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4.12 Traffic and Transportation

4.12.1 Introduction

This section addresses the potential effects of PRP on traffic and transportation during the project's construction and operation. Based on the analysis in this section, PRP is not expected to have a significant adverse effect on the environment and is expected to be built and operated in accordance with applicable LORS.

4.12.2 Laws, Ordinances, Regulations, and Standards

LORS related to traffic and transportation are summarized in the following subsections.

4.12.2.1 Federal LORS

- 49 C.F.R. Sections 171-177, governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- 49 C.F.R. Sections 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 49 C.F.R. Section 397.9, the Hazardous Materials Transportation Act of 1974, directs DOT to establish criteria and regulations for the safe transportation of hazardous materials.
- 14 C.F.R. Section 77.9 requires an applicant to notify the FAA of the construction of structures exceeding 200 feet above ground level or exceeding defined imaginary surfaces within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet or within 10,000 feet of the nearest point of the nearest runway of an airport with the longest runway no more than 3,200 feet.
- 14 C.F.R. Sections 77.13 through 77.23 outlines the criteria used by the FAA to determine whether an obstruction would create an air navigation conflict, when applicable.

4.12.2.2 State LORS

- Cal. Veh. Code Sections 13369, 15275, and 15278 address the licensing of drivers and classifications of licenses required to operate particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are addressed.
- Cal. Veh. Code Sections 25160 et seq. address the safe transport of hazardous materials.
- Cal. Veh. Code Sections 2500–2505 authorize the issuance of licenses by the Commissioner of the CHP to transport hazardous materials, including explosives.
- Cal. Veh. Code Sections 31300 et seq. regulate the highway transportation of hazardous materials, routes used, and restrictions. Cal. Veh. Code Section 31303 requires hazardous materials to be transported on state or interstate highways that offer the shortest overall transit time possible.
- Cal. Veh. Code Sections 31600–31620 regulate the transportation of explosive materials.
- Cal. Veh. Code Sections 32000–32053 regulate the licensing of carriers of hazardous materials and include noticing requirements.
- Cal. Veh. Code Sections 32100–32109 establish special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. Cal. Veh. Code Section 32105 requires shippers of inhalation hazards or explosive materials to contact the CHP and apply for a

Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook specifying approved routes.

- Cal. Veh. Code Sections 34000–34121 establish special requirements for transporting flammable and combustible liquids over public roads and highways.
- Cal. Veh. Code Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5–7, 34506, 34507.5, and 34510–11 regulate the safe operation of vehicles, including those used to transport hazardous materials.
- California Streets and Highways Code (Cal. Sts. & High. Code) Sections 660, 670, 1450, 1460 et seq. 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads.
- Cal. Sts. & High. Code Sections 117 and 660–711 and Cal. Veh. Code Sections 35780 et seq., require permits to transport oversized loads on county roads. Cal. Sts. & High. Code Sections 117 and 660 to 711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. Cal. Veh. Code Sections 35780 requires approval for a permit to transport oversized or excessive loads over state highways.
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in Cal. Veh. Code Sections 35550 to 35559. The following provisions, from the Cal. Veh. Code, apply to all roadways and are therefore applicable to this project.
- General Provisions:
  - The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.
  - The maximum wheel load is the lesser of the following: (a) the load limit established by the tire manufacturer, or (b) a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.
- Vehicles with Trailers or Semi-trailers:
  - The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.
- California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements.

4.12.2.3 Local LORS

This section reviews compliance with relevant local traffic/transportation LORS without regard to their applicability as a matter of law, or as to whether the CEC has the authority to supersede the authority for issuance of traffic/transportation permits that would otherwise be required by a local jurisdiction. These LORS include the following:

- The Mobility & Access Component of the City of Pomona General Plan identifies long-range transportation policies and goals for moving people and goods in and around the City of Pomona. The Mobility & Access Component addresses bicycle, motor vehicle, pedestrian, public transit, and freight movement, as well as a range of public safety, environmental, and social equality issues

associated with transportation. The Mobility & Access Component recognizes that Pomona does not exist as a separate entity but as part of a larger region. The following is a list of relevant policies from the Mobility & Access Component of the General Plan (also see Table 4.12-1).

Table 4.12-1. Relevant Goals and Policies for the City of Pomona General Plan
Small Power Plant Exemption Application for the Pomona Repower Project

No.	Goals and Policies of the City of Pomona General Plan
7D.G1	Distribute vehicular, transit, bicycle, and pedestrian traffic appropriately throughout the City.
7D.G3	Support regional efforts to the extent feasible, to reduce greenhouse gas emissions from cars and light trucks.
7D.G4	Monitor congestion on the five freeways serving Pomona and control spillover traffic from freeways onto City streets.
7D.G5	Minimize the impacts of freeways on the quality of life of Pomona's residents.
7D.G8	Maintain a safe, efficient, and coherent system of both motorized and active, non-motorized circulation.
7D.P14	Consider re-classifying designated truck routes (as shown in Fig.7-D.12) to minimize impacts on residential neighborhoods from truck movement and overnight parking
7D.P15	Use the Motor Vehicle Level of Service (LOS) Guidelines (Fig.7-D.9) and the Traffic Congestion Management Policy (Fig.7-D.10) to pursue efficient, balanced, multi-modal circulation.
7D.G14	Minimize the negative impacts of motor vehicle traffic on residential neighborhoods where appropriate.

- The City of Pomona requires an oversize vehicle transportation permit from the Department of Public Works before operating any heavy or oversized loads on city streets (City of Pomona Municipal Code Chapter 58, Article V, Division 3). The project will comply with the transportation permit requirements by obtaining any applicable haul route or oversize vehicle permits before operating any heavy or oversized loads on city roads

4.12.2.4 Compliance with Laws, Ordinances, Regulations, and Standards

Table 4.12-2 summarizes all applicable federal, state, and local LORS and administering agencies, and describes how the Applicant will comply with all LORS pertaining to traffic and transportation impacts.

Table 4.12-2. Laws, Ordinances, Regulations, and Standards for Traffic and Transportation
Small Power Plant Exemption Application for the Pomona Repower Project

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
Federal			
49 C.F.R. Sections 171-177 and 350-399	Requires proper handling and storage of hazardous materials during transportation.	U.S. Department of Transportation and Caltrans	Section 4.12.4.4 & 4.12.4.5
14 C.F.R. Sections 77.13(2)(i), 77.17, 77.21, 77.23, and 77.25	Requires an applicant to notify the FAA of the construction or alterations of structures within certain distance from an airport, in order to avoid air navigation conflicts.	U.S. Department of Transportation and Federal Aviation Administration	Section 4.12.4.6
State			
Cal. Veh. Code Section 13369, 15275, and 15278	Addresses the licensing of drivers and classifications of licenses required for the operation of particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are required.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 25160 et seq.	Addresses the safe transport of hazardous materials.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 2500-2505	Authorizes the issuance of licenses by the Commissioner of the CHP for the transportation of hazardous materials including explosives.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 31300 et seq.	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 31600 – 31620	Regulates the transportation of explosive materials.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 32000 – 32053	Regulates the licensing of carriers of hazardous materials and includes noticing requirements.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 32100 – 32109 and 32105	Establishes special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. Requires that shippers of inhalation or explosive materials contact the CHP and apply for a Hazardous Material Transportation License.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 34000– 34121	Establishes special requirements for the transportation of flammable and combustible liquids over public roads and highways.	Caltrans	Section 4.12.4.4 & 4.12.4.5
Cal. Veh. Code Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5–7, 34506, 34507.5 and 34510–11	Regulates the safe operation of vehicles, including those used to transport hazardous materials.	Caltrans	Section 4.12.4.4 & 4.12.4.5

Table 4.12-2. Laws, Ordinances, Regulations, and Standards for Traffic and Transportation
Small Power Plant Exemption Application for the Pomona Repower Project

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
Cal. Sts. & High. Code Sections 660, 670, 1450, 1460 et seq., 1470, and 1480	Regulates right-of-way encroachment and the granting of permits for encroachments on state and county roads.	Caltrans	Section 4.12.7
Cal. Sts. & High. Code Sections 117, 660–711	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Caltrans	Section 4.12.7
Cal. Veh. Code Section 35780; Cal. Sts. & High. Code Sections 660–711	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Caltrans	Section 4.12.7
Cal. Veh. Code Sections 35550–35559	Regulates weight and load limitations.	Caltrans	Section 4.12.7
Local			
California State Planning Law, Government Code Section 65302	Project must conform to the General Plan.	City of Pomona	Section 4.12.4.2 & 4.12.4.3
Mobility & Access Component of the City of Pomona General Plan	Identifies the transportation needs and issues within the City and the region, describes the proposed circulation system, considers alternative transportation, establishes policies and goals, develops implementation strategies, and identifies funding sources.	City of Pomona	Section 4.12.4.2 & 4.12.4.3
City of Pomona Municipal Code, Chapter 58, Article V, Division 3.	Establishes oversize vehicle transportation permit requirements for moving heavy loads or equipment on city streets.	City of Pomona	Section 4.12.7

4.12.3 Environmental Setting

The proposed PRP is a natural-gas-fired, simple-cycle, 100-MW (net) electrical generating facility that will be constructed at the current location of the San Gabriel Facility, an existing and operating facility in Pomona, California. The project site is located at 1507 Mt. Vernon Avenue, approximately 28 miles east of the City of Los Angeles. PRP will be powered by one General Electric LMS100 gas turbine. The balance of plant equipment will include natural gas compressors, water treatment facilities, emergency services, administration/ maintenance building and a cooling tower to provide gas turbine compressor inter-stage and auxiliary cooling.

4.12.3.1 Existing Regional and Local Transportation Facilities

This section describes the existing regional and local road network, airports, bicycle and pedestrian facilities, public transit, and rail service in the PRP area.

Roadways. The surrounding regional and local road networks are shown in Figures 4.12-1 and 4.12-2. Regional access to the site is provided from SR-71, SR-57, and Interstate 10 (I-10). The primary local roads in the study area include Valley Boulevard, Holt Avenue, Mission Boulevard, Humane Way, Mt. Vernon Avenue, North Dudley Street, and Erie Street. Roadway descriptions for the primary regional and local roadways serving the project were obtained from the City of Pomona General Plan Update Final Environmental Impact Report (FEIR) (Rincon Consultants [Rincon], 2014), and are presented below.

SR-71 (Corona Expressway of Chino Valley Freeway) is aligned north-south and is located between Corona and SR-91 to the south and Pomona and I-10 to the north. It is a four-lane freeway through Chino and Chino Hills. It changes to a four-lane expressway, with at-grade intersections, roughly between SR-60 and I-10. Near the project site, northbound on- and off-ramps are provided at East Valley Boulevard/Fairplex Drive/Holt Avenue. Southbound on- and off-ramps are provided at Valley Boulevard and Humane Way. Annual average daily traffic (ADT) volumes on SR-71 are 84,000 vehicles per day south of Valley Boulevard and 86,000 vehicles per day north of Valley Boulevard. In 2012, Caltrans evaluated five alternatives for widening SR-71, between SR-60 and I-10 to six general purpose lanes and two high-occupancy vehicle lanes. The evaluation also included converting SR-71 to a freeway facility, with no at-grade intersections.

SR-57 (the Orange Freeway) is a north-south highway. It connects with I-5 and SR-22 near downtown Orange in the south to I-210 in Glendora to the north. Within Pomona, SR-57 has four lanes in each direction. The annual ADT on SR-57 are 155,000 south of the I-10/SR-71 junction and 168,000 north of the I-10/SR-71 junction.

I-10 is a major interstate highway that connects SR-1 in Santa Monica to the west, and traverses the country ending at I-95 in Jacksonville, Florida to the east. Regionally, it provides east-west access to Pomona from Santa Monica and Los Angeles to the west, and Ontario, San Bernardino, and Riverside to the east. The freeway has four lanes in either direction with an additional lane designated for high-occupancy vehicles. Annual ADT on I-10 is 205,000 south of the SR-57/SR-71 junction and 241,000 north of the SR-57/SR-71 junction.

Valley Boulevard is an east-west roadway with two lanes in each direction and a center left-turn lane. Valley Boulevard is classified as a major arterial in the General Plan and is a designated truck route. Valley Boulevard becomes Holt Avenue, east of Fairplex Drive. SR-71 northbound on- and off-ramps are provided at Valley Boulevard/Fairplex Drive/Holt Avenue.

Holt Avenue is an east-west roadway with two lanes in each direction and a center left turn-lane. Holt Avenue is classified as a major arterial in the General Plan and is a designated truck route. Holt Avenue turns into East Valley Boulevard west of Fairplex Drive. Holt Avenue connects Pomona with Montclair and Ontario to the east.

Mission Boulevard is classified as a major arterial in the General Plan. It runs east to west and crosses both the SR-71 and SR-57 freeways. There are two lanes in either direction with a center left-turn lane.

Humane Way is a north-south four-lane roadway, between Valley Boulevard and West Mission Boulevard. Humane Way is classified as a minor arterial street in the General Plan. Near the project site, Humane Way and Mission Boulevard provide the most direct route to SR-57.

Mt. Vernon Avenue is a local two-lane roadway between SR-71 on the east (where it dead-ends) and the project site on the west (where it also dead-ends). Mt. Vernon serves industrial uses, including the project site. The project site can be accessed from a driveway at the east terminus of Mt. Vernon Avenue.

North Dudley Street is a north-south roadway with two lanes in each direction and a center left-turn lane. Dudley Street is classified as a minor arterial in the General Plan. Within the project study area, Dudley Street provides the most direct route to I-10 (east of the site).

Erie Street is a two-lane north-south local street. Erie Street is located between Mt. Vernon on the south and West Orange Grove Avenue on the north.

Existing Traffic Conditions. The traffic analysis for PRP was conducted according to the methodologies and procedures outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, 2010), applicable provisions from CEQA, and information obtained from the City of Pomona General Plan Update FEIR (Rincon, 2014). Peak hour volumes were used to assess the LOS for the project-area freeways, ADT volumes were used to assess the LOS for the project area roadways and peak-hour turning movement counts were used to assess intersection LOS. Peak-hour volumes were obtained from Caltrans, the City of Pomona General Plan Update FEIR and the SR-71 Widening Project- Project Approval/Environmental Documentation Traffic Analysis Final Report (CH2M, 2012) and ADT volumes for the study roadways were obtained from the City of Pomona 2013 ADT Flow Map (City of Pomona Public Works Department, 2013).

I-10, SR-57, and SR-71 are designated Los Angeles County Congestion Management Program (CMP) facilities, with a minimum standard of LOS E. For the purpose of this planning-level analysis, the peak-hour freeway capacity for I-10 and SR-57 is based on a lane utilization of 2,000 passenger cars per lane per hour, which is consistent with the capacity assumption used for these facilities in the City of Pomona General Plan Update FEIR (Rincon, 2014). The capacity for SR-71 (a four-lane expressway in the study area) is based on a lane utilization of 1,600 passenger cars per lane per hour, consistent with the roadway segment capacity parameters in the CMP.

Table 4.12-3 is a summary of daily roadway capacities by roadway classification and LOS as defined by the City of Pomona County General Plan (Rincon, 2014). These criteria were applied to local roadways.

Table 4.12-3. Daily Volume Capacities by Road Type
Small Power Plant Exemption Application for the Pomona Repower Project

	Daily Capacity by LOS		
Facility Type	**LOS C**	**LOS D**	**LOS E**
4-Lane, Multilane Highway*	25,300	32,800	36,500
4-Lane Arterial, Divided	19,200	35,400	37,400
4-Lane Arterial, Undivided	17,500	27,400	28,900
2-Lane Arterial	9,700	17,600	18,700
2-Lane Collector	9,000	11,300	12,500
2-Land Local	8,200	10,200	11,300

*LOS capacity threshold is for one direction.

Source:

City of Pomona General Plan Update (Rincon, 2014).

Based on the freeway capacities described above, and the roadway capacities defined in Table 4.12-3, the volume to capacity (V/C) ratio was calculated for the affected freeway/roadway segments. The V/C is an indicator of traffic conditions, speeds, and driver maneuverability and the resulting V/C is expressed using LOS, where LOS A represents free-flow activity and LOS F represents over capacity conditions (congestion). Table 4.12-4 is a summary of the LOS grades and corresponding V/C ratios for local roadway segments.

Table 4.12-4. Roadway Segment Level of Service Criteria
Small Power Plant Exemption Application for the Pomona Repower Project

LOS	(V/C Ratio)	Traffic Flow Characteristics
A	0.00 – 0.60	Free flow; insignificant delays
B	0.61 – 0.70	Stable operation; minimal delays
C	0.71 – 0.80	Stable operation; acceptable delays
D	0.81 – 0.90	Approaching unstable flow; queues develop rapidly but no excessive delays
E	0.91 – 1.00	Unstable operation; significant delays
F	> 1.00	Over-capacity; forced flow

Source: Transportation Research Board, 2010.

The City of Pomona has LOS standards that vary by roadway type, location, and street context. The LOS standards are shown in Table 4.12-5. All of the study roadways are designated as arterials in the City of Pomona General Plan (either as a major or minor arterial) and have a standard of LOS E.

Table 4.12-5. Level of Service Guidelines1 by Functional Roadway Classification
Small Power Plant Exemption Application for the Pomona Repower Project

Functional Roadway Classification[a]	Place Type			
	High Volume Vehicle Corridor	Pedestrian-oriented District	Residential Area	All Other Areas
CMP Roadway[b]	E	E	E	E
Major Arterial	E	E	D	D
Minor Arterial	E	E	C	D
Collector	D	D	C	D
Local	C	D	C	C

[a] Where two streets intersect, the larger facility's LOS guideline shall apply.
[b] CMP roadways within Pomona are Foothill Boulevard, Arrow Highway, I-10, SR-57, SR-60, and SR-71. This standard would apply to signalized intersections that include freeway on- or off-ramps.

Source:

City of Pomona General Plan Update FEIR, Figure 7-D.9 (Rincon, 2014).

Note:

At stop-controlled intersections, the LOS standard would not apply unless signalization is warranted based on warrant standards.

Table 4.12-6 is a summary of traffic flow characteristics for LOS at signalized and unsignalized intersections. The HCM 2010 methodology has been used to determine the intersection LOS at three intersections within the project area (the City of Pomona General Plan Update FEIR was reviewed to obtain current intersection turning movement counts where available within the study area). The LOS was calculated based on seconds of delay, as summarized below.

Table 4.12-6. Level of Service Criteria for Intersection Operations
Small Power Plant Exemption Application for the Pomona Repower Project

LOS	Delay per Vehicle (Seconds)		Traffic Flow Characteristics
	Signalized Intersection	Unsignalized Intersection	
A	<15.0	<10.0	Insignificant delays
B	>15.0 to 25.0	>10.0 to 15.0	Stable operation; minimal delays
C	>25.0 to 35.0	>15.0 to 25.0	Stable operation; acceptable delays
D	>35.0 to 55.0	>25.0 to 35.0	Below average operating conditions.
E	>55.0 to 80.0	>35.0 to 50.0	At-capacity
F	>80.0	>50.0	Over-capacity, forced flow

Source: Transportation Research Board. 2010. Highway Capacity Manual.

Existing Freeway Conditions. Table 4.12-7 summarizes the freeway operations during the AM and PM peak hours. As shown in Table 4.12-7, two segments of I-10 currently operate below the acceptable LOS (which is LOS E), during the PM peak hour.

Table 4.12-7. Existing Freeway Operations
Small Power Plant Exemption Application for the Pomona Repower Project

Freeway	Segment	Direction	Lanes	Capacity[a]	AM Peak Hour			PM Peak Hour		
					PHT[b]	*V/C*	*LOS*	*PHT[b]*	*V/C*	*LOS*
I-10	At Dudley St.	EB	5	10,000	8,000	0.80	D	**10,200**	**1.02**	**F**
		WB	5	10,000	9,200	0.92	E	8,400	0.84	D
	West of Jct. SR-71/57	EB	4	8,000	6,700	0.84	D	**8,000**	**1.00**	**F**
		WB	4	8,000	7,800	0.98	E	6,500	0.81	D
SR-71	South of Mission Blvd.	NB	2	3,200	2,600	0.81	D	2,500	0.78	C
		SB	2	3,200	2,400	0.75	C	2,000	0.63	B
SR-57	South of Jct. I-10/SR-71	NB	5	10,000	6,900	0.69	B	6,600	0.66	B
		SB	5	10,000	6,700	0.67	B	6,900	0.69	B

[a] Capacity for I-10 and SR-57 is based on an assumed lane utilization of 2,000 passenger cars per lane per hour. Capacity for SR-71 is based on an assumed lane utilization of 1,600 passenger cars per lane per hour. This segment of SR-71 is a four-lane expressway.

[b] Peak hour volumes and capacity assumptions for I-10 and SR-57 obtained from Caltrans and the City of Pomona General Plan Update FEIR. Peak hour volumes and capacity assumptions for SR-71 obtained from the SR-71 Widening Project- Project Approval/Environmental Documentation Traffic Analysis Final Report.

Notes:

EB = Eastbound
NB = Northbound
PHT = peak-hour traffic
SB = Southbound
WB = Westbound

Existing Roadway Conditions. Table 4.12-8 is a summary of the daily traffic volumes and V/C ratios for existing conditions. All segments studied operate at LOS D or better.

Table 4.12-8. Existing Roadway Operations
Small Power Plant Exemption Application for the Pomona Repower Project

Roadway	Between	And	Classification	Lanes	Capacity	ADT	V/C	LOS
Valley Blvd.	Pomona Blvd.	Ridgeway St.	Major Arterial	4	28,900	17,200	0.60	A
Humane Way	Valley Blvd.	Mission Blvd.	Minor Arterial	4	28,900	11,500	0.40	A
West Mission Blvd.	Temple Ave.	Humane Way	Major Arterial	4	28,900	16,400	0.57	A
Holt Ave.	Ridgeway St.	Hamilton Blvd.	Major Arterial	4	28,900	21,400	0.74	C
	Hamilton Blvd.	San Antonio Ave.	Major Arterial	4	28,900	24,800	0.86	D
	San Antonio Ave.	Mills Ave.	Major Arterial	4	28,900	23,700	0.82	D
Dudley St.	Holt Ave.	Val Vista St.	Minor Arterial	4	28,900	7,200	0.25	A

Note: Capacity based on maintaining LOS E.

Existing Intersection Conditions. Existing peak hour intersection operations were evaluated for the intersection at Holt Avenue/ Fairplex Drive/SR-71 northbound ramps (signalized), the intersection at Humane Way and Roselawn Avenue (one-way stop), and at the intersection of Temple Avenue/Mission Boulevard/Diamond Bar Boulevard (signalized). The results of the existing intersection conditions analysis are summarized in Table 4.12-9.

Table 4.12-9. Existing Intersection LOS Summary
Small Power Plant Exemption Application for the Pomona Repower Project

	AM Peak Hour		PM Peak Hour	
Intersection	Delay (seconds)	LOS	Delay (seconds)	LOS
SR-71 Northbound Ramps/Holt Avenue/Fairplex Dr.	14.9	B	21.6	C
Humane Way/Roselawn Avenue[1]	14.4	B	50+	F
Temple Avenue/Mission Blvd./Diamond Bar Blvd.	35.2	D	36.0	D

Note:

Stop-controlled intersection. Delay is for stopped approach.

As shown in Table 4.12-9, with the exception of the intersection of Humane Way/Roselawn Avenue, the study intersections operate at LOS D or better. The intersection of Humane Way/Roselawn Avenue operates at LOS F during the PM peak hour.

Truck Routes. Cal. Veh. Code Sections 35550–35559 regulates the use of trucks on state facilities, including I-10, SR-71, and SR-57. The City of Pomona regulates the use of trucks on city roadways. Within the immediate project vicinity, truck routes are designated on SR-71 and on East Valley Boulevard/Holt Avenue, between the city limits to the southwest and South Mills Avenue to the east.

Within the project study area, trucks transporting large and heavy components for PRP will access the site via SR-71. Trucks will use the southbound on- and off-ramps at SR-71 and East Valley Boulevard/Humane Way and the northbound on- and off-ramps at SR-71 and West Holt Avenue/Fairplex Drive. From the SR-71 off-ramps, incoming trucks will travel eastbound on West Holt Avenue to Erie Street, travel southbound on Erie Street to Mt. Vernon Avenue, and travel eastbound on Mt. Vernon Avenue to the project entrance. Trucks will use the project driveway on Mt. Vernon Avenue. The truck route is illustrated on Figure 4.12-2.

Pedestrian/Bicycle Facilities. Pedestrian facilities throughout Pomona are well developed along most major roadways, and the City has an extensive trail network. Sidewalks are present along all of the roadways in the project study area, with crosswalks provided at all major intersections. However,

particularly outside of the central district, gaps in the sidewalk network, long crossing distances on wide arterial roadways, lack of marked crosswalks, and longer blocks with lack of street connectivity make walking difficult through some portions of the City.

The City currently has approximately 3.3 miles of bikeway facilities, consisting of approximately 2.1 miles of Class I multi-use paths and 1.3 miles of Class II bike lanes. There are currently no Class III bike routes within the City limits and there are no bicycle facilities within the project vicinity.

The 2012 Los Angeles County Bicycle Master Plan proposes two major regional Class I facilities that would pass through Pomona: the Thompson Creek Path, which would travel north-south through the northwestern corner of the city; and the San Jose Creek Trail, which would travel north-south through the western part of the city. The Citrus Regional Bikeway, which is the Los Angeles County continuation of San Bernardino County's Pacific Electric Trail, would travel through north Pomona parallel to the Metrolink rail tracks, connecting to surface streets in Claremont at its eastern end, continuing west through La Verne and eventually connecting to the San Gabriel River Trail (Rincon, 2014).

Public Transportation. Public transportation in Pomona consists of both bus and rail service. Foothill Transit, Omnitrans, and Los Angeles County Metropolitan Transportation Authority (MTA) buses all operate within the City. In addition, there are two Metrolink commuter rail stations, one of which also serves as an Amtrak station. (Amtrak does not use the rail lines south of the project site.)

Foothill Transit. Foothill Transit provides the most extensive bus service within Pomona. Several bus routes provide frequent service, with the time between bus arrivals (headways) resulting in frequencies of 10 to 15 minutes during peak hours. Most bus lines serve downtown and the Downtown Pomona Transit Center. Other major destinations include: North Pomona Metrolink, Cal Poly, the Fairplex, Claremont, West Covina, the USC Medical Center, Cal State Los Angeles, and downtown Los Angeles.

Omnitrans. Omnitrans operates one bus route within the City, traveling down Holt Avenue to the Downtown Pomona Transit Center with service every 15 minutes. Other destinations include the Indian Hill Mall, Ontario Airport, Ontario Convention Center and the Ontario Mills Mall.

Los Angeles County MTA. The Los Angeles County MTA operates two bus routes within Pomona with peak headways of 10-20 minutes. MTA provides service connecting downtown Pomona, Cal Poly, and the Lanterman Developmental Center with Downtown Los Angeles, Union Station, Cal State Los Angeles, and Mount San Antonio College.

Other Transit. Access Paratransit provides regional paratransit services in Los Angeles County for all locations within ¾ of a mile of an active bus line. This includes the entire City of Pomona. The shared-ride service uses a fleet of minibuses, vans, and taxis to provide transportation for Americans with Disabilities Act-eligible paratransit riders. The Pomona Valley Transit Authority also provides dial-a-ride services within the Pomona area to ADA-eligible paratransit riders. Cal Poly operates bus service near the campus. The Bronco Express Campus Shuttle operates four lines that provide internal campus circulation and access to several locations along Temple Boulevard as well as to the City's Metrolink stations.

Rail Service. Rail service is provided by Metrolink and Amtrak. Rail service is provided along the tracks located adjacent to the southern PRP property boundary.

Metrolink. Metrolink's Riverside line serves the downtown Pomona Station, with destinations between downtown Los Angeles and Riverside. Six trains stop in Pomona daily with trains arriving every 30 minutes during the peak hour and peak direction. In addition, Metrolink's San Bernardino line serves the North Pomona Station, providing both weekday and weekend service, with destinations between downtown Los Angeles and downtown San Bernardino, including Rancho Cucamonga, Claremont, and El Monte. During weekdays, trains arrive every 30 minutes in the peak hour and peak direction and

every one to two hours in off peak times. On weekends, eight trains operate each direction on Saturdays and four on Sundays.

Amtrak. Amtrak operates trains that stop at the downtown rail station. The Sunset Limited and Texas Eagle trains stop in downtown Pomona three times weekly in each direction, providing inter-city rail service between Los Angeles and New Orleans, and between Los Angeles and Chicago, respectively.

Air Traffic. FAA Regulations, 14 C.F.R. Part 77, establish standards for determining obstructions in navigable airspace and set forth requirements for notification of proposed construction. These regulations require FAA notification for construction over 200 feet above ground level. Notification also is required if the obstruction is lower than specified heights but falls within restricted airspace in the approaches to public or military airports and heliports. For airports with runways longer than 3,200 feet, the restricted space extends 20,000 feet (3.3 nautical miles) from the runway. For airports with runways measuring 3,200 feet or less, the restricted space extends 10,000 feet (1.7 nautical miles).

The following is a list of the nearest airports (also see Figure 4.12-1) (AirNav, 2015):

- Brackett Field (FAA Identifier POC) is a public airport owned by the County of Los Angeles. The closest Brackett Field runway is located in the City of La Verne approximately 1.8 nautical miles (2.1 statute miles) north of the project site and within 20,000 feet of the project site. For a 12-month period ending December 2012, there was an average of 317 operations per day.
- ONT is owned by the City of Los Angeles and is located in Ontario, approximately 7.5 nautical miles (8.6 statute miles) east of the project site. For a 12-month period ending December 2014, there was an average of 229 operations per day.
- Cable Airport (CCB) is a privately owned airport located in Upland, approximately 5 nautical miles (5.8 statute miles) northeast of the project site. For a 12-month period ending December 2012, there was an average of 252 operations per day.
- Chino Airport (CNO) is a public airport owned by the County of San Bernardino and is located in Chino, approximately 7.8 nautical miles (9.0 statute miles) southeast of the project site. Operations data is not available for this airport.

4.12.4 Impacts

This section assesses the traffic and transportation effects associated with PRP demolition/construction and operations. During the peak construction period for PRP, construction will require up to 142 workers. During operations, the project is expected to require an average workforce of 13 people during weekdays—the same as the existing operational workforce. To evaluate the most conservative scenario, traffic impacts associated with peak construction traffic were analyzed. A quantitative traffic analysis was not conducted for the operations of PRP because the operational workforce will generate a low volume of daily trips that will have a relatively minor impact on the study area roadways and intersections.

4.12.4.1 CEQA Environmental Checklist

The project's potential effects on transportation and traffic were evaluated using the significance criteria set forth in Appendix G of the CEQA Guidelines (Table 4.12-10). The analysis concludes that, although existing traffic conditions will be temporarily affected by project construction, project-related impacts on traffic and transportation will be less than significant.

Table 4.12-10. CEQA Checklist to Assess Potential Impacts
Small Power Plant Exemption Application for the Pomona Repower Project

	Potentially Significant Impact	Less than Significant w/ Mitigation	Less than Significant	No Impact
TRANSPORTATION/TRAFFIC—Would the project:				
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 V/C ratio on roads, or congestion at intersections)?		**X**		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		**X**		
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.			**X**	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).				**X**
e) Result in inadequate emergency access.				**X**
f) Result in inadequate parking capacity?				**X**
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				**X**

Impact Criteria

Los Angeles County Congestion Management Program Impact Criteria. For the freeway segments, the Los Angeles County CMP impact criteria were used to assess the potential project-related impacts. Based on the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02).

City of Pomona Roadway Segment Impact Criteria. For the local roadway segments, the City of Pomona LOS Guidelines, which vary by roadway type, location, and street context as shown in Table 4.12-5, were used to evaluate the potential project-related impacts. This analysis approach is consistent with the FEIR prepared for the City of Pomona General Plan Update. All of the roadways evaluated are arterials and have a LOS standard of LOS E. A significant traffic impact would result if the project-added traffic caused the roadways segment to fall below LOS E.

City of Pomona Intersection Impact Criteria. For the study intersections, the City of Pomona's Traffic Impact Study Guidelines (City of Pomona Public Works Department, 2012) were used. The guidelines state that the following criteria shall be used to determine if the addition of project traffic would have a significant impact and feasible measures must be identified to mitigate the impacts:

Signalized Intersections

- Any study intersection that is operating at LOS A, B, C, or D for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to LOS E or F shall mitigate that impact so as to bring the intersection back to at least LOS D.

- Any study intersection that is operating at LOS E or F for any study scenario without project traffic shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

Unsignalized Intersections

An impact is considered significant if the study determines that either sections (a) or both sections (b) and (c) occur.

(a) The addition of project-related traffic causes the intersection to move from LOS D or better to a LOS F or worse; OR

(b) The project contributes to additional traffic to an intersection that is already projected to operate at LOS E or F with background traffic; AND

(c) One or both of the following conditions are met:

1. The project adds 10 or more trips to any approach
2. The intersection meets the peak hour traffic signal warrant after the addition of project traffic.

4.12.4.2 Construction Impacts

This section discusses the project constriction trip generation, constriction trip distribution, and the roadway and intersection LOS with the project-added construction traffic.

Construction Trip Generation. The peak construction trip estimates are presented in Table 4.12-11. Estimates of the project's peak construction traffic during the onsite construction period were developed based on the projected size of the PRP construction workforce. During the peak construction month, the estimated number of construction workers is 142, resulting in 284 daily one-way trips (142 workers × 2 trips per worker = 284 total trips). It was conservatively assumed that none of the construction workers will carpool. The greatest number of truck trips expected during the peak construction month is approximately 40 daily one-way truck deliveries and 20 daily one-way haul trips. It is assumed that 4 deliveries and 2 haul trips will occur in each peak hour.

Table 4.12-11. Construction Trip Generation
Small Power Plant Exemption Application for the Pomona Repower Project

Trip Type	Daily Trips (Peak Construction)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Delivery Trucks	40	2	2	4	2	2	4
Hauling Trucks	20	1	1	2	1	1	2
PCE (1.5)	90	5	5	10	5	5	10
Workforce (One-way Trip)	284	142	0	142	0	142	142
Total Construction Traffic in PCE	**374**	**147**	**5**	**152**	**5**	**147**	**152**

Note:
PCE= passenger car equivalents

In the analysis, truck trips were converted to PCE units at a ratio of 1.5 passenger cars for each truck, consistent with the 2010 HCM guidelines.

Construction Traffic Distribution. Given the location of PRP, surrounding transportation facilities, and socioeconomic assumptions regarding the construction labor pool, the following assumptions were used to distribute construction traffic over the study area network:

- 40 percent of the trips would come from the west via I-10
- 20 percent of the trips would come from the east via I-10

- 20 percent of the trips would come from the south via SR-71
- 20 percent of the trips would come from the south via SR-57

Freeway LOS with Construction Traffic. The peak hour traffic volumes generated during the PRP peak construction period were added to the existing traffic volumes on each freeway segment and the V/C ratio was calculated. Tables 4.12-12 and 4.12-13 summarize the existing plus project traffic volumes, V/C ratio, and LOS by freeway segment for the AM and PM peak hours.

During the morning peak hour, the freeway segments will continue to operate at LOS D or better. During the afternoon peak hour, two segments of I-10 (in the eastbound direction) will operate at LOS F with and without the project-added traffic. However, the project-added traffic would not increase the V/C ratio for either segment above the CMP threshold of 0.02 for facilities already operating at LOS F. Therefore, the project impacts would be less than significant based on the CMP thresholds. All of the other freeway segments will continue to operate at an acceptable LOS.

Table 4.12-12. Existing + Project AM Peak Hour Freeway Operations
Small Power Plant Exemption Application for the Pomona Repower Project

Freeway	Segment	Direction	Capacity[a]	Existing PHT[b]	Project Trips	Existing + Project PHT	V/C	LOS
I-10	At Dudley St.	EB	10,000	8,000	1	8,001	0.80	D
		WB	10,000	9,200	30	9,230	0.92	D
	West of Jct. SR-71/57	EB	8,000	6,700	59	6,759	0.84	D
		WB	8,000	7,800	2	7,802	0.98	D
SR-71	South of Mission Blvd.	NB	3,200	2,600	29	2,629	0.82	D
		SB	3,200	2,400	1	2,401	0.75	C
SR-57	South of Jct. I-10/SR-71	NB	10,000	6,900	29	6,929	0.69	B
		SB	10,000	6,700	1	6,701	0.67	B

[a] Capacity for I-10 and SR-57 is based on an assumed lane utilization of 2,000 passenger cars per lane per hour. Capacity for SR-71 is based on an assumed lane utilization of 1,600 passenger cars per lane per hour. This segment of SR-71 is a four-lane expressway.

[b] Peak-hour volumes and capacity assumptions for I-10 and SR-57 obtained from Caltrans and the City of Pomona General Plan Update FEIR. Peak hour volumes and capacity assumptions for SR-71 obtained from the SR-71 Widening Project-Project Approval/Environmental Documentation Traffic Analysis Final Report.

Table 4.12-13. Existing + Project PM Peak Hour Freeway Operations
Small Power Plant Exemption Application for the Pomona Repower Project

Freeway	Segment	Direction	Capacity[a]	Existing PHT[b]	Project Trips	Existing + Project PHT	V/C	LOS
I-10	At Dudley St.	EB	10,000	10,200	30	10,230	1.02	F
		WB	10,000	8,400	1	8,401	0.84	D
	West of Jct. SR-71/57	EB	8,000	8,000	2	8,002	1.00	F
		WB	8,000	6,500	59	6,559	0.82	D
SR-71	South of Mission Blvd.	NB	3,200	2,500	1	2,501	0.78	C
		SB	3,200	2,000	29	2,029	0.63	B

Table 4.12-13. Existing + Project PM Peak Hour Freeway Operations
Small Power Plant Exemption Application for the Pomona Repower Project

Freeway	Segment	Direction	Capacity[a]	Existing PHT[b]	Project Trips	Existing + Project PHT	V/C	LOS
SR-57	South of Jct. I-10/SR-71	NB	10,000	6,600	1	6,601	0.66	B
		SB	10,000	6,900	29	6,929	0.69	B

[a] Capacity for I-10 and SR-57 is based on an assumed lane utilization of 2,000 passenger cars per lane per hour. Capacity for SR-71 is based on an assumed lane utilization of 1,600 passenger cars per lane per hour. This segment of SR-71 is a four-lane expressway.

[b] Peak hour volumes and capacity assumptions for I-10 and SR-57 obtained from Caltrans and the City of Pomona General Plan Update FEIR. Peak hour volumes and capacity assumptions for SR-71 obtained from the SR-71 Widening Project-Project Approval/Environmental Documentation Traffic Analysis Final Report.

Roadway LOS with Construction Traffic. The daily traffic volumes generated during the PRP peak construction period were added to the existing traffic volumes on each roadway segment and the V/C ratio was calculated. Table 4.12-14 summarizes the existing plus project traffic volumes, V/C ratio, and LOS by roadway segment. As shown, all roadway segments will continue to operate at an acceptable LOS. The impacts would be less than significant based on the City's LOS standards (LOS E or better).

Table 4.12-14. Existing + Project Roadway Operations
Small Power Plant Exemption Application for the Pomona Repower Project

Roadway	Between	And	Existing ADT	Project Trips	Existing + Project ADT	Capacity	V/C	LOS
Valley Blvd.	Pomona Blvd.	Ridgeway St.	17,200	0	17,200	28,900	0.60	A
Humane Way	Valley Blvd.	Mission Blvd.	11,500	75	11,575	28,900	0.40	A
West Mission Blvd.	Temple Ave.	Humane Way	16,400	75	16,475	28,900	0.57	A
Holt Ave.	Ridgeway St.	Hamilton Blvd.	21,400	299	21,699	28,900	0.75	C
	Hamilton Blvd.	San Antonio Ave.	24,800	0	24,800	28,900	0.86	D
	San Antonio Ave.	Mills Ave.	23,700	0	23,700	28,900	0.82	D
Dudley St.	Holt Ave.	Val Vista St.	7,200	75	7,275	28,900	0.25	A

Note: Capacity based on maintaining LOS E.

Intersection LOS with Construction Traffic. The project PHT generated during the peak construction period was added to the existing turning movement counts at the study intersections. The results of the existing plus project peak-hour intersection LOS are summarized in Tables 4.12-15 and 4.12-16.

With the exception of one intersection, the study intersections will continue to operate at an acceptable LOS with the project-added construction traffic during both peak hours. The stop-controlled intersection at Humane Way/Roselawn Avenue currently operates at LOS F during the PM peak hour. Based on the City's traffic impact thresholds, an impact is considered significant if a project would contribute additional traffic to an intersection that is already projected to operate at LOS E or F with background traffic and would add ten or more trips to any approach. The project would add 29 southbound through movements to this intersection during the PM peak hour, thus resulting in a significant (temporary), impact. The City of Pomona General Plan Update FEIR recommends installing a traffic signal at this intersection. With implementation of a traffic signal, the intersection would operate at an acceptable LOS. However, according to the General Plan Update FEIR, installation of the traffic signal is recommended for the future buildout (Year 2035) conditions.

To minimize the project-specific impact, the project would implement a TMP, which would address the employee work schedule during the peak construction period to minimize departures during the afternoon peak hour when project impacts are anticipated. Typical construction hours for this type of project are 6:00 AM to 3:00 PM. Therefore, it is likely that the project trips would already avoid the peak hours. However, implementation of the TMP would ensure that impacts would be less than significant. The TMP is discussed further in Section 4.12.5.

Table 4.12-15. Existing + Project AM Peak Hour Intersection LOS Summary
Small Power Plant Exemption Application for the Pomona Repower Project

Intersection	Existing		With Project	
	Delay (seconds)	LOS	Delay (seconds)	LOS
SR-71 Northbound Ramps/Holt Avenue/Fairplex Drive	14.9	B	15.0	B
Humane Way/Roselawn Avenue*	14.4	B	14.8	B
Temple Avenue/Mission Blvd./Diamond Bar Boulevard	35.2	D	35.3	D

*Stop-controlled intersection. Delay is for stopped approach.

Table 4.12-16. Existing + Project PM Peak Hour Intersection LOS Summary
Small Power Plant Exemption Application for the Pomona Repower Project

Intersection	Existing		With Project	
	Delay (seconds)	LOS	Delay (seconds)	LOS
SR-71 Northbound Ramps/ Holt Avenue/Fairplex Drive	21.6	C	23.4	C
Humane Way/Roselawn Avenue*	50+	F	50+	F
Temple Avenue/Mission Blvd./Diamond Bar Boulevard	36.0	D	36.0	D

*Stop-controlled intersection. Delay is for stopped approach.

4.12.4.3 Operation and Maintenance Phase Impacts

Like the San Gabriel Facility, the operation of PRP will require up to ten full time plant operators and three supervisors, in three rotating shifts. Administrative personnel, mechanics, engineers, and electricians may be used on a part time bases. No new operations personnel will be needed. Therefore, no additional vehicle trips will be generated as a result of PRP operations.

4.12.4.4 Transport of Hazardous Materials

The PRP will have truck traffic associated with the delivery of aqueous ammonia (19 percent), a regulated substance, various cleaning chemicals, diesel fuel, lubricants, sulfuric acid, and other hazardous material associated with PRP operation. For a complete list of materials, quantities, estimated number of trips, routes, means of transportation, and any hazards associated with such transport see Section 4.5, Hazardous Materials and Waste. Hazardous waste generated at the PRP facility will be stored at the facility for less than 90 days. The waste will then be transported to an offsite TSDF by a permitted hazardous waste transporter.

It is expected that, on average, there will be less than two hazardous materials-related truck deliveries per month to PRP during operations. The truck route used to transport hazardous materials to the PRP site will be via SR-71. Trucks will use the southbound on- and off-ramps at SR-71 and East Valley Boulevard/ Humane Way and the northbound on- and off-ramps at SR-71 and West Holt Avenue/Fairplex Drive. From the SR-71 off-ramps, incoming trucks will travel eastbound on West Holt Avenue to Erie Street, travel southbound on Erie Street to Mt. Vernon Avenue, travel eastbound on Mt. Vernon Avenue to the

project entrance. Trucks will use the project driveway on Mt. Vernon Avenue. The truck route is illustrated on Figure 4.12-2. Removal of hazardous wastes would occur along the same route in the reverse direction. Compliance with applicable regulations will ensure that impacts from the transportation of hazardous materials and hazardous waste will be less than significant.

4.12.4.5 Public Safety

Truck trips, including delivery of hazardous materials and removal of wastes, pose potential hazards for the public. The transporter will be required to obtain a Hazardous Material Transportation License in accordance with Cal. Veh. Code Section 32105 and will be required to follow appropriate safety procedures when transporting and handling such materials. Impacts would be less than significant. There are no at-grade railroad crossings in the vicinity of the project site that would be used.

4.12.4.6 Air Traffic

The project will not increase air traffic levels nor change air traffic patterns.

FAA Regulations, 14 C.F.R. Part 77, establish standards for determining obstructions in navigable airspace and set forth requirements for notification of proposed construction. These regulations require FAA notification for construction over 200 feet above ground level. Notification also is required if the obstruction is lower than specified heights but falls within restricted airspace in the approaches to public or military airports and heliports. For airports with runways longer than 3,200 feet, the restricted space extends 20,000 feet (3.3 nautical miles) from the runway. For airports with runways measuring 3,200 feet or less, the restricted space extends 10,000 feet (1.7 nautical miles). The nearest public airport to the site is Brackett Field, which is located within 20,000 feet of the project site. There are no military airports located in the vicinity of the project site.

PRP is located approximately 1.8 nautical miles, (2.1 statute miles) south of the Brackett Field Airport runways. The longest runway is greater than 3,200 feet in length (longest runway is 4,839 feet) with take-offs and landings in an east-west direction. Although the airport is within 20,000 feet from PRP, increasing the stack height from its existing 75 feet to 90 feet doesn't trigger FAA notification requirements per Federal Aviation Regulation Section 77.9 (FAR Section 77.9) because the stack does not exceed 200 feet above ground level or trigger the imaginary slope criteria. The PRP structures, including the exhaust stack, are less than 200 feet tall. However, as part of the analysis for PRP, the FAA Notice Criteria Tool was used to determine whether the PRP caused an obstruction under FAR Section 77.13.The Notice Criteria Tool results suggested that notice was required because "the proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception." PRP submitted FAA Form 7460-1, Notice of Proposed Construction or Alteration, for the exhaust stack to request that the FAA review PRP for any potential hazards to air navigation. On January 7, 2016, the FAA responded with a determination of no hazard to air navigation. A copy of the determination is provided in Appendix 4.12A. No additional applicable federal land use policies have been identified for PRP.

A thermal plume analysis was conducted to determine the height where the plume velocity equals the established threshold velocity of 10.6 meters per second (m/s). This information was used to determine the potential for stack plumes to impact airplane overflight. For the PRP gas turbine, the highest exhaust gas exit velocity equals 10.6 m/s at approximately 277 feet above ground level. Above this height, the plume velocity will continue to decrease. For the cooling tower, the plume velocity equal to 10.6 m/s at about 37 feet above ground level elevation. Brackett Field is a general aviation aircraft airport, which means it does not have scheduled service and has less than 2,500 annual passenger boardings (FAA, 2016). Brackett Field primarily serves smaller fixed-wing and rotary-wing general aviation aircraft, and on occasion, larger turbo prop and jet aircraft. If necessary to do so, the aircraft would circle the airport at an elevation of approximately 2,000 feet or higher (Price, 2016). Therefore, based on the results of the thermal plume analysis, there would be no significant impact on air traffic at the airport.

4.12.4.7 Hazards

The project would not involve any physical changes to the access routes at or near the project site during either construction or project operations. Access to the site will be provided from an existing driveway. The project site is located in an established industrial area and no change in land use is proposed. The project would not be located next to incompatible land uses. Therefore, the project would not increase hazards on area roadways due to a design feature or incompatible use. There would be no impact.

4.12.4.8 Emergency Vehicle Access

Emergency vehicles will be able to access the project site through the existing driveway on Mt. Vernon Avenue. There will be no impacts to emergency vehicle access.

4.12.4.9 Non-motorized Transportation

As an industrial development, the project would not be expected to conflict with adopted policies, plans, or programs supporting alternative transportation, because there will be no changes related to alternative transportation. Construction and operation of the proposed project will occur entirely onsite and will not affect transit, bicycle facilities, or other forms of alternative transportation. No realignment of streets is proposed, and no permanent street closures or changes in circulation patterns would occur. Therefore, no impacts to adopted policies, plans, or programs supporting alternative transportation would occur.

4.12.4.10 Parking

Construction workers will park at offsite parking areas shown in Figure 2.3-1. The anticipated construction activities will temporarily eliminate all existing parking spaces onsite. However, sufficient offsite parking will be provided so that there would not be any temporary parking deficiencies. Heavy equipment will be parked and maintained at construction sites and all utility trucks will park in the construction laydown areas or offsite parking areas. Therefore, no impact to parking is expected during construction. During operations, there will be sufficient onsite parking for operation workers to park at the plant site.

4.12.5 Cumulative Effects

A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (Cal. Pub. Res. Code Section 21083; Cal. Code Regs. Title 14, Sections 15064(h), 15065(c), 15130, and 15355). Cumulative traffic impacts may occur when more than one project has an overlapping construction schedule that generates excessive construction-related traffic.

Section 4.6, Land Use, Table 4.6-4 lists other existing and planned construction projects that are proposed within the project vicinity. It is possible that the peak construction periods of multiple projects would coincide with the project's travel on the surrounding local roadways and freeways. However, the proposed project has a relatively short peak construction period (approximately 6 months when there will be 100 or more workers) and a definitive construction schedule is unknown at this time for any of the other proposed developments in the area.

As described above, the proposed project will include a TMP to address potential traffic impacts and identify strategies to minimize those impacts. As part of the TMP, the project will be required to coordinate traffic flows with other major projects through the study intersections. Projects that could result in a cumulative impact also would be required to comply with applicable federal, state, and local LORS and it is reasonable to assume that they would also include mitigation measures to reduce any cumulative traffic impacts to a less-than-significant level. Cumulative traffic impacts would be reduced with the implementation of the project's TMP strategies. The proposed project is unlikely, therefore, to

result in cumulative impacts on traffic in combination with other closely related past, present, and reasonably foreseeable future projects.

4.12.6 Mitigation Measures

4.12.6.1 Construction Phase

The addition of PRP construction and demolition-related traffic would not result in significant impacts to the any of the affected freeway or roadway segments. The project would result in a temporary, potentially significant impact, to the stop-controlled intersection at Humane Way and Roselawn Avenue during the afternoon peak hour. No other transportation impacts are identified. To mitigate this impact to less than significance, the following mitigation measure is included in the project.

The construction and demolition contractors shall be required to prepare a Construction and Demolition TMP. The TMP shall address the employee work schedule during the peak construction period to minimize departures during the afternoon peak hour when project impacts are anticipated. The TMP will also address timing of heavy equipment and building material deliveries, potential street or lane closures, signing, lighting, and traffic control device placement. Damage to any roadway caused by project construction traffic will be restored to or near its preexisting condition based on the procedures established by the TMP. The construction contractors will work with the local agencies to prepare a schedule and mitigation plan for the roadways along the construction routes in accordance with the procedures established by the TMP.

With implementation of the TMP, the project's impacts on traffic and transportation will be less than significant.

4.12.6.2 Operations and Maintenance Phase

The operations and maintenance related traffic associated with the PRP is considered to be minimal. Consequently, no operations-related mitigation measures are required for the PRP.

4.12.7 Agencies and Agency Contacts

Table 4.12-17 lists the agency contact information related to traffic and transportation.

Table 4.12-17. Agency Contacts
Small Power Plant Exemption Application for the Pomona Repower Project

Issue	Agency	Contact Information
Transportation Permit for Oversized Loads	Caltrans	Eric Gunn Caltrans Transportation Permit Transportation Permits Office 1823 14th Street Sacramento, CA 95811 (916) 322-4116
Transportation Permit for Oversized or Overweight Loads	City of Pomona	City of Pomona Public Works Department 505 South Garey Avenue Pomona, CA 91766 (909) 620-2261
Hazardous Material Transportation License	CHP	Liz Silva CHP Hazardous Material Licensing Program (916) 843-3445

4.12.8 Permits and Permit Schedules

Table 4.12-18 lists the permits related to traffic and transportation and the permit schedule. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the Cal. Veh. Code Sections 117 and 660-711 of the California State Highway Code, and Sections 1411.1 to 1411.6 of the Cal. Code Regs. AltaGas will obtain all necessary transportation permits prior to project commencement.

Table 4.12-18. Permits and Permit Schedule for Traffic and Transportation
Small Power Plant Exemption Application for the Pomona Repower Project

Permit	Contact Information	Schedule
Single/annual-trip transportation permit for oversized loads and oversized vehicles	Eric Gunn Caltrans Transportation Permit Transportation Permits Office 1823 14th Street Sacramento, CA 95811 (916) 322-4116	Obtain when necessary, 2-day processing time (single trip) to 2 weeks (annual trip).
Hazardous materials transportation license	Liz Silva CHP Hazardous Material Licensing Program (916) 843-3445	Obtain when necessary, approximately 2-week processing time.
Transportation Permit	City of Pomona Public Works Department 505 South Garey Avenue Pomona, CA 91766 (909) 620-2261	Obtain when necessary, processing time varies.

4.12.9 References

AirNav. 2015. Airport Information. http://www.airnav.com/airports/.

California Department of Motor Vehicles. California Vehicle Code. http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm.

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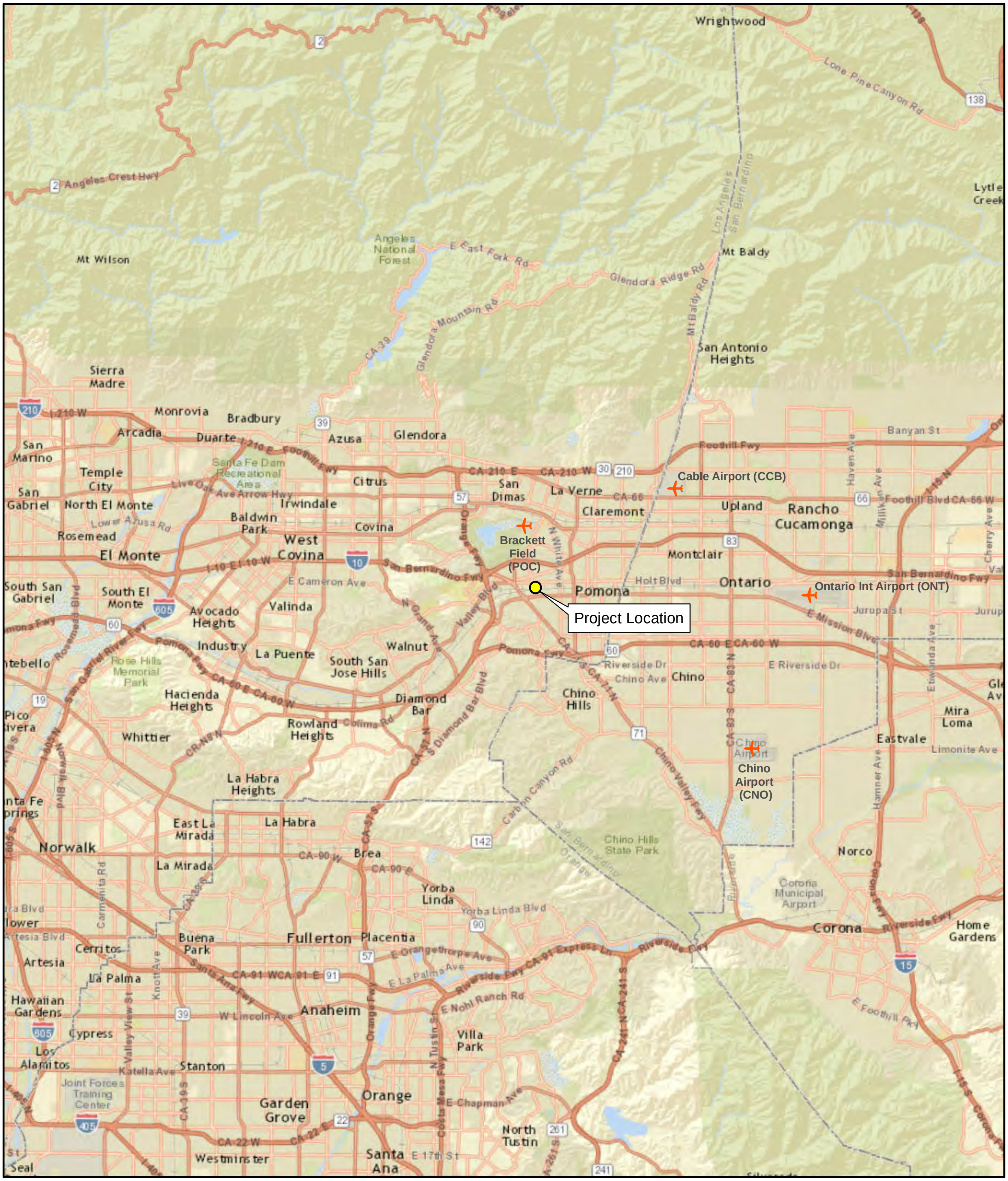

Legend

- Project Location
- Airport
- Counties

N

0 2.5 5 Miles

FIGURE 4.12-1
Regional Road Network and Airports
Pomona Repower Project
Pomona, California

Source: Esri World Street Map
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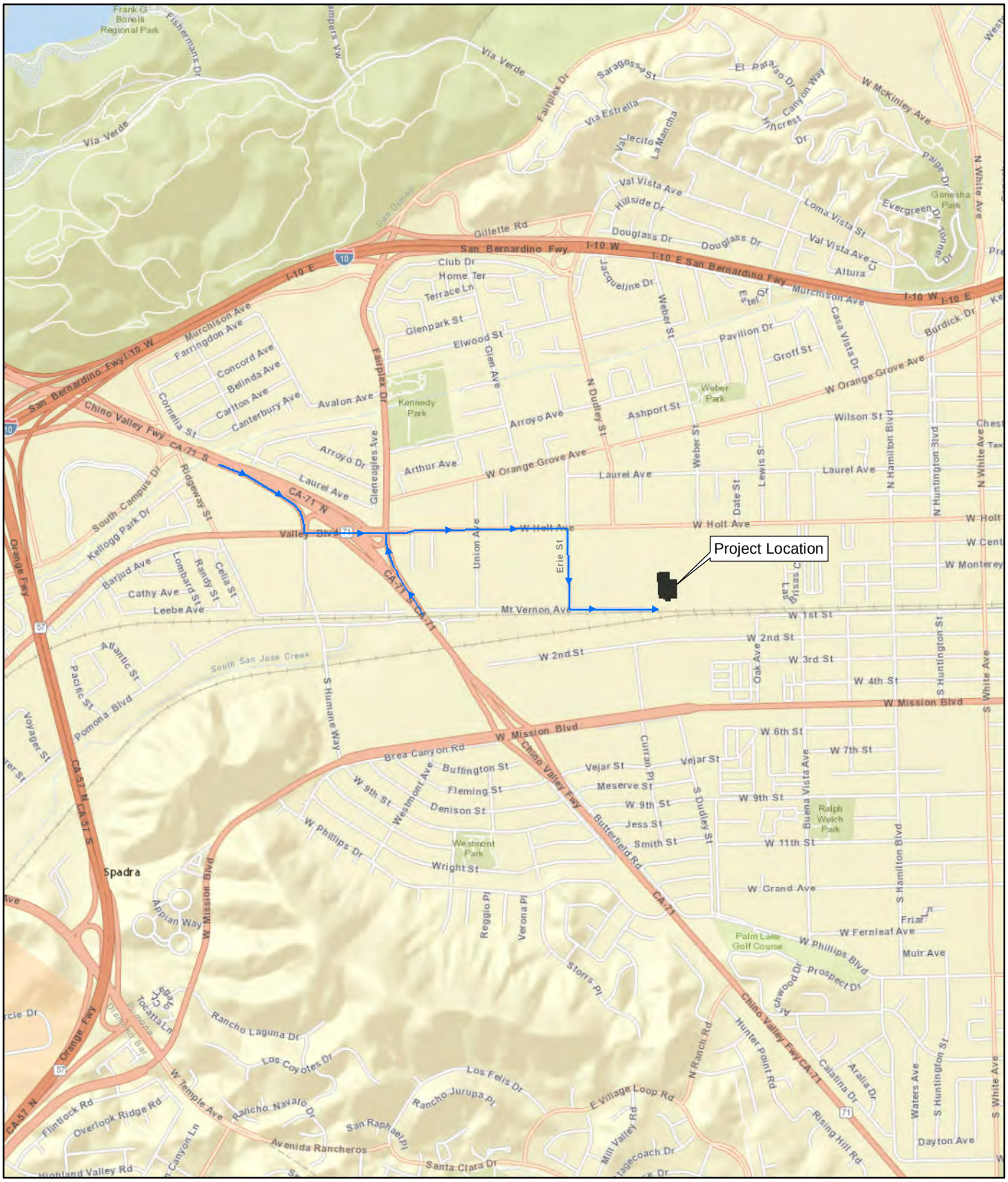

FIGURE 4.12-2
Local Road Network
Pomona Repower Project
Pomona, California

Source: Esri World Street Map
Z:\ISBG\MDESEO\ALTAGAS\662581\POMONA\MAPFILES\TRAFFIC\FIG4.12-2_LOCAL.MXD MD013761 12/15/2015 12:13:33 PM

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