

RTIP ID#: LAF7207				
TCWG Consideration Date: November 26, 2019				
<p>Project Description: The City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) proposes to implement the Anaheim Street Widening Project (Build Alternative), which would widen Anaheim Street from four lanes to six lanes between Farragut Avenue to Sampson Avenue in the community of Wilmington within the City of Los Angeles (Figure 1). The total length of the Build Alternative is approximately 0.32 miles. The Build Alternative would also include left-turn channelization at Farragut Avenue, reconstruction of the sidewalk on the north side of Anaheim Street, and upgrading the highway to Major Highway standards. The purpose of the Build Alternative is to provide congestion relief and improve goods movement and mobility.</p> <p>The Build Alternative would widen Anaheim Street between Farragut Avenue and Sampson Avenue from four lanes to six lanes (78 feet to 84 feet), upgrade the traffic signal and add a left-turn pocket at Farragut Avenue, and reconstruct the sidewalk on the north side of Anaheim Street to be 10 feet wide (Figure 2). It would also include the construction of asphalt pavement and concrete curb and gutter and upgrade the highway to Major Highway standards. Utilities such as power poles, cable television, and phone and power vaults would be relocated, and the Build Alternative would not require any additional right-of-way.</p> <p>Construction would last for approximately one year from January 2022 to January 2023. These dates are not consistent with the current TIP programming dates. BOE has initiated an amendment related to the programming dates. BOE requests a Project of Air Quality Concern determination from the TCWG in advance of the TIP amendment.</p>				
Type of Project: Change to Existing Regionally Significant Street				
County LA	Narrative Location/Route & Postmiles: Anaheim Street between Farragut Avenue and Sampson Avenue in the community of Wilmington within the City of Los Angeles (Figure 1)			
	Caltrans Projects – EA#: Not Applicable			
Lead Agency: City of Los Angeles Department of Public Works, Bureau of Engineering				
Contact Person: Christopher Adams	Phone#: (213) 485-5910	Fax#: (213) 482-7007	Email: christopher.adams@lacity.org	
Hot Spot Pollutant of Concern: PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: July 2020 (FONSI)				
NEPA Assignment – Project Type				
Exempt	Section 326 –Categorical Exemption	X Section 327 – Non-Categorical Exemption		
Current Programming Dates: Note that these are the current programming dates and BOE is coordinating an amendment to update the TIP with these dates.				
	PE/Environmental	ENG	ROW	CON
Start	2019	2019	None	2022
End	2020	2022	None	2023

Project Purpose and Need (Summary):

The primary objectives are to:

- Provide congestion relief; and,
- Improve goods movement and mobility.

Surrounding Land Use/Traffic Generators (*especially effect on diesel traffic*)

The Build Alternative is located in an industrial environment near the Ports of Los Angeles and Long Beach. Freight distribution is the primary source of traffic. Sources of diesel emissions in and around the Ports includes trucks, trains, and ships.

Important for the POAQC determination, there are no sensitive receptors located within 500 meters of the project site.

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

Traffic information for the No Build and Build Alternatives is shown in Table 1. The Build Alternative is located near the Ports of Los Angeles and Long Beach, which is reflected in a high truck percentage. However, the 0.32-mile roadway widening (Build Alternative) would not change the AADT or truck percentage when compared to the No Build Alternative.

TABLE 1: ROADWAY SEGMENT TRAFFIC DATA

Roadway Segment	No Build Alternative (2023)			Build Alternative (2023)		
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %
Anaheim St., west of Sigsbee Ave.	55,077	23,353	42.4	55,077	23,353	42.4
Anaheim St., between Schley Ave. and MacDonough Ave.	57,196	23,794	41.6	57,196	23,794	41.6
Anaheim St., between Cushing Ave. and Foote Ave.	55,526	24,598	44.3	55,526	24,598	44.3

SOURCE: KOA, *Anaheim Street Widening Study*, October 25, 2019.

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

The Build Alternative is a minor roadway widening totaling approximately 0.32 miles. A detailed traffic analysis was not required for the environmental document and the project team has not developed Horizon Year data.

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

Intersection information for the No Build and Build Alternatives is shown in Table 2. One intersection was assessed in the traffic study, and the Build Alternative would improve the LOS during the AM and PM peak hours.

TABLE 2: INTERSECTION TRAFFIC DATA

Intersection	Peak Hour	No Build Alternative (2023)		Build Alternative (2023)		Change in Delay
		Delay	Level of Service	Delay	Level of Service	
Farragut Ave./Anaheim St.	AM	8.20	A	8.10	A	-0.10
	PM	16.10	B	12.30	B	-3.80

SOURCE: KOA, *Anaheim Street Widening Study*, October 25, 2019.

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

The Build Alternative is a minor roadway widening totaling approximately 0.32 miles. A detailed traffic analysis was not required for the environmental document and the project team has not developed Horizon Year data.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The purpose of the Build Alternative is to provide congestion relief and improve goods movement and mobility on Anaheim Street. It is not anticipated that the 0.32-mile widening on Anaheim Street will cause the redistribution of trucks to any other roadway. There are no potential redistribution effects of the congestion relief Build Alternative.

Comments/Explanation/Details (attach additional sheets as necessary)

Under 40 CFR 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are utilized to determine the potential for a Build Alternative to qualify as a Project of Air Quality Concern. As described, the Build Alternative, which is a congestion relief project, does not qualify as a Project of Air Quality Concern. BOE seeks concurrence on this determination from the TCWG partners.

- (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;*

Table 1 shows total AADT, truck AADT, and truck percentage on Anaheim Street. The Build Alternative is located near the Ports of Los Angeles and Long Beach, which is reflected in the high truck percentage shown in Table 1. However, the 0.32-mile roadway widening (Build Alternative) would not change the AADT or truck percentage when compared to the No Build Alternative. Important for the POAQC determination, there are no sensitive receptors located within 500 meters of the project site.

- (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;*

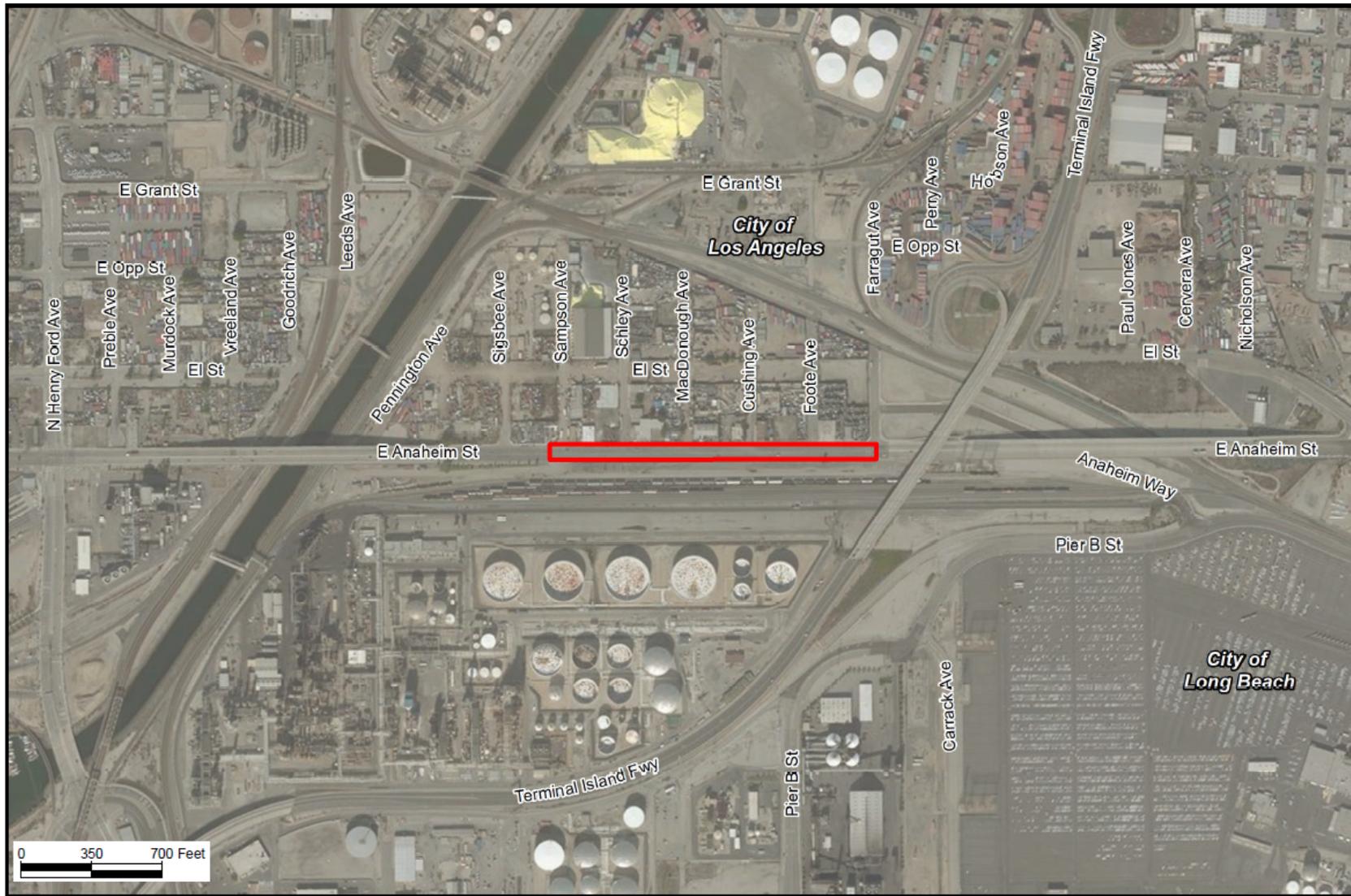
Table 1 shows intersection information for the No-Build and Build Alternatives. One intersection was assessed in the traffic study, and the Build Alternative would improve the LOS during the AM and PM peak hours. In addition, the AM and PM peak hour LOS are A and B, respectively.

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

The Build Alternative does not include the expansion of a bus or rail terminal or transfer point. Therefore, the Build Alternative would not be considered a Project of Air Quality Concern under this criterion.

- (iv) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The project is not in or affecting a site of PM₁₀ or PM_{2.5} air quality standard violation. Therefore, the Build Alternative would not be considered a Project of Air Quality Concern under this criterion.



Source: bing map, 2019; Prepared By AECOM, 2019.



 Project Site

Figure 2
Project Location Map