activities would be limited to upgrading an existing low-lying wharf, which would not change the air traffic patterns. There would be no impact.

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. No changes to existing roadways would occur as a result of the Project in the water, and the movement and operation of large equipment and any hazardous
materials would be performed in compliance with appropriate Federal, State, and local regulations. There would be no impact.

e) Result in inadequate emergency access?

No Impact. The Project would not affect emergency access. Project activities would not change or otherwise adversely affect emergency access routes to and from the Project area from Wilbur Avenue and upland areas. There would be no impact.

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?

No impact. The Project would not conflict, directly or indirectly, with adopted policies, plans, or programs that support public transportation or alternate modes such as bicycle or pedestrian facilities. The Project site and contractor’s marine yard would be accessed via barge on the San Joaquin River, and by workers arriving each day via existing roadways. There would be no impact.

3.16.4 Mitigation Summary

The Project would not result in significant impacts to Transportation/Traffic; therefore, no mitigation is required.