

FTIP ID#: LAF7205

TCWG Consideration Date: October 24, 2023

Project Description: The City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) proposes to widen and improve Alameda Street from two to three lanes in each direction from Anaheim Street to 300 feet south of the Pacific Coast Highway (or where Mauretania Street intersects with Alameda Street) in the community of Wilmington within the City of Los Angeles. The total length of the project is approximately 3,590 feet, or 0.68 miles.

Roadway pavement along the project segment of Alameda Street has deteriorated over time due to the extensive use of trucks travelling to and from the Ports of Los Angeles and Long Beach, and other nearby port-related facilities and industrial land uses. Railroad improvements would promote greater public safety by preventing drive around movements by vehicles, trucks, bicyclists, and pedestrians during train crossings. Advance preemption would also allow vehicles queued on Alameda Street to clear the track crossing areas. The project would reduce congestion, queueing, and delays for vehicles and trains by providing an enhanced alignment for street intersections, rehabilitated pavement conditions, improved safety, and increased capacity and operations. Consistent with the California Department of Transportation Complete Streets policy, the project would also serve pedestrians and bicyclists in the area by providing sidewalks and bicycle facilities (i.e., a dedicated bike path). The project corridor currently does not have sidewalks and bike lanes to safely accommodate pedestrians and bicyclists.

The project site is bordered by the City of Carson to the north, the City of Long Beach to the east, Terminal Island and the Pacific Ocean to the south, and Harbor City to the west. Alameda Street is utilized for local traffic as well as trips to and from the Ports of Los Angeles and Long Beach, which are approximately 4 miles and 4.5 miles away, respectively. Both Ports are generally south of the project site. The area is a dense urban setting of industrial uses except for the section between Grant Street on the south and Young Street on the north, which is developed with single-family and multi-family residences (zoned Multiple Family Residential and designated as Low Medium Residential). The regional location is shown in Figure 1 and the project limits are shown in Figure 2. Both figures are located at the end of this form.

The project location near the Ports of Los Angeles and Long Beach provides important context for Interagency Consultation. Since 2018, the San Pedro Bay Ports (SPBP) Clean Trucks Program has required that new trucks registered in the Port Drayage Truck Registry must be model year 2014 or newer. The SPBP 2017 Clean Air Action Plan also calls for the SPBP drayage truck fleet to be exclusively zero-emission vehicles by 2035. The majority of trucks in the project area are for drayage, which is the transportation of shipping containers by truck to final destinations. As a result, localized particulate matter emissions on Alameda Street will be significantly reduced by the 2028 Opening Year and more so by the 2048 Horizon Year.

The Alameda Street segment proposed for rehabilitation would be fully upgraded to a Modified Boulevard II arterial street, with a minimum, continuous roadway width of 86 feet in a minimum 109 feet of right-of-way. In addition to providing three continuous through lanes in each direction with a median turn lane and the intersection improvements listed above, a Class I bike and pedestrian shared path with tree wells would be constructed on the east side of Alameda Street. The proposed street improvements also include new and upgraded traffic signals, upgraded storm drain facilities (e.g., new and relocated catch basins, connector pipes and related facilities), streets lights, and street trees.

Additional improvements include:

- Denni Street/Henry Ford Avenue/Alameda Street: The current triangular-shaped street intersection would be replaced with a single T-intersection at a newly configured intersection of Henry Ford Avenue and Alameda Street.

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- Grant Street/Alameda Street/Cristobal Avenue: Cristobal Avenue (near Grant Street) would be redesigned for one-way northbound traffic feeding into Grant Street (an east-west street). An accessible route would be provided on the Alameda Street and Grant Street intersection with the required right-of-way acquisition.
- Ross Place/Alameda Street: Ross Place is a non-continuous, unimproved paper street, between Alameda Street and Cristobal Avenue that is currently being used by the fronting private property owners as a dismantling and storage facility. This paper street would be vacated, with a required storm drain easement.

Railroad crossing surfaces would be upgraded with the addition of precast concrete panels and upgraded active warning devices (i.e., crossing gates, light-emitting diode flashers, and cantilever signals) including raised median islands and relocation of railroad signals. Utility lines and other structures such as oil lines and billboard signs that are within and near the quitclaim deeded areas of the railroad right-of-way would be either protected, relocated, or abandoned. Other overhead and underground utilities including but not limited to power lines and poles, utility vaults and boxes, fire hydrants, water lines, street signs and billboards, and landscaping in the Alameda Street public way would also be protected, relocated, or abandoned. Street trees that are removed would be replaced at a ratio of two replacement trees for every tree removed.

Type of Project: Change to an Existing Regionally Significant Street

County Los Angeles	Narrative Location/Route & Postmiles: Alameda Street from Anaheim Street to 300 feet South of the Pacific Coast Highway Caltrans Projects – EA#: Pending
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Lead Agency: City of Los Angeles Department of Public Works, Bureau of Engineering

Contact Person Norman Mundy	Phone# (231) 485-5737	Fax# N/A	Email Norman.Mundy@lacity.org
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Hot Spot Pollutant of Concern: PM2.5 PM10

Federal Action for which Project-Level PM Conformity is Needed

Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
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Scheduled Date of Federal Action: 2024

NEPA Assignment – Project Type

Exempt	Section 326 – Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption
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Current Programming Dates

	PE/Environmental	ENG	ROW	CON
Start	2023	2023	2024	2025
End	2024	2027	2025	2027

Project Purpose and Need (Summary):

Alameda Street is a north-south major arterial roadway in the City of Los Angeles, connecting the Ports of Los Angeles and Long Beach to Downtown Los Angeles. The roadway pavement along the project segment of Alameda Street has deteriorated over time due to the extensive use of trucks travelling to and from the Ports of Los Angeles and Long Beach, and other nearby port-related facilities and industrial land uses. The project is designed to provide congestion relief and to improve goods movement mobility.

The widening of Alameda Street would provide improved access to the ports, new pavements, and increased traffic capacity to better serve as a gateway to the ports. Railroad improvements would promote greater public safety by preventing drive around movements by vehicles, trucks, bicyclists, and pedestrians during train crossings. Advance preemption would also allow vehicles queued on Alameda Street to clear the track crossing areas. The project would reduce congestion, queueing, and delays for vehicles and trains by providing an enhanced alignment for street intersections, rehabilitated pavement conditions, improved safety, and increased capacity and operations. In addition to serving local and regional vehicle and railroad traffic, the project would also serve pedestrians and bicyclists in the area by providing sidewalks and a dedicated bike path. The project corridor currently does not have sidewalks and bike lanes to safely accommodate pedestrians and bicyclists.

Surrounding Land Use/Traffic Generators:

Land uses adjacent to the east side of the corridor include various industrial developments (e.g., outdoor storage, gas station, truck stop, oil tanks, and truck and vehicle parking areas) zoned as Manufacturing and designated as Heavy Industrial. The PHL railroad, a short line railroad serving the Ports and connecting to the Union Pacific Railroad Company and Burlington Northern Santa Fe Railway Company yards in the City of Commerce, runs along the west side of Alameda Street, with land uses farther west (beyond the railroad) consisting of industrial developments (zoned Manufacturing and designated as Light Industrial), except for the section between Grant Street on the south and Young Street on the north, which is developed with single-family and multi-family residences (zoned Multiple Family Residential and designated as Low Medium Residential).

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Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility:

Bi-Directional Segment	Opening Year (2028)												
	No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Dir. Peak Hour Speed	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Dir. Peak Hour Speed	Change in Total AADT	Change in Truck AADT	Change in Truck %
Alameda B/w Mauretania St & Young St	B	22,595	52%	11,749	38 35	B	26,435	48%	12,689	39 38	3,840	939	-4%
Alameda B/w Young St & Grant St	A	8,362	44%	3,679	33 33	A	12,416	38%	4,718	40 40	4,054	1,039	-6%
Alameda B/w Grant St & I St	A	8,983	43%	3,863	33 33	A	12,715	37%	4,705	40 40	3,732	842	-6%
Alameda B/w I St & Anaheim Streets	A	11,492	42%	4,827	30 31	A	15,066	38%	5,725	40 40	3,574	898	-4%
Henry Ford Ave B/w Young St & Grant St	A	13,935	58%	8,082	34 34	A	13,764	58%	7,983	34 34	-171	-99	0%
Henry Ford Ave B/w Grant and I Streets	A	13,993	58%	8,116	34 34	A	13,822	58%	8,017	34 34	-171	-99	0%
Henry Ford Ave B/w I St & Anaheim St	A	13,690	59%	8,077	34 29	A	13,540	60%	8,124	33 30	-150	47	1%
Anaheim St B/w Alameda St & Henry Ford Ave	F	33,380	25%	8,345	25 18	F	33,948	24%	8,148	25 16	568	-197	-1%
I Street B/w Alameda St & Henry Ford Ave	A	4,017	5%	201	27 27	A	2,036	5%	102	27 27	-1,981	-99	0%

Source: Raju Associates Inc., *Transportation Assessment Study for the Alameda Street - North Widening Project*, 2023.

Horizon Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility:

Bi-Directional Segment	Horizon Year (2048)												
	No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Dir. Peak Hour Speed	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Dir. Peak Hour Speed	Change in Total AADT	Change in Truck AADT	Change in Truck %
Alameda B/w Mauretania St & Young St	N/A	26,813	57%	15,339	N/A	N/A	30,717	53%	16,348	N/A	3,903	1,009	-4%
Alameda B/w Young St & Grant St	N/A	10,036	51%	5,137	N/A	N/A	14,004	44%	6,221	N/A	3,968	1,085	-7%
Alameda B/w Grant St & I St	N/A	10,686	50%	5,369	N/A	N/A	14,332	43%	6,225	N/A	3,646	856	-7%
Alameda B/w I St & Anaheim Streets	N/A	13,505	48%	6,448	N/A	N/A	17,887	42%	7,451	N/A	4,381	1,004	-6%
Henry Ford Ave B/w Young St & Grant St	N/A	16,646	62%	10,300	N/A	N/A	16,534	62%	10,184	N/A	-111	-116	0%
Henry Ford Ave B/w Grant and I Streets	N/A	16,706	62%	10,338	N/A	N/A	16,595	62%	10,222	N/A	-111	-116	0%
Henry Ford Ave B/w I St & Anaheim St	N/A	16,417	63%	10,420	N/A	N/A	16,317	64%	10,370	N/A	-100	-50	0%
Anaheim St B/w Alameda St & Henry Ford Ave	N/A	36,709	27%	9,770	N/A	N/A	37,193	26%	9,827	N/A	484	57	0%
I Street B/w Alameda St & Henry Ford Ave	N/A	4,594	7%	317	N/A	N/A	2,551	23%	576	N/A	-2,043	259	16%

Raju Associates Inc., *Transportation Assessment Study for the Alameda Street - North Widening Project*, 2023.

Notes: N/A = Not Available; Roadway segment LOS and peak hour speed has not been estimated for 2048.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT:

See prior page for information related to the affected roadway segments.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT:

See prior page for information related to the affected roadway segments.

Describe potential traffic redistribution effects of congestion relief:

As shown on the previous page of this form, forecasted Opening Year (2028) traffic conditions along segments of Alameda Street within the project area are characterized by level-of-service A with the exception of the segment between Mauretania Street and Young Street, which is forecasted to operate at level-of-service B. Implementation of the project would increase the capacity of all Alameda Street study area segments from approximately between 30,600 to 51,000 vehicles per day under the No Build Alternative to 61,200 vehicles per day. The additional capacity would result in a decrease in volume-to-capacity ratios throughout the entire project corridor, despite level-of-service remaining unchanged.

Traffic modeling prepared for the Opening Year estimated that average peak hour speeds along Alameda Street would range from 30 miles per hour (mph) to 38 mph under the No Build Alternative. The Build Alternative modeling indicated that average peak hour speeds would improve throughout the corridor—ranging from 38 mph to 40 mph—in the Opening Year, demonstrating the congestion relief efficacy of the project even with the increase in AADT. Notably, Build Alternative AADT would not exceed 35,000 vehicles per day along Alameda Street in the Opening Year and would not exceed 40,000 vehicles per day in the Horizon/Design Year.

In addition, the roadway improvement project would not introduce new truck trips to the project area. Regional travel demand models estimate induced traffic due to the mode-shifting and route shifting associated with capacity enhancement transportation projects. Some roadway enhancement and capacity improvement projects are large enough to cause considerable changes in land uses, which may attract new business from outside the project area. These new businesses induce new trip demand and consequently additional traffic. The 0.68-mile improvement project is not large enough to bring new businesses from outside the region to induce new traffic trips.

Comments/Explanation/Details:

Under 40 Code of Federal Regulations 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The USEPA has provided guidance stating that PM hot-spots could occur when a roadway expansion affects a congested roadway operating at Level-of-Service D, E, or F and there would be a significant increase in the number of diesel trucks. Roadway segments assessed for the proposed project would operate at level-of-service A or B in the Opening Year except for Anaheim Street between Alameda Street and Henry Ford Avenue. This roadway segment would operate at Level-of-Service F prior to and after implementation of the project. However, truck volumes would decrease on this segment by approximately 197 trucks per day due to traffic redistribution effects from the roadway improvements.

The USEPA guidance also states that PM hot spots could occur on roadways that have a significant volume of diesel truck traffic, such as facilities with greater than 125,000 AADT and 8 percent or more of such AADT is diesel truck traffic. This equates to 10,000 trucks per roadway segment. The maximum AADT on Alameda Street in the Opening Year would be 26,435 vehicles between Mauretania and Young Streets. This would be below the 125,000 AADT USEPA screening guidance. Overall, the proportional increase in non-truck vehicles would be greater than the increase in trucks, reflected by the decrease in overall truck percentage in fleet composition throughout the corridor of Alameda Street relative to the No Build Alternative. Truck traffic on this segment would increase from 11,749 trucks to 12,689 trucks, which is a seven percent increase in trucks trips. The maximum AADT on Alameda Street in the Horizon Year would be 30,717 vehicles between Mauretania and Young Streets. Truck traffic on this segment would increase from 15,339 trucks to 16,348 trucks, which is a six percent increase in trucks trips.

As previously discussed, the project would not introduce new truck trips to the roadway network. Without the project, trucks would travel on adjacent roadways with better pavement conditions. For example, Henry Ford Avenue is currently used as an alternative route to Alameda Street. Henry Ford Avenue is less than 1,000 feet from Alameda Street and the 0.68-mile roadway improvement project would not result in significant redistribution effects. Therefore, the roadway improvement project would not significantly change pollutant concentrations in the project area.

Since 2018, the SPBP Clean Trucks Program has required that new trucks registered in the Port Drayage Truck Registry must be model year 2014 or newer. The SPBP 2017 Clean Air Action Plan also calls for the SPBP drayage truck fleet to be exclusively zero-emission vehicles by 2035. Drayage is the transportation of shipping containers by truck to its final destination. The majority of trucks in the project area are for drayage. As a result, localized particulate matter emissions on Alameda Street will be significantly reduced by the 2028 Opening Year and more so by the 2048 Horizon Year.

Furthermore, recent advancements in statewide and regional truck regulations will reduce average per-miles diesel truck emissions in future years relative to past levels. The California Air Resources Board Truck & Bus Regulation affects individuals, companies, and Federal agencies that operate diesel-powered vehicles with a gross vehicle weight rating greater than 14,000 pounds, including port and rail serving drayage trucks. Beginning in January 2023, these trucks must have a 2010 or newer model engine, with few exceptions.

The BOE does not consider the project to be a Project of Air Quality Concern under this criterion.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

Refer to the above discussion of roadway segment level-of-service and diesel truck traffic associated with the project.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

The project does not involve a new bus or rail terminal or transfer point. The BOE does not consider the project to be a Project of Air Quality Concern under this criterion.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and,

The project does not involve any expanded bus or rail terminals or transfer points. The BOE does not consider the project to be a Project of Air Quality Concern under this criterion.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is not located in an area identified within the South Coast Air Quality Management District Air Quality Management Plan as being subject to PM₁₀ or PM_{2.5} air quality violations. The project would not introduce new diesel truck trips to the surrounding area. Therefore, the BOE does not consider the project to be a Project of Air Quality Concern under this criterion.

Figure 1. Map of the Project Location

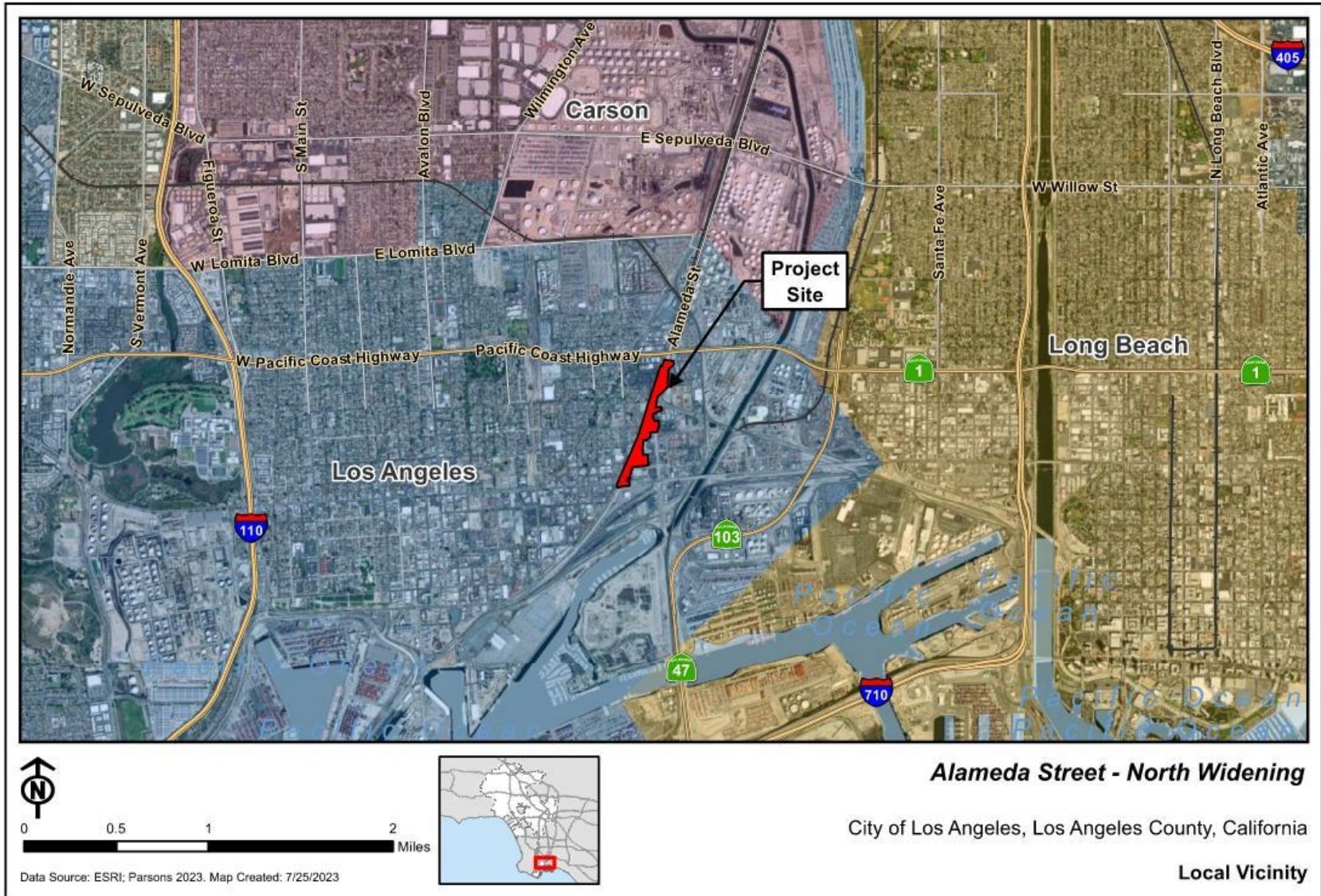


Figure 2. Project Footprint

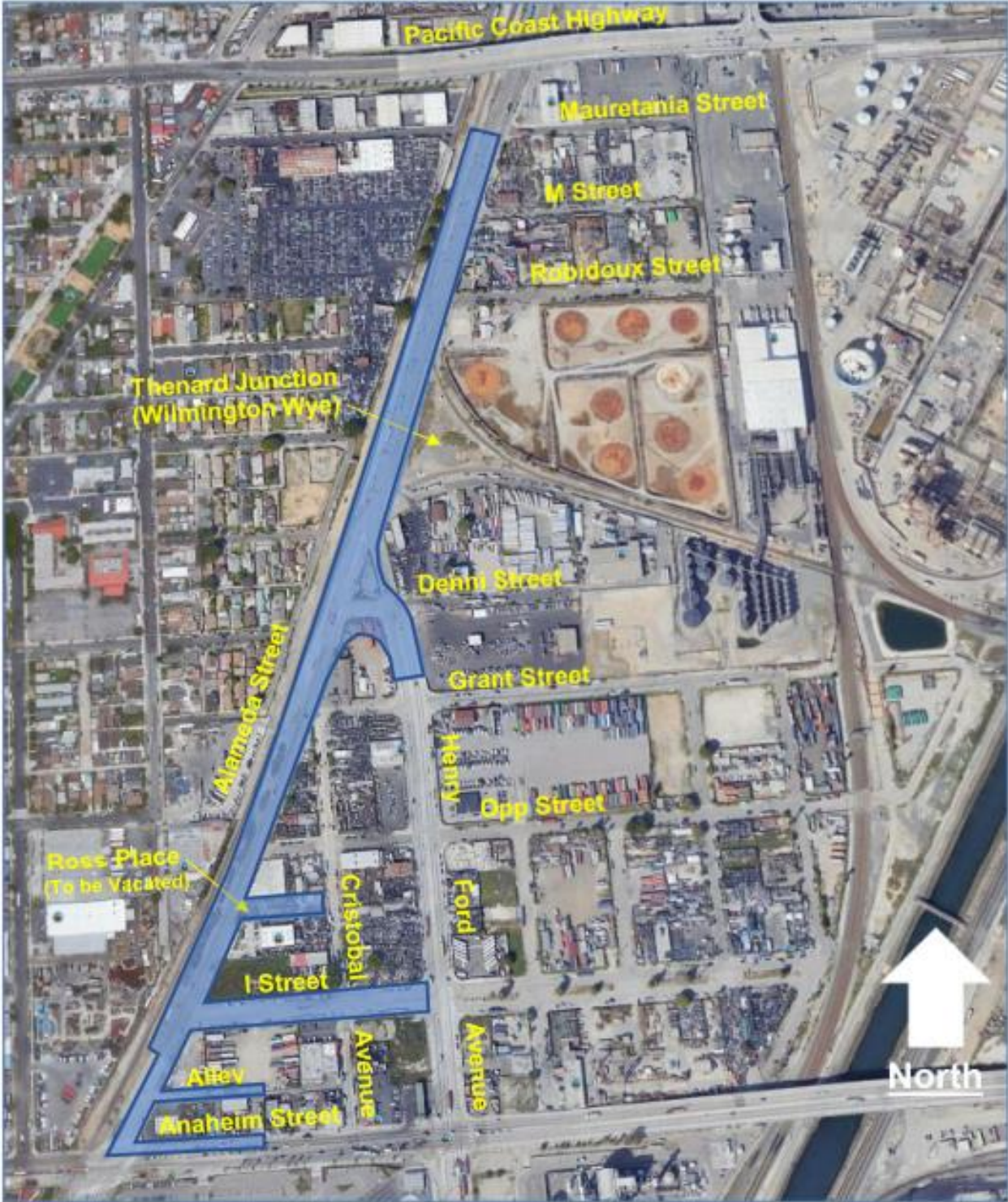


Figure 3. Proposed Cross Section of Alameda Street North of Henry Ford Avenue (Looking North)

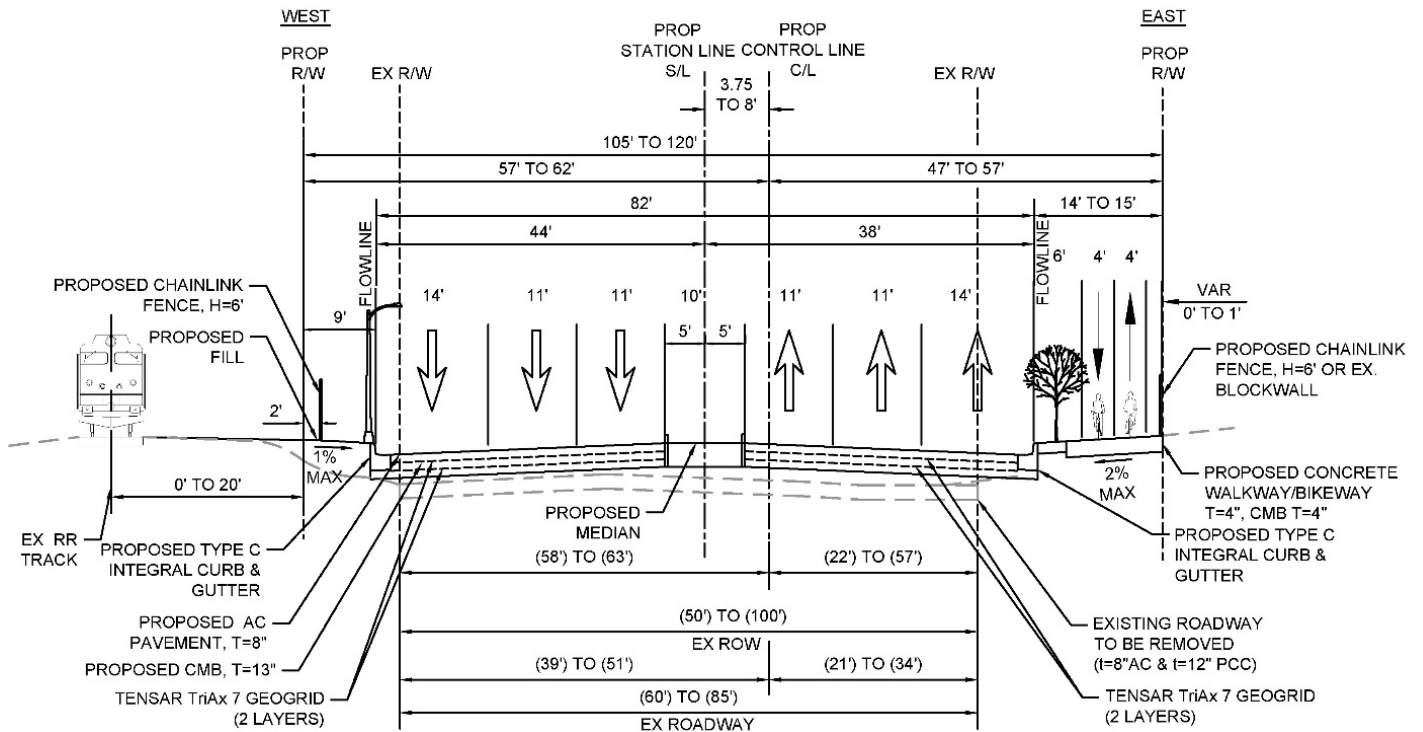
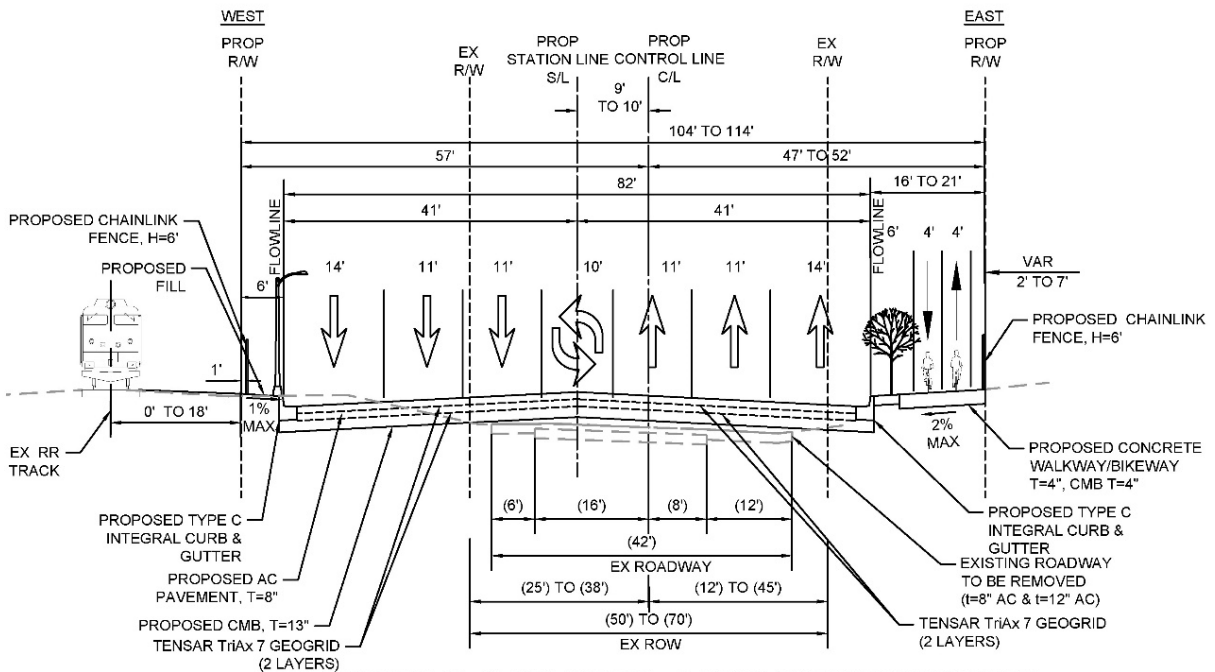


Figure 4. Proposed Cross Section of Alameda Street South of Henry Ford Avenue to Approximately 300 feet North of Anaheim Street (Looking North)



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Figure 5. Proposed Cross Section of Alameda Street from Approximately 300 feet North of Anaheim Street to Anaheim Street (Looking North)

