19
TRANSPORTATION AND TRAFFIC

19.1 INTRODUCTION

This section addresses the potential impacts to the existing transportation and traffic system in the project vicinity from implementation of the proposed Santa Clarita Valley Sanitation District (SCVSD) Chloride Compliance Project (proposed project). This section provides an overview of the environmental setting to establish baseline conditions for transportation and traffic, a summary of the regulatory framework applicable to the transportation system at the proposed project site and surrounding area, and identifies mitigation measures to minimize potential effects. Descriptions and analysis for this section are based on information contained in the Valencia Water Reclamation Plant Brine Loading/Unloading Stations Traffic Impact Analysis prepared by Arch Beach Consulting (ArchBeach 2013), which is included in Appendix 19-A.

19.2 ENVIRONMENTAL SETTING

19.2.1 Existing Roadway System

19.2.1.1 Regional Access Roadways

The proposed project is located in the northwest portion of Los Angeles County within the Santa Clarita Valley (SCV). Alternative 1 advanced wastewater treatment facilities would be located within the Valencia Water Reclamation Plant (VWRP) and Saugus Water Reclamation Plant (SWRP) in unincorporated Los Angeles County and the City of Santa Clarita, respectively. A brine disposal pipeline would traverse southerly for 37 miles, passing through several different jurisdictions, including Los Angeles County and the Cities of Santa Clarita, Los Angeles, Burbank, Glendale, and San Fernando. Alternative 2 would include treatment components similar to Alternative 1 at the VWRP and SWRP, but a pipeline would convey brine to a proposed deep well injection (DWI) site located in unincorporated Los Angeles County near the City of Santa Clarita. Alternative 3 would also include treatment components similar to Alternative 1 at the VWRP and SWRP, but trucks would be used to transport brine from the VWRP to the City Terrace area of Los Angeles County. Under Alternative 4, Phase I facilities of the Alternative Water Resources Management Plan (AWRM) would be located at the VWRP and SWRP and within Ventura County. Phase II facilities would be similar to those for Alternative 1 except for the addition of a reverse osmosis (RO) product water pipeline to Ventura County. The brine disposal system would consist of a pipeline, DWI, or trucking.

The transportation system within the proposed project area is comprised of an interconnected network of roadways, local transit systems, and pedestrian and bicycle facilities. Major regional highways serving the proposed project, shown on Figure 19-1, include the following:

Interstate 5 (I-5): Provides regional connectivity through Los Angeles County and interregional connections to Northern and Southern California. In the project area, I-5 is an eight-lane freeway that traverses the planning area of the SCV in a northwesterly direction and is a major throughway between the Santa Clarita Valley and the Los Angeles area.

Interstate 405 (I-405): A major north-south state highway that merges with I-5 at the northern entry point to the Los Angeles Basin and provides additional regional access to the Southern California area, running along the western portion of Los Angeles County.

Interstate 110 (I-110): Also known as the Pasadena Freeway, traverses the Los Angeles Basin in a north-south direction and provides arterial highway connections to other regional highways in the Southern California region. A portion of I-110 connects with SR-110, also known as the Arroyo Seco Historic Parkway, which is a 6-mile segment of the Pasadena Freeway that traces the first freeway in California.

State Route 126 (SR-126): Provides secondary regional access to the western areas of the SCV and extends eastward from Ventura County to I-5. The SR-126 interchange with I-5 is approximately 1.5 miles north of the VWRP. SR-126 no longer serves as a state highway alignment east of the I-5 because the City of Santa Clarita took control of the roadway in 2002 (City of Santa Clarita 2011). SR-126 is also known as Henry Mayo Drive in Los Angeles County and Telegraph Road in Ventura County.

State Route 118 (SR-118): Also known as the Ronald Reagan Freeway, SR-118 provides regional access through Ventura and Los Angeles Counties. SR-118 traverses the two counties in an east-west direction.

State Route 134 (SR-134): Also known as the Ventura Freeway, SR-134 is an east-west freeway that connects the City of Pasadena and Hollywood through the City of Glendale.

State Route 14 (SR-14): Also known as the Antelope Valley Freeway, SR-14 is a north-south state highway that connects with I-5 south of the City of Santa Clarita. SR-14 connects the Antelope Valley with the Santa Clarita Valley and the Los Angeles Basin.

19.2.1.2 Local Access Roadways

The proposed project would be located in several jurisdictions and would transverse many local roadways. Local roadways, such as residential streets, are not included in this list, and roadway designations are specific to the jurisdiction in which they are located. Table 19-1 lists major local roadways that would be impacted by the proposed project construction activities.

19.2.1.3 Public Transportation

Several transportation authorities have jurisdiction in the proposed project vicinity. These agencies include:

- Los Angeles County Metropolitan Transportation Authority (MTA), which provides public transportation throughout Los Angeles County
- Ventura County Transportation Commission (VCTC), which provides public transportation throughout Ventura County
- Santa Clarita Transit (SCT)

Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan and EIR

Figure 19-1

Major Freeways in the Project Vicinity

Table 19-1. Local Access Roadways

Street Name	Jurisdiction	Designation [a]	Lanes	Direction [b]
The Old Road	County of Los Angeles	Major Highway	2 to 4	N/S
	City of Santa Clarita	Major Highway		
	City of Los Angeles	Major Highway-Class II		
Telegraph Road (SR-126)	County of Ventura	Non-Freeway Highway	2	E/W
Henry Mayo Drive (SR-126)	County of Los Angeles	Parkway	2	E/W
	City of Santa Clarita			
Magic Mountain Parkway	County of Los Angeles	Major Highway	6	E/W
Valencia Boulevard	County of Los Angeles	Major Highway	6 to 8	E/W
San Fernando Road	City of Santa Clarita	Major Highway	2 to 6	NW/SE
	City of Los Angeles	Major Highway-Class II		
	City of Burbank	Major Arterial		
	City of Glendale	Major Arterial		
Bouquet Canyon Road	City of Santa Clarita	Major Highway	4	N/S
Main Street	City of Los Angeles	Secondary Highway	4	E/W
Valley Boulevard	City of Los Angeles	Major Highway-Class II	4	E/W
Indiana	City of Los Angeles	Secondary Highway	4	N/S
Allen Avenue	City of Glendale	Urban/Community Collector	2	E/W
Victory Boulevard	City of Burbank	Major Arterial	4 to 6	E/W
Olive Avenue	City of Burbank	Major Arterial	4 to 6	NE/SW
Lake Street	City of Burbank	Collector Roadway	2	E/W
Truman Street	City of San Fernando	Major Arterial	4	NE/SW

[a] Roadway designations are specific to the jurisdictions in which they are located.

[b] The general direction of roadways with respect to true north.

Sources: City of Burbank 2011; City of Glendale 1998; City of San Fernando 2011; City of Los Angeles 2011; City of Santa Clarita 2011.

- City of Glendale's Beeline
- City of Burbank's Burbankbus
- Los Angeles Department of Transportation (LADOT) Dash System

Metrolink and Amtrak also provide train service in the project area, including transfer connections between Ventura County, the City of Santa Clarita, the San Fernando Valley, and the Cities of Burbank, Glendale, and Los Angeles (City of Santa Clarita 2011).

19.2.1.4 Existing Levels of Service

Level of service (LOS) is a measure of operational conditions within a traffic stream in terms of volume of vehicles, speed, freedom to maneuver, traffic interruptions, and comfort and convenience. LOS is used to define the quality of traffic flow over a specific street, road segment, or through individual intersections. LOS represents the relationship between volumes of present traffic or anticipated traffic and the ability of roadway networks to carry them. The six LOS standards for road segments are shown in Table 19-2. LOS is defined by a volume-to-capacity ratio (V/C) ranging from A (V/C ratio 0.0 – 0.6) to F (V/C ratio over 1.0). Levels A through C are generally considered good operating conditions with only minor delays. LOS D represents fair operating conditions with drivers occasionally forced to wait through more than one signal at the intersection. LOS E represents unstable operating conditions with drivers forced to wait through several signals at the intersection. LOS F represents gridlock conditions. Roadway conditions are analyzed based on annual average daily traffic (AADT) volumes, LOS, and V/C data.

Table 19-2. Level of Service Definitions

LOS Rating	Description	Unsignalized Intersections Delay (sec)	Volume to Capacity Ratio (V/C)
A	Free Flow. No approach phase is fully used by traffic, and no vehicle waits longer than one red indication. Insignificant delays.	0-10	0.00-0.59
B	Stable Operation. An occasional approach phase is fully used. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.	> 10-15	0.60-0.69
C	Stable Operation. Major approach phase may become fully used. Most drivers feel somewhat restricted. Acceptable delays.	> 15-25	0.70-0.79
D	Approaching Unstable. Drivers may have to wait through more than one red signal cycle. Queues develop but dissipate rapidly, without excessive delays.	> 25-35	0.80-0.89
E	Unstable Operation. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. Significant delays.	> 35-50	0.90-0.99
F	Forced Flow. Represents jammed conditions. Intersection operates below capacity with several delays; may block upstream intersections.	> 50	e 1.00

Source: Transportation Resource Board 2000.

The AADT for roadways in the proposed project area are provided in Table 19-3. The Los Angeles County Congestion Management Plan (CMP) addresses the impact of local growth on the regional transportation system. The LOS for roadways and highways identified in the CMP that could be impacted by the proposed project are listed in Table 19-4.

19.2.1.5 Truck Routes

Proposed regional truck routes during construction would include the I-5, I-405, I-110, SR-110, SR-126, SR-118, and SR-134 freeways. Proposed construction routes consist of local roadways that provide the most direct route to the various construction sites from the regional highways. Proposed truck routes would utilize major arterials and would avoid residential roadways to the extent possible.

Table 19-3. Annual Average Daily Traffic (AADT) for Roadways and Highways in the Project Area

Roadway	Location	Annual Average Daily Traffic 2010 (AADT)
I-5	Los Angeles Junction, I-405	275,000
	Santa Clarita Junction, South SR-126	133,000
	Santa Clarita, Rye Canyon	122,000
	Santa Clarita, North SR-126	108,000
SR-126	The Old Road	40,000
	Santa Clarita, North Junction, I-5	24,500
	Old Telegraph Road	23,800 to 33,500
I-405 [a]	Los Angeles, Junction I-5	NA
I-110	Los Angeles, Junction 1-5	122,000

[a] No AADT information provided for I-405, SR-134, SR-118, or SR-114.
NA = not available
Sources: Caltrans 2011; Ventura County Congestion Management Program 2009.

Table 19-4. Congestion Management Plan Roadways (2009 Level of Service)

CMP Route Within the Project Area	Cross Street	LOS	
		AM Hours	PM Hours
County of Los Angeles			
I-5 (North of SR-126 West)	Northbound/Eastbound	A	B
	Southbound/Westbound	A	A
SR-126 (West of I-5)	NA	NA	NA
I-118	Northbound/Eastbound	D	C
	Southbound/Westbound	D	D
SR-134 (West of San Rafael Ave.)	Northbound/Eastbound	C	D
	Southbound/Westbound	D	D
SR-110 (at Pasadena Ave.)	Northbound/Eastbound	A	F
	Southbound/Westbound	F	B
Magic Mountain Parkway	Valencia Boulevard	A	D
San Fernando Road	Sierra Highway	D	D
County of Ventura			
SR-126	Old Telegraph Road	A	A

NA = not available

Sources: Los Angeles County Congestion Management Program – Appendix A 2010; Ventura County Congestion Management Program 2009.

19.3 REGULATORY BACKGROUND

19.3.1 California Department of Transportation

The California Department of Transportation (Caltrans) manages interregional transportation, including management and construction of the California highway system. In addition, Caltrans is responsible for permitting and regulating the use of state freeways and highways. The regional freeways and highways in the proposed project area fall under the jurisdiction of Caltrans District 7 and include I-5, I-405, I-110, SR-110, SR-134, SR-118, SR-14, and SR-126.

Caltrans' construction practices require temporary traffic control planning during any time the normal function of a roadway is suspended (Federal Highway Administration 2003). In addition, Caltrans requires that permits be obtained for transportation of oversized loads, certain materials, and for construction-related traffic disturbance. Caltrans regulations would apply to the transportation of oversized construction equipment for the proposed project (Caltrans 1990).

19.3.2 Regional Transportation Plan

The Regional Transportation Plan (RTP) is a 25-year transportation plan that focuses on improving the balance between land use and transportation systems (both current and planned) throughout the Southern California region. The Southern California Association of Governments (SCAG) is required by federal law to create an RTP that determines the needs of the transportation system and prioritizes proposed transportation projects. The RTP is also necessary to obtain and allocate federal funding for regional transportation projects (SCAG 2008). The RTP must be updated and federally approved every 3 years. Federal approval requires a positive demonstration that RTP projects will not generate travel emissions that exceed those assumed in the applicable Air Quality Management Plan. The 2012 RTP was adopted by SCAG in April 2012.

19.3.3 County of Los Angeles Congestion Management Plan

The Los Angeles Metropolitan Transportation Authority (MTA) is the designated Congestion Management Agency for Los Angeles County and has adopted the County of Los Angeles CMP (LA County MTA 2010). The County of Los Angeles CMP addresses the impact of local growth on the regional transportation system and includes monitoring LOS on the CMP highway and roadway networks through measurements of frequency and routing of the public and assisting local jurisdictions in meeting their responsibilities under the CMP. The County of Los Angeles CMP is established to meet the requirements of §65089 of the California Government Code.

19.3.4 Santa Clarita Valley Area Plan

The recently updated Santa Clarita Valley Area Plan was adopted on November 27, 2012. The Santa Clarita Valley Area Plan is a component of the County of Los Angeles General Plan and provides focused goals and policies that help guide development within the unincorporated areas of the SCV by addressing specific needs and characteristics of the area. The Santa Clarita Valley Area Plan ensures consistency with both the County of Los Angeles General Plan and the City of Santa Clarita General Plan. The Circulation Element of the Area Plan provides goals, objectives and policies to continue development of efficient, cost effective, and comprehensive transportation systems that are consistent with regional plans, local needs, and the Santa Clarita Valley's community character. The Circulation Element has been developed based on analysis of existing conditions in the Valley, future development in both city and county areas, and anticipated growth. The Circulation Element is consistent with other elements of the General Plan and Area Plan.

19.3.5 City of Los Angeles Department of Transportation

The LADOT is responsible for the operation and maintenance of the non-State (Caltrans) roadways and intersections in the City of Los Angeles. LADOT's Traffic Study Policies and Procedures (August 2003) provide guidance on traffic analyses of their roadways and intersections.

19.3.6 City of Santa Clarita General Plan

The Circulation Element in the City of Santa Clarita General Plan describes the comprehensive transportation network of roadways, multi-use trails and bike paths, bus transit, and commuter rail that provides mobility options to Santa Clarita Valley residents and businesses. The Circulation Element plans for the continued development of efficient, cost-effective and comprehensive transportation systems that are consistent with regional plans, local needs, and the valley's community character. Policies and goals of the Circulation Element include requiring coordination of land use and circulation planning to reduce vehicle trips by mixing land uses, locating higher densities within proximity of public transit, and providing greater access and connectivity for non-motorized travel modes. The Circulation Element complements and supports the Land Use Element.

19.3.7 County of Ventura General Plan

The Circulation/Transportation section of the County of Ventura General Plan describes the transportation elements correlated with land use-designated areas of Ventura County. The section lays out the existing and planned conditions of Ventura's roads and highways, public and private transit, rail and freight services, airports, harbors, and pipeline facilities (including oil and natural gas). The June 2011 amendment to the Goals, Policies, and Programs of the General Plan was conceived to further facilitate the safe and efficient movement of persons and goods by encouraging the design and construction of an integrated transportation system that includes roads, transit, bike paths, ridesharing, rail, airports, and harbors. This includes the construction and maintenance of new and existing road networks, as well as the promotion of ridesharing, access to public transit and rail, and bicycling to reduce total vehicular trips and miles traveled.

19.3.8 Ventura County Congestion Management Plan

The VCTC is the designated Congestion Management Agency for Ventura County and is responsible for implementing Ventura County's CMP. The County of Ventura CMP was adopted in 2009 (VCTC 2009). The CMP provides local agencies and private developers procedures and tools necessary to manage and decrease traffic congestion in Ventura County. The County of Ventura CMP addresses several elements, including CMP Network Performance, Deficiency Plan, Land Use Impacts, Transportation Demand Management, Multi-modal Performance, and Capital Improvement Program. The County of Ventura CMP is established to meet requirements of §65089 of the California Government Code.

19.3.9 Piru Area Plan

The Piru Area Plan, adopted in 1988 and last amended in 2011, serves as the Land Use Plan for the Piru area. The Area Plan also governs the distribution, general location, and extent of land uses for housing, business, industry, open space, agriculture, and community facilities. The Public Facilities and Services section contains specific goals, policies, and programs that pertain to transportation and circulation. Goals and policies are designed to ensure an adequate circulation and transportation system to serve the needs of existing and future Piru residents.

19.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

19.4.1 Thresholds of Significance

The criteria used to determine the significance of impacts related to transportation and traffic are based on Appendix G of the CEQA Guidelines. The proposed project would result in a significant impact if it would result in any of the following:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

The proposed project would have a significant impact to the County of Los Angeles intersections if it resulted in an increase in the V/C ratio of a signalized intersection operating at LOS C, D, E, or F per the increases noted in Table 19-5.

Table 19-5. Significance Criteria for Signalized Intersections

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 – 0.800	≥ 0.040
D	> 0.800 – 0.900	≥ 0.020
E, F	> 0.900	≥ 0.010

Source: Los Angeles County Traffic Impact Analysis Report Guidelines 1997.

The proposed project would also have a significant impact if project traffic volumes contribute 10 percent or more to total traffic volumes during the total peak hour and would cause a peak hour traffic warrant to be met at an unsignalized intersection operating at LOS E or F.

The project would have a significant impact to the City of Los Angeles intersections if it resulted in an increase in the V/C ratio of a signalized intersection operating at LOS C, D, E, or F per the increases noted below in Table 19-6.

Table 19-6. LADOT Significant Transportation Impact Criteria

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 – 0.800	≥ 0.040
D	> 0.800 – 0.900	≥ 0.020
E, F	> 0.900	≥ 0.010

Source: County of Los Angeles 1997 .

19.4.2 Methodology

Alternative 3 and Phase II of Alternative 4, which both include brine disposal via trucking, are the only alternatives with operational truck trips that could impact circulation on local roadways. As a result, a traffic impact analysis (Appendix 19-A) was prepared to assess the operational impacts of Alternative 3 and Phase II of Alternative 4 with regard to brine disposal via trucking. The study area intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology for signalized intersections and the Highway Capacity Manual (HCM) operations methodology for Caltrans ramp intersections and unsignalized intersections. The ICU method determines the V/C ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The HCM method determines the average control delay a driver may experience at the intersection.

19.4.3 Impact Analysis

19.4.3.1 Consistency With Regulations for Circulation System

Impact 19-1: The proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized

travel, and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Alternative 1 – MF/RO With Brine Disposal via Pipeline

MF/RO and UV Disinfection Facilities

The microfiltration/reverse osmosis (MF/RO) facilities at the VWRP and the potential ultraviolet (UV) disinfection facilities at the VWRP and/or SWRP are described in Section 6.7.1. Construction of the proposed project would contribute to traffic on regional and local roadways due to construction worker vehicle trips and truck trips for material hauling. Construction-related traffic would not result in any permanent degradation in operating conditions or LOS on any local roadways. Construction-related traffic would be associated primarily with material hauling trucks that would reduce roadway capacities due to slower movements and larger turning radii of trucks compared to passenger vehicles. Truck trips during construction would primarily utilize I-5 and The Old Road to access the VWRP and Magic Mountain Parkway and Bouquet Canyon Road to access the SWRP.

Traffic-generating construction activities on roadways adjacent to the VWRP and SWRP would consist of the daily arrival and departure of approximately 15 construction workers, as well as trucks hauling equipment and materials, including excavated soil, to and from the construction sites. Construction of the MF/RO facilities at the VWRP would require import of approximately 350 cubic yards (cy) of concrete and the export of approximately 250 cy and 1,650 cy of crushed aggregate base (CAB) and soil, respectively, from the site. The average capacities of haul trucks used to transport concrete and CAB/soil are 8 cy and 12 cy, respectively, resulting in 213 haul trips. When spread over the estimated 15 days of importing and exporting of material, approximately 14 truck trips per day would occur. The addition of 14 truck trips per day over 15 days would not significantly impact the local circulation. Impact would be less than significant.

Construction of the UV disinfection facilities at the VWRP and SWRP would require the import of approximately 80 cy of concrete. The average capacity of a haul truck used to transport concrete is 8 cy, resulting in 10 haul trips. When spread over the estimated 5 days of importing material, approximately 2 truck trips per day would occur. The addition of 2 truck trip per day for approximately 130 construction days would not significantly impact the local circulation. Furthermore, construction of the MF/RO and UV disinfection facilities would be onsite within the existing WRPs and would not require any road or lane closures that could affect circulation on roadways. Impact would be less than significant.

Once constructed, the operation of the proposed project would require a small number of new employees at the WRPs and would require occasional truck trips for chemical deliveries related to the MF/RO facilities. Impact would be less than significant.

RO Product Water Conveyance System to SWRP

The RO product water conveyance system facilities are described in Section 6.7.1. Construction of the RO product water pipeline would occur within existing public rights-of-way (ROW) to the maximum extent practicable, specifically in The Old Road, Magic Mountain Parkway, and Auto Center Drive. It is anticipated that construction of the RO product water pipeline would require the export of approximately 3,700 cy of soil and would result in approximately 308 truck trips

over 200 construction days, or approximately 1.5 truck trips per day. The addition of 1.5 temporary daily truck trips would not significantly impact traffic flows or circulation on local roadways. Impact would be less than significant.

Construction and staging would be located primarily at VWRP during this construction phase. Construction of the RO product water pipeline would not require road closures. However, during construction activities, temporary lane closures along The Old Road, Magic Mountain Parkway, Auto Center Drive, Creekside Road, Cinema Drive, and Bouquet Canyon Road could affect circulation and result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

Brine Disposal System (Pipeline to JOS)

The brine disposal system facilities are described in Section 6.7.1. To meet overall schedule implementation constraints, construction of the pipeline is expected to be broken up into seven different segments that would be constructed concurrently. Routes to the pipeline construction sites and various staging areas would involve regional freeways and major arterials that provide the most direct route. Freeways utilized during construction may include I-5, I-405, I-110, SR-110, SR-118, SR-134, and SR-126. Construction staging areas would be located approximately every five miles along the pipeline alignment and within public ROW to the maximum extent practicable. Temporary construction-related trips would consist of approximately 10 daily trips for workers as well as trucks that haul equipment and materials (including excavated soils) to and from the construction sites. It is anticipated that approximately 40,000 cy of soil would be exported from various locations along the entire 37-mile pipeline alignment, resulting in approximately 3,333 truck trips over 300 construction days, or approximately 11 truck trips a day. The addition of 11 temporary daily truck trips over a 37-mile pipeline alignment would not significantly impact traffic flows or circulation on local roadways. Impact would be less than significant.

Construction of the brine pipeline may require nighttime construction within major roadway intersections to avoid daytime traffic impacts. Nighttime construction at the major intersections would ensure that pipeline construction activities would not significantly impact roadways during peak daytime hours and that roadways remain fully functional during daytime hours. The proposed project would not require road closures, but would require lane closures during construction of the brine pipeline that could affect circulation. Therefore, Alternative 1 could result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

The operational vehicle trips required for the brine pipeline and offsite pump station would require infrequent vehicle trips for inspection and maintenance (approximately two times per month). The proposed project would not require new employees and the offsite pump station would not require daily staffing. As a result, operational activities would not adversely affect existing local traffic and circulation on roadways within the vicinity of the project. Impact would be less than significant.

Impact Summary

The construction of the RO product water pipeline and brine disposal pipeline for Alternative 1 could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of Mitigation Measure TRAN-1

would mitigate the impact to a less than significant level. The operational impact would be less than significant.

Mitigation Measures: Implement TRAN-1.

Mitigation Measure TRAN-1: Construction Staging and Traffic Management Plan. Prior to construction, the contractor shall be required to prepare a construction staging and traffic management plan in accordance with professional engineering standards and appropriate guidelines such as the Caltrans Construction Manual (revised 2012). The plan shall include the following strategies during construction:

- Maintain access for local land uses, including public properties, recreational properties, and commercial properties
- Maintain emergency service access to local land uses at all times and inform local emergency service providers of lane closures and detours
- Post advanced warning of construction activities to allow motorists to select alternative routes
- Provide a telephone number for public questions and complaints
- Minimize construction-related traffic during peak travel periods
- Comply with all roadside safety protocols to reduce the risk of accident
- Require construction haul trucks to follow pre-approved haul routes whenever feasible

Significance Level After Mitigation: Less Than Significant Impact.

Alternative 2 – MF/RO With Brine Disposal via DWI

MF/RO and UV Disinfection Facilities

The MF/RO facilities at the VWRP and the potential UV disinfection facilities at the VWRP and/or SWRP would be the same as described for Alternative 1. Impact would be less than significant.

RO Product Water Conveyance System to SWRP

The RO product water conveyance system facilities would be the same as described for Alternative 1. Construction of the RO product water pipeline could result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

Brine Disposal System (DWI)

The brine disposal system facilities are described in Section 6.7.1. The DWI site would be located on approximately 0.5 acre. The DWI pipeline would be located within the public ROW of The Old Road and Magic Mountain Parkway to the maximum extent practicable. Construction of the DWI pipeline would be similar to construction of the RO product water pipeline but nighttime construction would not be required.

Construction staging and parking areas are expected to be onsite at the VWRP and at the DWI site. The most direct construction route to the DWI site from the VWRP would be via The Old Road and I-5 freeway. Construction-related trips would consist of approximately 10 construction workers, trucks hauling equipment and materials to and from the construction site, and the hauling of excavated soils. Construction of the DWI facilities would require approximately 2,300 cy of soil to be exported from the site. Approximately 250 cy of concrete, 200 cy of CAB, and 200 cy of asphalt concrete (AC) would be needed for construction at the DWI site. Construction of the brine pipeline would result in the export of approximately 2,500 cy of soil. No imported soil is needed for brine pipeline construction. The average capacities of haul trucks used to transport concrete and soils/CAB/AC are 8 cy and 12 cy, respectively. As a result, construction of the DWI site would result in a total of approximately 264 haul trips to export and import materials. Construction of the brine pipeline would require approximately 208 haul trips to export soils. A total of 472 haul trips are anticipated to occur over 493 construction days, or approximately 1 truck trip a day. As a result, construction traffic would not significantly impact traffic flows or circulation on local roadways. Impact would be less than significant.

Construction of the brine conveyance pipeline would not require road closures. However, during construction activities, temporary lane closures along The Old Road could affect circulation and result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

Operation of the DWI site would require periodic vehicle trips associated with maintenance and operation. The DWI site would not require onsite staffing. Staff would visually inspect facilities up to three times per day. These three inspection trips would not adversely affect existing local traffic and circulation on the roadways within the vicinity of the project. Impact would be less than significant.

Impact Summary

The construction of the RO product water pipeline and DWI brine pipeline for Alternative 2 could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of Mitigation Measure TRAN-1 would mitigate the impact to a less than significant level. The operational impact would be less than significant.

Mitigation Measures: Implement Mitigation Measure TRAN-1.

Significance Level After Mitigation: Less Than Significant Impact.

Alternative 3 – MF/RO With Brine Disposal via Trucking

MF/RO and UV Disinfection Facilities

The MF/RO facilities at the VWRP and UV disinfection facilities at the VWRP and SWRP would be same as described for Alternative 1. Impact would be less than significant.

RO Product Water Conveyance System to SWRP

The RO product water conveyance system facilities would be the same as described for Alternative 1. Construction of the RO product water pipeline could result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

Brine Disposal System (Trucking)

The brine disposal system facilities are described in Section 6.7.1. The construction of the loading terminal would be located immediately north of the VWRP on undisturbed land (Figure 19-2). Temporary traffic-generating construction activities on roadways adjacent to the VWRP would consist of approximately 12 daily trips for workers as well as trucks that haul equipment and materials (including excavated soils) to and from the construction sites. Construction of the loading terminal at the VWRP would require the import of approximately 350 cy of concrete, 1,000 cy of CAB, 1,300 cy of aggregated concrete (AC), and approximately 3,000 cy of fill. The average capacities of haul trucks used to transport concrete and soils/CAB/AC are 8 cy and 12 cy, respectively, resulting in approximately 314 haul trips. When spread over the estimated 85 days of construction, approximately 4 truck trips per day would occur. The addition of 4 truck trips per day would not significantly impact the local circulation. Impact would be less than significant.

Construction of the unloading terminal in the City Terrace area of Los Angeles County would require the import of approximately 1,000 cy of CAB and 1,300 cy of AC, and the export of approximately 350 cy of soil. The average capacity of a haul truck used to transport soil/CAB/AC is 12 cy, resulting in 220 haul trips required. Over the estimated 50 days of construction, the addition of approximately 4 truck trips per day would not significantly impact local circulation. Furthermore, the construction of the loading and unloading terminals would not require any road or lane closures that could affect circulation on local roadways. Impact would be less than significant.

The operation of Alternative 3 would require approximately 90 truck round trips daily to dispose of brine produced at the VWRP. As shown on Figures 19-3 and 19-4, the truck haul route would start at the VWRP, immediately access I-5 south-bound, then I-10 east-bound, and exiting in the City Terrace area of Los Angeles County. The unloading terminal would be located along Medford Street. Once the trucks unload, they would return to the City of Santa Clarita and exit I-5 at the Magic Mountain Parkway off-ramp, head west on Magic Mountain Parkway, and head north on The Old Road to the VWRP. A traffic impact analysis was prepared by ArchBeach Consulting to analyze the potential operational impacts of the additional truck trips on the major intersections within the vicinity of the loading and unloading terminals (Appendix 19-A).

The following major intersections were analyzed near the brine loading terminal at the VWRP: I-5 northbound ramps/Magic Mountain Parkway (signalized), I-5 southbound ramps/Magic Mountain Parkway (signalized), The Old Road/Magic Mountain Parkway (signalized), The Old Road/Rye Canyon Road (signalized), and The Old Road/I-5 southbound ramps (signalized). See Figure 19-5 for intersections near the VWRP.

Three routes were analyzed near the brine unloading terminal: the Herbert Avenue route, the Eastern Avenue route, and the Mission Road route in the City Terrace area of Los Angeles County. The following major intersections were analyzed along the Herbert Avenue route: Herbert Avenue/Medford Street (signalized), Herbert Avenue/Whiteside Street (two-way stop

control), Herbert Avenue/Interstate 10 (I-10) westbound on-ramp (unsignalized), Herbert Avenue/City Terrace Drive (signalized), and I-10 eastbound off-ramp/City Terrace Drive (two-way stop control). The following major intersections were analyzed along the Eastern Avenue route: Eastern Avenue/Medford Street (signalized), Eastern Avenue/State University Drive (signalized), Campus Road/State University Drive (signalized), Eastern Avenue/Ramona Boulevard (signalized), Campus Road/Ramona Boulevard (signalized), and Campus Road/I-10 westbound on-ramp (unsignalized). The following major intersections were analyzed along the Mission Road route: I-5 southbound ramps/Mission Road (signalized), Marengo Street/Mission Road (signalized), Marengo Street/I-5 northbound on-ramp (unsignalized), Zonal Avenue/Mission Road (signalized), Main Connector Road-Valley Boulevard/Mission Road (signalized), Main Street-Gates Street-Valley Boulevard/Mission Road (signalized), San Pablo Street/Valley Boulevard (signalized), Soto Street/Valley Boulevard (signalized), Vineburn Avenue/Valley Boulevard (signalized), and Vineburn Avenue/Worth Street (unsignalized). See Figure 19-5 through Figure 19-7 for the intersections along the three routes in the City Terrace area of Los Angeles County.

The primary traffic activities of operating the new facilities would be associated with transporting the brine produced at the VWRP to the unloading terminal in the City Terrace area of Los Angeles County. Once constructed, the operation of the proposed project would require a small number of new employees at the WRPs and would require occasional truck trips for chemical deliveries related to the MF/RO facilities. Table 19-7 shows the existing LOS of the study intersections.

Table 19-7. Existing Condition Intersection Level of Service Summary

			AM Peak Hour		Weekday PM Pk Hr or Saturday Pk Hr	
	Intersection	**Control**	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**
BRINE LOADING TERMINAL (VALENCIA)						
1.	I-5 NB Ramps/Magic Mountain Prkwy	signal	0.611	B	0.492	A
			23.0 sec	C	22.2 sec	C
	Saturday LOS	signal			*0.393*	*A*
					21.8 sec	*C*
2.	I-5 SB Ramps/Magic Mountain Prkwy	signal	0.408	A	0.392	A
			15.8 sec	B	21.1 sec	C
	Saturday LOS	signal			*0.360*	*A*
					21.2 sec	*C*
3.	The Old Road/Magic Mountain Pkwy	signal	0.286	A	0.386	A
	Saturday LOS	signal			*0.328*	*A*
4.	The Old Road/Rye Canyon Road	signal	0.673	B	0.729	C
5.	The Old Rd/I-5 SB Ramps – Project Egress	signal	0.278	A	0.275	A
			14.5 sec	B	19.7 sec	B

Table 19-7 (cont.)

Intersection		Control	AM Peak Hour V/C or Delay	AM Peak Hour LOS	Weekday PM Pk Hr or Saturday Pk Hr V/C or Delay	Weekday PM Pk Hr or Saturday Pk Hr LOS
BRINE UNLOADING TERMINAL (CITY TERRACE)						
Herbert Avenue Route						
1.	Herbert Avenue/Medford Street	signal	0.531	A	0.430	A
2.	Herbert Avenue/Whiteside Street	2-way stop	92.1 sec	F	30.1 sec	D
3.	Herbert Avenue/I-10 WB On-Ramp	unsignalized	11.5 sec	B	8.7 sec	A
4.	Herbert Avenue/City Terrace Drive	signal	0.667	B	0.463	A
5.	I-10 EB Off-Ramp/City Terrace Drive	2-way stop	27.8 sec	D	34.4 sec	D
Eastern Avenue Route						
6.	Eastern Avenue/Medford Street	signal	0.905	E	0.636	B
7.	Eastern Avenue/State University Drive	signal	0.927	E	0.842	D
8.	Campus Road/State University Drive	signal	0.511	A	0.465	A
9.	Eastern Avenue/Ramona Boulevard	signal	15.8 sec	B	16.2 sec	B
			0.524	A	0.503	A
			25.2 sec	C	21.2 sec	C
10.	Campus Road/Ramona Boulevard	signal	1.265	F	0.850	C
11.	Campus Road/I-10 WB On-Ramp	unsignalized	13.3	B	11.2	B
Mission Road Route						
12.	I-5 SB Ramps/Mission Road	signal	0.895	D	0.684	B
			23.0 sec	C	19.4 sec	B
13.	Marengo Street/Mission Road	signal	0.848	D	0.773	C
14.	Marengo Street/I-5 NB on-ramp	unsignalized	0.627	B	0.621	B
			14.6 sec	B	14.7 sec	B
15.	Zonal Avenue/Mission Road	signal	0.686	B	0.556	A
16.	Main Conn Rd-Valley Blvd/Mission Rd	signal	0.744	C	0.660	B
17.	Main St-Gates St-Valley/Mission Rd	signal	0.744	C	0.520	A
18.	San Pablo Street/Valley Boulevard	signal	0.425	A	0.446	A
19.	Soto Street/Valley Boulevard	signal	0.566	A	0.453	A
20.	Vineburn Avenue/Valley Boulevard	signal	0.615	B	0.508	A
21.	Vineburn Avenue/Worth Street	unsignalized	0.122	A	0.041	A

Note: LOS based on LADOT Critical Movement Analysis (CMA) methodology, Intersection Capacity Utilization (ICU), and Highway Capacity Manual (HCM) methodology.

Table 19-8 presents the estimated operations trip generation. The trip generation estimates assume a worst-case scenario in which heavy truck traffic would be spread throughout the day, with some trips occurring during the peak hours. Furthermore, the anticipated heavy haul truck trips would occur when the VWRP is producing the most brine after several years in a row of drought conditions. The truck trips would be distributed evenly throughout the day from the hours of 7:00 AM to 10:00 PM.

Table 19-8. Operations Trip Generation Estimates

		AM Peak Hour			PM Peak Hour and Saturday Midday		
Trip Type	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Brine Load Truck @ 90 Trucks per Day	180	9	9	18	9	9	18
Brine Load Truck @ 90 Trucks per Day With Factor of 3.0 PCE	540	27	27	54	27	27	54

PCE = passenger car equivalent

Note: Operational trip generation information was provided by the SCVSD. The peak hour is determined based on the peak total volume of four consecutive 15-minute counts during a 2-hour period (or the peak period). In most cases, the AM peak period is 7:00 AM to 9:00 AM, and the PM peak period is 4:00 PM to 6:00 PM.

As shown in Table 19-8, the proposed project would generate approximately 180 daily truck trips, 18 truck trips in the AM peak hour (9 inbound and 9 outbound), and 18 truck trips in the PM peak hour (9 inbound and 9 outbound). A Passenger-Car Equivalence (PCE) factor of 3.0 PCE (i.e., one heavy truck equals three passenger cars) was applied to the project truck trips. When a 3.0 PCE is applied for purposes of the LOS analysis, the proposed project would generate 540 daily trips, 54 AM peak hour trips (27 inbound and 27 outbound), and 54 PM peak hour trips (27 inbound and 27 outbound).

Because the proposed project would operate 7 days a week during its peak operational period, the Saturday midday peak hour was analyzed for the three study intersections along Magic Mountain Parkway because the I-5/Magic Mountain Parkway would also have high Saturday peak hour volumes due to its proximity to the Magic Mountain amusement park. Therefore, the proposed project would generate approximately 18 truck trips during the Saturday midday peak hour (9 inbound and 9 outbound).

Table 19-9 presents the results of the LOS analysis for the Existing plus Operations traffic at the study intersections. The table provides the change in V/C and delay values for both the brine loading terminal (Valencia) and the brine unloading terminal (City Terrace) – Herbert Avenue, Eastern Avenue, and Mission Road routes).

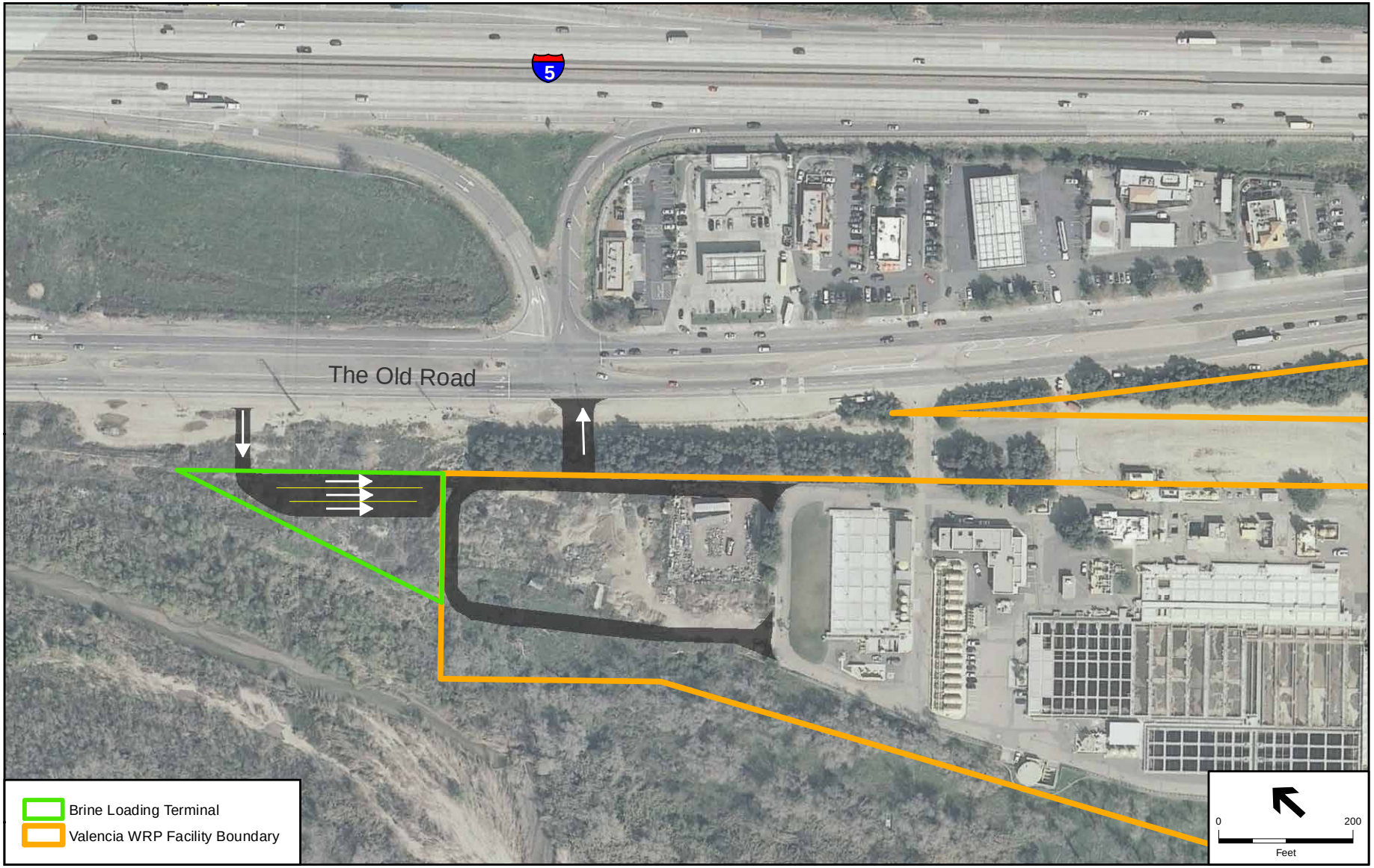
Brine Loading Terminal – Valencia

According to Table 19-9, there would be no significant impacts to study area intersections because all increases in V/C associated with the proposed project would be less than the significance criteria. Impact would be less than significant.

Brine Unloading Terminal – Herbert Avenue Route

According to Table 19-9, there would be no significant impacts to signalized intersections in the study area because all increases in V/C associated with the proposed project would be less than the significance criteria. Impact would be less than significant.

The unsignalized intersection of Herbert Avenue/Whiteside Street is forecast to continue to operate at LOS F in the AM peak hour with addition of traffic from the proposed project. The impacted (LOS F) movement at this intersection is the westbound left-turn on Whiteside Street. Based on a peak hour traffic signal warrant (per the California MUTCD), a traffic signal would not be warranted at the intersection because of the relatively low peak hour traffic volumes on Herbert Avenue and the westbound approach of Whiteside Street. In addition, the proposed project's contribution in the AM peak hour is 4 percent, which is below the significance threshold of 10 percent. Furthermore, there are two alternate routes that the delayed westbound left-turning



Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan and EIR

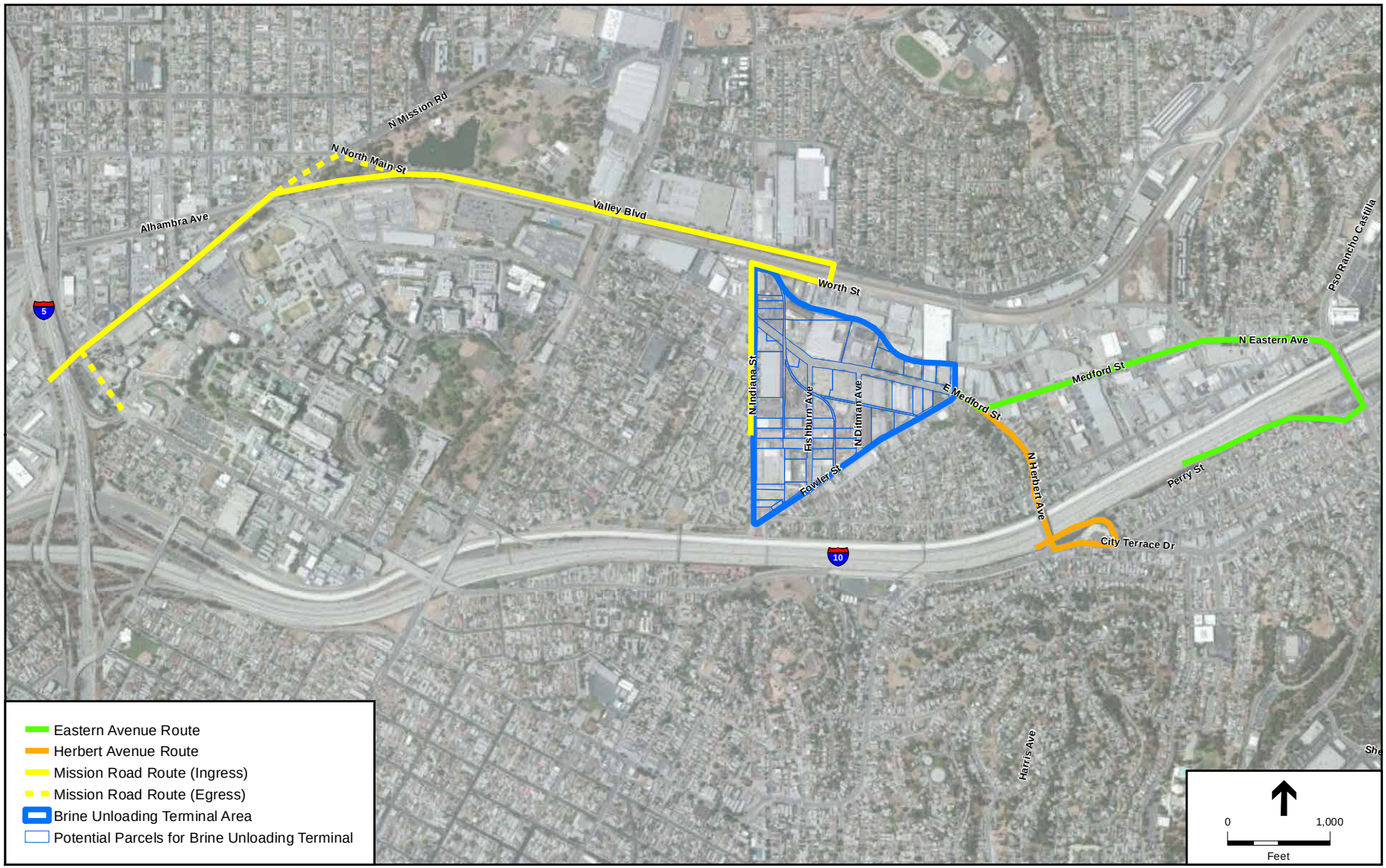
Figure 19-2

Brine Loading Terminal

Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan and EIR

Figure 19-3

Brine Loading Terminal and Truck Routes



Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan and EIR

Figure 19-4

Brine Unloading Terminal and Truck Routes

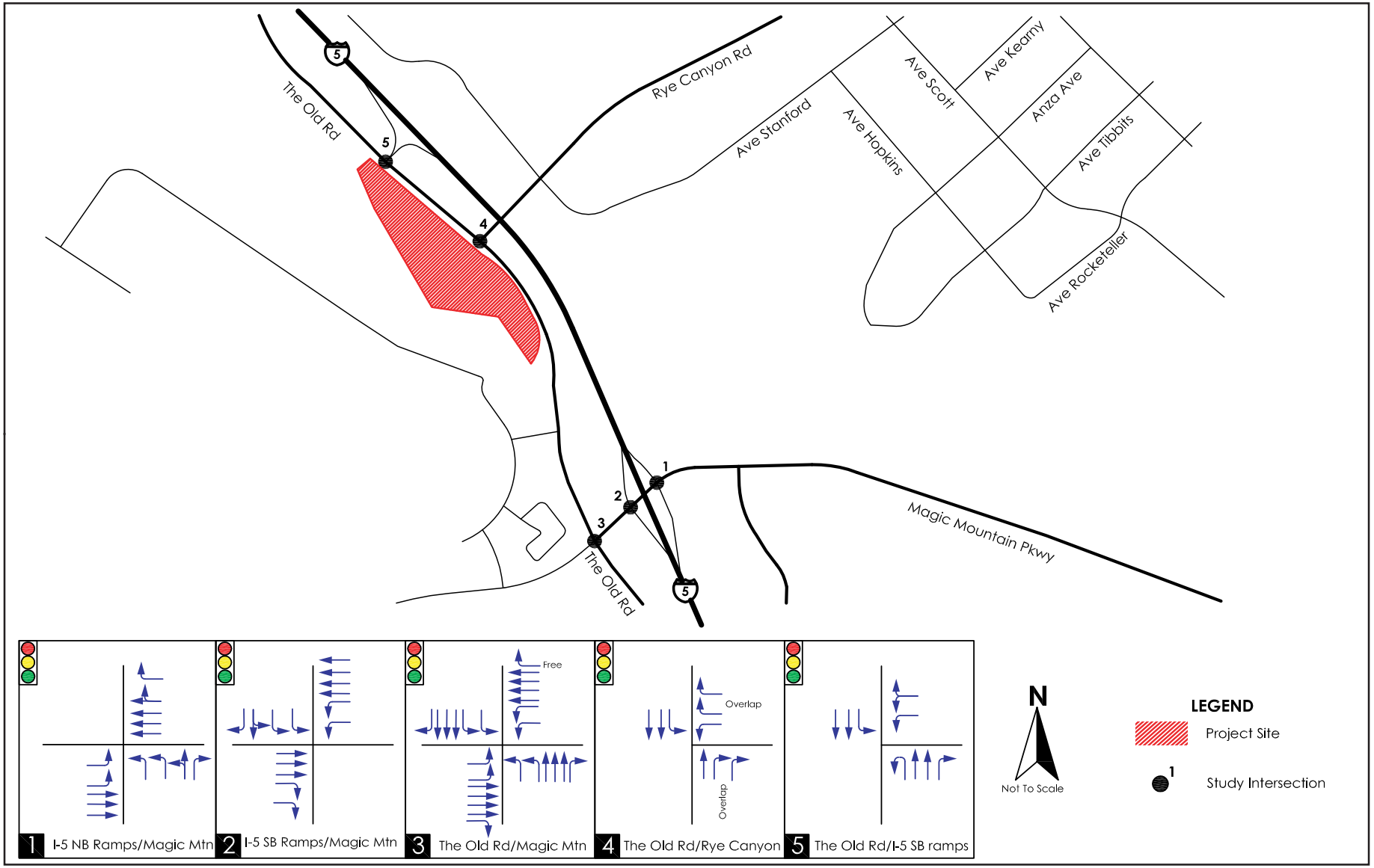


Figure 19-5

Brine Loading Terminal Intersections and Geometrics (Valencia)

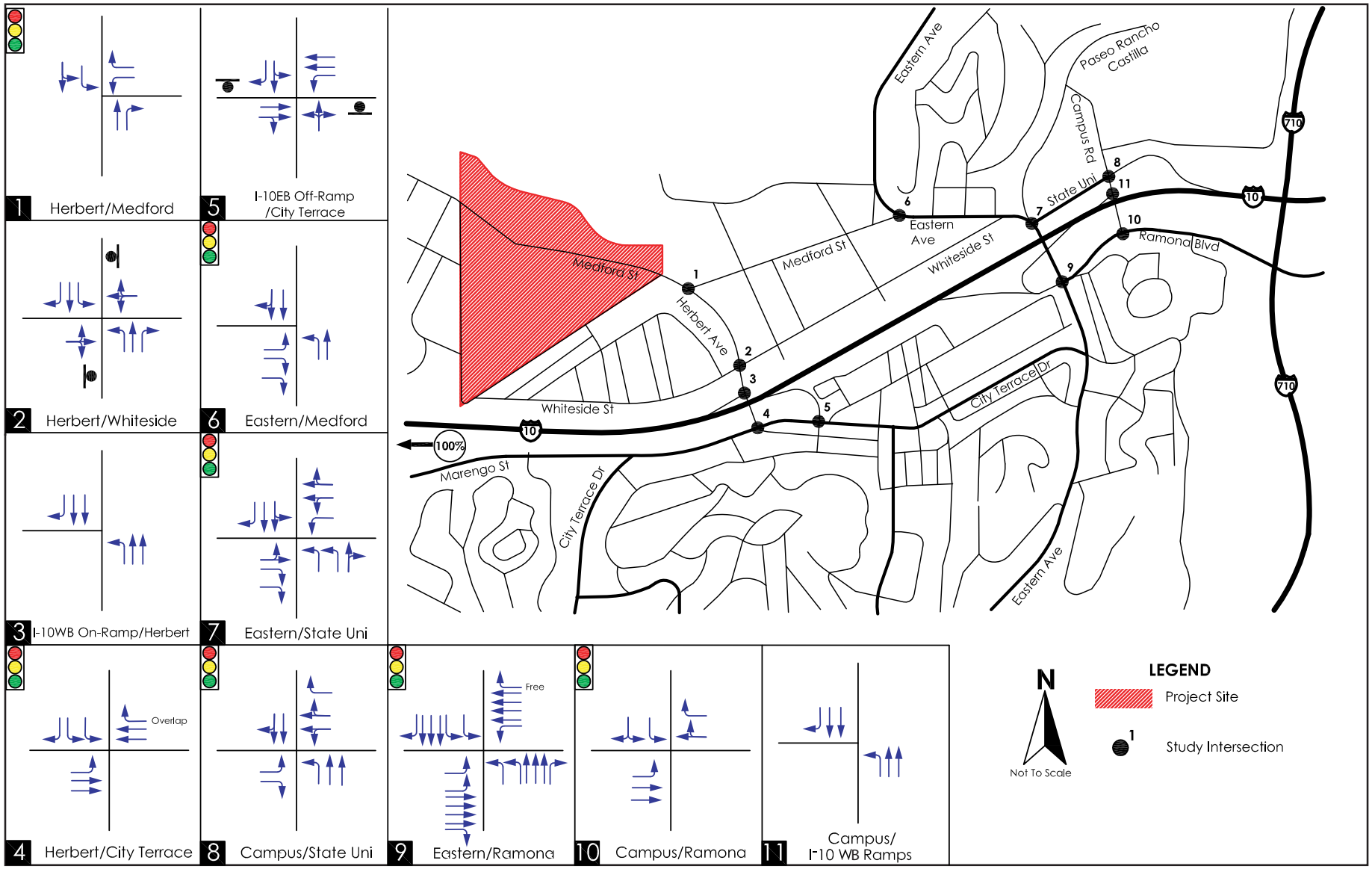
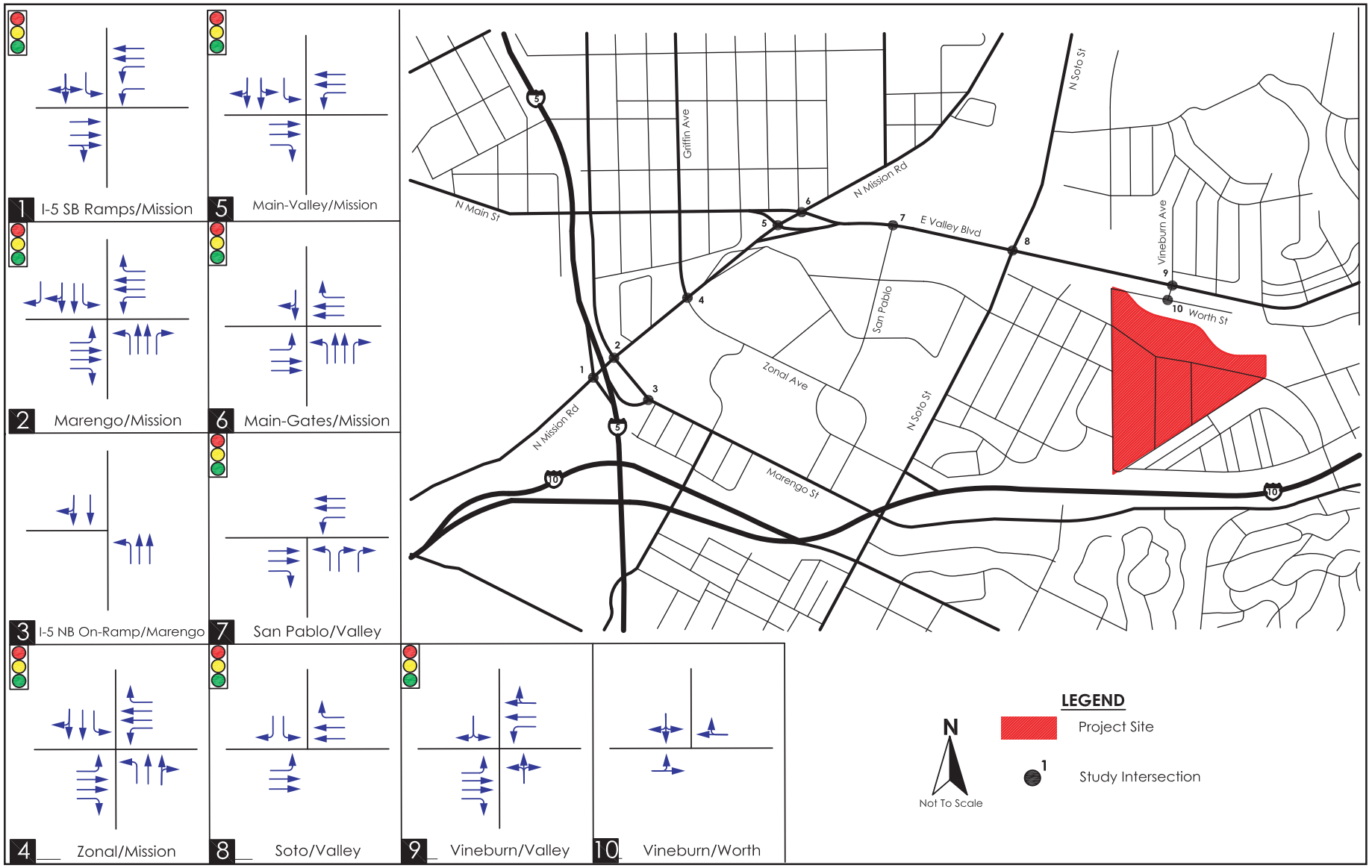


Figure 19-6

Brine Unloading Terminal Intersections and Geometrics (City Terrace - Herbert Avenue and Eastern Avenue Routes)



Santa Clarita Valley Sanitation District Chloride Compliance Facilities Plan and EIR

Figure 19-7

Brine Unloading Terminal Intersections and Geometrics (City Terrace - Mission Road Route)

Table 19-9. Existing Plus Operations Intersection Level of Service Summary

	Existing Condition				Existing Plus Operations Traffic					
	AM Peak Hour		Weekday PM or Saturday Pk Hr		AM Peak Hour			Weekday PM or Saturday Pk Hr		
Intersection	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	V/C or Delay	LOS	Change in V/C or Delay
BRINE LOADING TERMINAL (VALENCIA)										
1. I-5 NB Ramps/Magic Mountain Parkway	0.611	B	0.492	A	0.620	B	+0.009	0.501	A	+0.009
	23.0 sec	C	22.2 sec	C	23.0 sec	C	0.0 sec	22.3 sec	C	+0.1 sec
Saturday LOS			0.393	A				0.402	A	+0.009
			21.8 sec	C				22.0 sec	C	+0.2 sec
2. I-5 SB Ramps/Magic Mountain Parkway	0.408	A	0.392	A	0.408	A	0.000	0.392	A	0.000
	15.8 sec	B	21.1 sec	C	15.7 sec	B	-0.1 sec	21.0 sec	C	-0.1 sec
Saturday LOS			0.360	A				0.360	A	0.000
			21.2 sec	C				21.1 sec	C	-0.1 sec
3. The Old Road/Magic Mountain Parkway	0.286	A	0.386	A	0.286	A	0.000	0.386	A	0.000
Saturday LOS			0.328	A				0.328	A	0.000
4. The Old Road/Rye Canyon Road	0.673	B	0.729	C	0.673	B	0.000	0.736	C	+0.007
5. The Old Rd/I-5 SB Ramps – Project Egress	0.278	A	0.275	A	0.304	A	+0.026	0.292	A	+0.017
	14.5 sec	B	19.7 sec	B	14.6 sec	B	+0.1 sec	19.7 sec	B	0.0 sec
BRINE UNLOADING TERMINAL (CITY TERRACE)										
Herbert Avenue Route										
1. Herbert Avenue/Medford Street	0.531	A	0.430	A	0.540	A	+0.009	0.438	A	+0.008
2. Herbert Avenue/Whiteside Street	92.1 sec	F	30.1 sec	D	117.5 sec	F	+25.4 sec	34.2 sec	D	+4.1 sec
3. Herbert Avenue/I-10 WB On-Ramp	11.5 sec	B	8.7 sec	A	11.5 sec	B	0.0 sec	8.8 sec	A	+0.1 sec
4. Herbert Avenue/City Terrace Drive	0.667	B	0.463	A	0.667	B	0.000	0.480	A	+0.017
5. I-10 EB Off-Ramp/City Terrace Drive	27.8 sec	D	34.4 sec	D	26.9 sec	D	-0.9 sec	32.2 sec	D	-2.2 sec
Eastern Avenue Route										
6. Eastern Avenue/Medford Street	0.905	E	0.636	B	0.922	E	+0.017	0.636	B	0.000
7. Eastern Avenue/State University Drive	0.927	E	0.842	D	0.927	E	0.000	0.842	D	0.000
8. Campus Road/State University Drive	0.511	A	0.465	A	0.521	A	+0.010	0.465	A	0.000
	15.8 sec	B	16.2 sec	B	16.0 sec	B	+0.2 sec	16.4 sec	B	+0.2 sec
9. Eastern Avenue/Ramona Boulevard	0.524	A	0.503	A	0.533	A	+0.009	0.513	A	+0.010
	25.2 sec	C	21.2 sec	C	25.2 sec	C	0.0 sec	21.5 sec	C	+0.3 sec
10. Campus Road/Ramona Boulevard	1.265	F	0.850	C	1.265	F	0.000	0.850	D	0.000
11. Campus Road/I-10 WB On-Ramp	13.3 sec	B	11.2 sec	B	13.7 sec	B	+0.4 sec	11.4 sec	B	+0.2 sec

Table 19-9 (cont.)

Intersection	Existing Condition				Existing Plus Operations Traffic					
	AM Peak Hour		Weekday PM or Saturday Pk Hr		AM Peak Hour			Weekday PM or Saturday Pk Hr		
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	V/C or Delay	LOS	Change in V/C or Delay
Mission Road Route										
12. I-5 SB Ramps/Mission Road	0.895	D	0.684	B	0.903	E	+0.008	0.693	B	+0.009
	23.0 sec	C	19.4 sec	B	23.1 sec	C	+0.1 sec	19.5 sec	B	+0.1 sec
13. Marengo Street/Mission Road	0.848	D	0.773	C	0.848	D	0.000	0.802	D	+0.029
14. Marengo Street/I-5 NB On-Ramp	0.627	B	0.621	B	0.638	B	+0.0011	0.632	B	+0.011
	14.6 sec	B	14.7 sec	B	14.8 sec	B	+0.2 sec	14.8 sec	B	+0.1 sec
15. Zonal Avenue/Mission Road	0.686	B	0.556	A	0.695	B	+0.009	0.565	A	+0.009
16. Main Conn Rd-Valley Blvd/Mission Rd	0.744	C	0.660	B	0.754	C	+0.010	0.660	A	0.000
17. Main St-Gates St-Valley Blvd/Mission Rd	0.744	C	0.520	A	0.763	C	+0.019	0.520	A	0.000
18. San Pablo Street/Valley Boulevard	0.425	A	0.446	A	0.434	A	+0.009	0.455	A	+0.009
19. Soto Street/Valley Boulevard	0.566	A	0.453	A	0.575	A	+0.009	0.462	A	+0.009
20. Vineburn Avenue/Valley Boulevard	0.615	B	0.508	A	0.634	B	+0.019	0.524	A	+0.016
21. Vineburn Avenue/Worth Street	0.122	A	0.041	A	0.167	A	+0.045	0.086	A	+0.045

Note: LOS based on Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodology.

traffic could use to access I-10: (1) use of the existing traffic signal at Herbert Avenue/Medford Street via Bonnie Beach Lane, and (2) access to I-10 via Eastern Avenue from the Eastern Avenue/Whiteside Street intersection to the east. Because a traffic signal would not be warranted with the addition of project traffic and two alternate routes exist for delayed westbound left-turning traffic, the proposed project would not result in a significant impact at Herbert Avenue/Whiteside Street in the AM peak hour. Impact would be less than significant.

Brine Unloading Terminal – Eastern Avenue Route

The V/C at the signalized intersection of Eastern Avenue/Medford Street is forecast to increase in the AM peak hour (7:15 AM to 8:15 AM) from 0.905 V/C to 0.922 V/C, an increase of 0.017 V/C from the baseline condition. While this increase would not change the LOS level at this intersection, the increase would contribute to traffic volumes equal to 10 percent or more of the total peak hour as described by the Los Angeles County Traffic Guidelines specified in Table 19-5 and would be considered significant. Implementation of Mitigation Measure TRAN-2 would reduce the impact to a less than significant level.

The intersection of Eastern Avenue/State University Drive is forecast to continue to operate at LOS E in the AM peak hour. Although the project would add traffic through this intersection, it would not add traffic to the critical movements of the intersection during the AM peak hour and thus would not increase the V/C ratio from the baseline (no project) condition. Impact would be less than significant.

Brine Unloading Terminal – Mission Road Route

According to Table 19-9, the V/C at the signalized intersection of Marengo Street/Mission Road is forecast to increase in the PM peak hour (4:45 PM to 5:45 PM) from 0.773 V/C to 0.802 V/C, an increase of 0.029 V/C from the baseline condition. This increase would change the LOS level at this intersection from LOS C to LOS D during the PM peak hours. As a result, the outbound traffic from the brine unloading terminal would significantly impact the intersection of Marengo Street/Mission Road during the PM peak hours. Implementation Mitigation Measure TRAN-3 would reduce the impact to a less than significant level.

The Mission Road route includes a railroad crossing on Vineburn Avenue, between Valley Boulevard and Worth Street. There are no signed truck restrictions at the railroad crossing. A small amount of existing truck traffic (medium and heavy trucks) has been counted at this crossing during the AM and PM peak hours (ArchBeach 2013). There are currently actuation loops for the traffic signal on the north side of the tracks (at the intersection with Valley Boulevard). However, there are no actuation loops on the south side of the tracks, so a heavy truck heading northbound on the Vineburn Avenue approach from Worth Street would have to wait on the south side of the tracks and rely on vehicles queued on the southbound approach at Vineburn Street/Valley Boulevard to actuate the traffic signal at Vineburn Avenue/Valley Boulevard. As a result, the SCVSD would be required to file a truck-route permit with the City of Los Angeles to determine if this segment is approved for ongoing truck crossings. In the event that the outbound (northbound) project-related trucks are unable to cross the railroad track as determined by the City of Los Angeles, then the trucks would use the Herbert Avenue and/or Eastern Avenue routes. Impact would be less than significant.

Table 19-10 presents the results of the LOS analysis for the Year 2015 plus Operations traffic at the study intersections.

Table 19-10. Year 2015 Plus Operations Intersection Level of Service Summary

	Opening Year Baseline Condition				Opening Year Plus Operations Traffic					
	AM Peak Hour		Weekday PM or Saturday Pk Hr		AM Peak Hour			Weekday PM or Saturday Pk Hr		
Intersection	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	V/C or Delay	LOS	Change in V/C or Delay
BRINE LOADING TERMINAL (VALENCIA)										
1. I-5 NB Ramps/Magic Mountain Parkway	0.641	B	0.515	A	0.651	B	+0.010	0.524	A	+0.009
	23.4 sec	C	22.5 sec	C	23.4 sec	C	0.0 sec	22.5 sec	C	0.0 sec
Saturday LOS			*0.410*	*A*				*0.420*	*A*	*+0.010*
			22.0 sec	*C*				*22.2 sec*	*C*	*+0.2 sec*
2. I-5 SB Ramps/Magic Mountain Parkway	0.427	A	0.409	A	0.425	A	-0.002	0.409	A	0.000
	16.0 sec	B	21.3 sec	C	15.8 sec	B	-0.2 sec	21.2 sec	C	-0.1 sec
Saturday LOS			*0.375*	*A*				*0.375*	*A*	*0.000*
			21.3 sec	*C*				*21.2 sec*	*C*	*-0.1 sec*
3. The Old Road/Magic Mountain Parkway	0.298	A	0.403	A	0.298	A	0.000	0.403	A	0.000
Saturday LOS			*0.342*	*A*				*0.342*	*A*	*0.000*
4. The Old Road/Rye Canyon Road	0.707	C	0.756	C	0.707	C	0.000	0.773	C	+0.017
5. The Old Rd/I-5 SB Ramps – Project Egress	0.289	A	0.286	A	0.314	A	+0.025	0.303	A	+0.017
	16.0 sec	B	28.1 sec	C	16.0 sec	B	0.0 sec	28.0 sec	C	-0.1 sec
BRINE UNLOADING TERMINAL (CITY TERRACE)										
Herbert Avenue Route										
1. Herbert Avenue/Medford Street	0.540	A	0.436	A	0.540	A	0.000	0.445	A	+0.009
2. Herbert Avenue/Whiteside Street	107.2 sec	F	31.9 sec	E	107.2 sec	F	0.0 sec	36.4 sec	E	+4.5 sec
3. Herbert Avenue/I-10 WB On-Ramp	11.8 sec	B	8.8 sec	A	11.1 sec	B	0.0 sec	8.6 sec	A	+0.1 sec
4. Herbert Avenue/City Terrace Drive	0.678	B	0.470	A	0.678	B	0.000	0.487	A	+0.017
5. I-10 EB Off-Ramp/City Terrace Drive	29.8 sec	D	37.6 sec	E	28.8 sec	D	-1.0 sec	34.9 sec	D	-2.7 sec
Eastern Avenue Route										
6. Eastern Avenue/Medford Street	0.921	E	0.646	B	0.938	E	+0.017	0.646	B	0.000
7. Eastern Avenue/State University Drive	0.944	E	0.857	D	0.944	E	0.000	0.857	D	0.000
8. Campus Road/State University Drive	0.519	A	0.472	A	0.529	A	+0.010	0.474	A	+0.002
	15.8 sec	B	16.3 sec	B	16.1 sec	B	+0.3 sec	16.4 sec	B	+0.1 sec
9. Eastern Avenue/Ramona Boulevard	0.512	A	0.494	A	0.521	A	+0.009	0.502	A	+0.008
	25.2 sec	C	21.2 sec	C	25.3 sec	C	0.1 sec	21.6 sec	C	+0.4 sec
10. Campus Road/Ramona Boulevard	1.288	F	0.865	D	1.288	F	0.000	0.865	D	0.000
11. Campus Road/I-10 WB On-Ramp	13.7 sec	B	11.4 sec	B	14.2 sec	B	+0.5 sec	11.6 sec	B	+0.2 sec

Table 19-10 (cont.)

Intersection	Opening Year Baseline Condition				Opening Year Plus Operations Traffic					
	AM Peak Hour		Weekday PM or Saturday Pk Hr		AM Peak Hour			Weekday PM or Saturday Pk Hr		
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	V/C or Delay	LOS	Change in V/C or Delay
Mission Road Route										
12. I-5 SB Ramps/Mission Road	0.913	E	0.698	B	0.916	E	+0.008	0.707	C	+0.009
	23.3 sec	C	19.5 sec	B	23.4 sec	C	+0.1 sec	19.7 sec	B	+0.2 sec
13. Marengo Street/Mission Road	0.867	D	0.790	C	0.867	D	0.000	0.819	D	+0.029
14. Marengo Street/I-5 NB On-Ramp	0.641	B	0.635	B	0.652	B	+0.011	0.646	B	+0.011
	15.1 sec	C	15.2 sec	C	15.3 sec	C	+0.2 sec	15.3 sec	C	+0.1 sec
15. Zonal Avenue/Mission Road	0.701	C	0.569	A	0.710	C	+0.009	0.578	A	+0.009
16. Main Conn Rd-Valley Blvd/Mission Rd	0.761	C	0.675	B	0.770	C	+0.009	0.675	B	0.000
17. Main St-Gates St-Valley Blvd/Mission Rd	0.760	C	0.532	A	0.779	C	+0.019	0.532	A	0.000
18. San Pablo Street/Valley Boulevard	0.435	A	0.457	A	0.444	A	+0.009	0.466	A	+0.009
19. Soto Street/Valley Boulevard	0.579	A	0.464	A	0.588	A	+0.009	0.473	A	+0.009
20. Vineburn Avenue/Valley Boulevard	0.629	B	0.520	A	0.648	B	+0.019	0.536	A	+0.016
21. Vineburn Avenue/Worth Street	0.126	A	0.043	A	0.171	A	+0.045	0.088	A	+0.045

Note: LOS based on Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodology.

Brine Loading Terminal – Valencia

According to Table 19-10, there would be no significant impacts to study area intersections because all increases in V/C associated with the proposed project would be less than the significance criteria. Impact would be less than significant.

Brine Unloading Terminal – Herbert Avenue Route

With addition of traffic from the proposed project, the unsignalized intersection of Herbert Avenue/Whiteside Street is forecast to continue to operate at LOS F in the AM peak hour and at LOS E in the PM peak hour. The impacted (LOS E/F) movement at this intersection is the westbound left-turn on Whiteside Street. Based on a peak hour traffic signal warrant per the California MUTCD, a traffic signal would not be warranted at the intersection due to the relatively low forecast peak hour traffic volumes on Herbert Avenue and the westbound approach of Whiteside Street. In addition, the proposed project's contribution in the PM peak hour is 4.5 percent, which is below the significance threshold of 10 percent. Furthermore, as previously discussed, there are two alternate routes that the delayed westbound left-turning traffic could use to access I-10. Because a traffic signal would not be warranted with the addition of project traffic and two alternate routes exist for delayed westbound left-turning traffic, the proposed project would not result in a significant impact at Herbert Avenue/Whiteside Street in either the AM or PM peak hour. Impact would be less than significant.

Brine Unloading Terminal – Eastern Avenue Route

The V/C at the intersection of Eastern Avenue/Medford Street is forecast to increase in the AM peak hour from 0.921 V/C to 0.938 V/C, an increase of 0.017 V/C from the baseline condition. While this increase would not change the LOS level at this intersection, it would contribute to traffic volumes equal to 10 percent or more of the total peak hour as described by the Los Angeles County Traffic Guidelines and would be considered significant. Implementation of Mitigation Measure TRAN-2 would reduce the impact to a less than significant level.

The intersection of Eastern Avenue/State University Drive is forecast to continue to operate at LOS E in the AM peak hour. Although the proposed project would add traffic through this intersection, it would not add traffic to the critical movements of the intersection during the AM peak hour and thus would not increase the V/C ratio from the baseline (no project) condition. Impact would be less than significant.

Brine Unloading Terminal – Mission Road Route

According to Table 19-10, the V/C at the signalized intersection of Marengo Street/Mission Road is forecast to increase in the PM peak hour from 0.790 V/C to 0.819 V/C, an increase of 0.029 V/C from the baseline condition. This increase would change the LOS level at this intersection from LOS C to LOS D during the PM peak hours. As a result, the outbound traffic from the brine unloading terminal would significantly impact the intersection of Marengo Street/Mission Road during the PM peak hours. Implementation Mitigation Measure TRAN-3 would reduce the impact to a less than significant level.

Similar to the Existing plus Operation scenario, the Mission Road route includes a railroad crossing on Vineburn Avenue, between Valley Boulevard and Worth Street. The SCVSD would be required to file a truck-route permit with the City of Los Angeles to determine if this segment

is approved for ongoing truck crossings. In the event that the outbound (northbound) project-related trucks are unable to cross the railroad track as determined by the City of Los Angeles, then the trucks would use the Herbert Avenue and/or Eastern Avenue routes. Impact would be less than significant.

Impact Summary

The construction of the RO product water pipeline for Alternative 3 would impact traffic volume and circulation on local roadways. Implementation of Mitigation Measure TRAN-1 would mitigate the impact to a less than significant level.

The operation of the truck unloading terminal for Alternative 3 would impact traffic volume and circulation on local roadways. Implementation of Mitigation Measure TRAN-2 and TRAN-3 would mitigate the impact to a less than significant level.

> **Mitigation Measures:** Implement Mitigation Measures TRAN-1, TRAN-2, and TRAN-3.
>
> **Mitigation Measure TRAN-2: Restricted Use of Eastern Avenue Route.** Inbound and outbound trucks hauling brine for disposal at the truck unloading terminal shall not utilize the Eastern Avenue route during the AM peak hour (7:15 AM to 8:15 AM).
>
> **Mitigation Measure TRAN-3: Restricted Use of Mission Road Route.** Outbound trucks shall not utilize the Mission Road route during the PM peak hour (4:45 PM to 5:45 PM). Alternatively, the Santa Clarita Valley Sanitation District shall coordinate with the City of Los Angeles Department of Transportation for the addition of an Adaptive Traffic Control System (ATCS) to the existing Automated Traffic Surveillance and Control System at Marengo Street/Mission Road. With the addition of the ATCS, outbound trucks would have unrestricted use of the Mission Road route.
>
> **Significance Level After Mitigation:** Less Than Significant Impact.

Alternative 4 – Phased AWRM

Phase I

UV Disinfection Facilities

The UV disinfection facilities at the VWRP and SWRP would be the same as described for Alternative 1. Impact would be less than significant.

Salt Management Facilities

The salt management facilities are described in Section 6.7.1. The salt management facilities would be located in Ventura County adjacent to the SR-126 with the most direct access to the proposed project sites from I-5 and SR-126. The East and West Piru well fields and ancillary pump stations would be constructed adjacent to the SR-126, and the extraction and blending pipelines, would be located within the public ROW to the maximum extent practicable. Construction staging and parking would be located onsite at the well fields and along the alignment of the blended groundwater pipeline. Construction of the groundwater extraction wells would require the export of approximately 250 cy of drilling spoils at each well field site for a

total of 500 cy. Construction of the blending and connecting pipelines would require the export of approximately 25,000 cy of soils. The average capacity of a haul truck used to transport drilling spoils/soils is 12 cy, resulting in approximately 2,125 haul trips. When spread over the estimated 284 days of construction, approximately 7 truck trips per day would occur. The addition of 7 truck trips during construction activities would be temporary and is not anticipated to impact SR-126, I-5, or surrounding roadways used during construction. However, during construction of the pipelines, temporary lane closures could affect circulation and result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

The operational vehicle trips would consist of regular maintenance and would be minimal and infrequent. Operational vehicle trips are not anticipated to impact circulation of the roadways. Impact would be less than significant.

Supplemental Water System

The supplemental water system facilities are described in Section 6.7.1. The supplemental water pipeline would be constructed underground within existing public ROW of The Old Road to the maximum extent practicable. The direct route to the pipeline construction sites would involve the I-5 freeway to The Old Road. Construction parking and staging areas would be located within the VWRP. Construction of the supplemental water pipeline is anticipated to require the export of approximately 1,500 cy of soil from various locations along the pipeline alignment. The average capacity of a haul truck used to transport soils is 12 cy, resulting in approximately 125 haul trips. When spread over the estimated 43 days of construction, approximately 3 truck trips per day would occur. The addition of 3 temporary truck trips daily would not significantly impact traffic flows or circulation of the local roadways. However, during construction of the pipeline, temporary lane closures could affect circulation and result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

Operational activities related to the supplemental water conveyance system would be minimal and require infrequent vehicle trips for inspection and maintenance. Therefore, operational activities would not impact existing local traffic and circulation in roadways. Impact would be less than significant.

Impact Summary – Phase I

The construction of the East and West Piru well field extraction pipelines, blended groundwater pipeline, and supplemental water pipeline for Phase I of Alternative 4 could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of Mitigation Measure TRAN-1 would mitigate the impact to a less than significant level. The operational impact would be less than significant.

Mitigation Measures: Implement Mitigation Measure TRAN-1.

Significance Level After Mitigation: Less Than Significant Impact.

Phase II

MF/RO Facilities

The MF/RO facilities at the VWRP would be similar to those described for Alternative 1 but, under this alternative, would be smaller in size. Impact would be less than significant.

RO Product Water Conveyance System to Ventura County

The RO product water conveyance system facilities are described in Section 6.7.1. The pipeline would connect the VWRP to the Piru groundwater subbasin. The pipeline would be located within the public ROW to the maximum extent practicable. However, during construction activities, temporary lane closures could affect circulation and result in a significant impact. Implementation of Mitigation Measure TRAN-1 would reduce the impact to a less than significant level.

Operational activities related to the RO product water conveyance system would be minimal and require infrequent vehicle trips for inspection and maintenance. Therefore, operational activities would not impact existing local traffic and circulation in roadways. Impact would be less than significant.

Brine Disposal System

The brine disposal system facilities are described in Section 6.7.1. The brine disposal system would rely on a pipeline, DWI, or trucking – each of which was previously analyzed for Alternatives 1, 2, and 3, respectively, but there would be lower peak brine flow to manage so the diameter of the pipeline, number of injections wells, and peak number of truck trips would be smaller. During pipeline construction activities, temporary lane closures could affect circulation and result in a significant impact. In addition, the brine disposal via trucking operation would be required to avoid the intersection of Eastern Avenue/Medford Street during the AM peak hours. Implementation of Mitigation Measure TRAN-1 and TRAN-2 would reduce the impact to a less than significant level.

Impact Summary – Phases I and II

The construction of the East and West Piru well field extraction pipelines, blended groundwater pipeline, and supplemental water pipeline for Phase I of Alternative 4 could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of Mitigation Measure TRAN-1 would mitigate the impact to a less than significant level. The operational impact would be less than significant.

The construction of the Ventura County RO product water pipeline, brine disposal pipeline, and DWI brine pipeline for Phase II of Alternative 4 could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of Mitigation Measure TRAN-1 would mitigate the impact to a less than significant level.

The operation of truck unloading terminal for the brine disposal would impact traffic volume and circulation on local roadways. Implementation of Mitigation Measure TRAN-2 would mitigate the impact to a less than significant level.

Mitigation Measures: Implement Mitigation Measure TRAN-1 and TRAN-2.

Significance Level After Mitigation: Less Than Significant Impact.

19.4.3.2 Congestion Management Program/LOS Standard

Impact 19-2: The proposed project could conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Alternative 1 – MF/RO With Brine Disposal via Pipeline

MF/RO and UV Disinfection Facilities

The MF/RO facilities at the VWRP and the potential UV disinfection facilities at the VWRP and/or SWRP are described in Section 6.7.1. Alternative 1 would require the use of I-5 and The Old Road to access the VWRP, and Magic Mountain Parkway and Bouquet Canyon to access the SWRP. The intersection of Magic Mountain Parkway and Valencia Boulevard is a CMP route and currently operates at LOS A during AM hours and LOS D during PM hours. However, the Los Angeles County CMP is intended to regulate long-term traffic increases resulting from the operation of new development, and does not apply to temporary construction projects.

Alternative 1 would require a small number of new employees at the WRPs and occasional truck trips for chemical deliveries related to the MF/RO and UV disinfection facilities during long-term operation of the proposed project. The increase of operational truck trips to the WRPs would be minimal and is not anticipated to significantly impact the current LOS of the Magic Mountain Parkway and Valencia Boulevard intersection. Impact would be less than significant.

RO Product Water Conveyance System to SWRP

The RO product water conveyance system facilities are described in Section 6.7.1. The RO product water conveyance system would not generate any additional truck trips during the operation of the proposed project. Therefore, the RO product water conveyance system would not conflict with the Los Angeles County CMP. Impacts would be less than significant.

Brine Disposal System (Pipeline to JOS)

The brine disposal system facilities are described in Section 6.7.1. The brine disposal system would require infrequent vehicle trips for inspection and maintenance. The nearest CMP roadway along the brine pipeline alignment is San Fernando Road and Sierra Highway in the City of Santa Clarita. As shown in Table 19-4, the roadways currently operate at LOS D. The CMP LOS standards require segments to operate at LOS E or better. The addition of a few trips per month for infrequent monitoring and maintenance would not result in a significant impact to the CMP. Impacts would be less than significant.

Impact Summary

The construction and operation of Alternative 1 would not conflict with an applicable congestion management program or other standards established by the county congestion management

agency for designated roads or highways. The construction and operational impact would be less than significant.

Mitigation Measures: None Required.

Significance Level After Mitigation: Less Than Significant Impact.

Alternative 2 – MF/RO With Brine Disposal via DWI

MF/RO and UV Disinfection Facilities

The MF/RO facilities at the VWRP and the potential UV disinfection facilities at the VWRP and/or SWRP would be the same as described for Alternative 1. Impact would be less than significant.

RO Product Water Conveyance System to SWRP

The RO product water conveyance system facilities would be the same as described for Alternative 1. Impact would be less than significant.

Brine Disposal System (DWI)

The brine disposal system facilities are described in Section 6.7.1. Operation of the brine disposal system would require minimal vehicle trips associated with maintenance and operation and is not anticipated to impact CMP roadways. Therefore, the brine disposal system would not conflict with the Los Angeles County CMP. Impact would be less than significant.

Impact Summary

The construction and operation of Alternative 2 would not conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways. The construction and operational impact would be less than significant.

Mitigation Measures: None Required.

Significance Level After Mitigation: Less Than Significant Impact.

Alternative 3 – MF/RO With Brine Disposal via Trucking

MF/RO and UV Disinfection Facilities

The MF/RO facilities at the VWRP and the UV disinfection facilities at the VWRP and SWRP would be the same as described for Alternative 1. Impact would be less than significant.

RO Product Water Conveyance System to SWRP

The RO product water conveyance system facilities would be the same as described for Alternative 1. Impact would be less than significant.

Brine Disposal System (Trucking)

The brine disposal system facilities are described in Section 6.7.1. The nearest CMP facility in the proposed project vicinity of the brine loading terminal is I-5 and the nearest CMP facility to the brine unloading terminal is I-10. According to Appendix B of the CMP, Guidelines for CMP Transportation Impact Analysis, a regional CMP-level traffic analysis is required for a project that would add 150 peak hour trips to the nearest CMP freeways. The proposed project would contribute to nine peak hour trips. As a result, a CMP analysis is not warranted. In addition, the operation of the brine disposal system via trucking would not result in a significant impact to the LOS of the intersections along the haul route (ArchBeach 2013). Therefore, the proposed project would not conflict with the Los Angeles County CMP or degrade the LOS standards. Impact would be less than significant.

Impact Summary

The construction and operation of Alternative 3 would not conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways. The construction and operational impact would be less than significant.

Mitigation Measures: None Required.

Significance Level After Mitigation: Less Than Significant Impact.

Alternative 4 – Phased AWRM

Phase I

UV Disinfection Facilities

The UV disinfection facilities at the VWRP and SWRP would be the same as described for Alternative 1. Impact would be less than significant.

Salt Management Facilities

The salt management facilities are described in Section 6.7.1. Access to the salt management facilities would primarily require the use of SR-126, which turns into Old Telegraph Road in Ventura County. The intersection of SR-126 and Old Telegraph Road currently operates at LOS A during AM and PM hours. As previously discussed, CMPs are intended to regulate long-term traffic increases resulting from the operation of new development and do not apply to temporary construction projects. The operation of the salt management facilities would result in infrequent maintenance activities and would generate nominal additional truck trips to the existing roadway. Therefore, the salt management facilities would not conflict with the Ventura County's CMP. Impact would be less than significant.

Supplemental Water System

The supplemental water system facilities are described in Section 6.7.1. Construction of the supplemental water system would generate temporary construction-related traffic on I-5. The supplemental water system would not generate any additional truck trips during the operation of

the proposed project. Therefore, the supplemental water conveyance system would not conflict with the Los Angeles County CMP. Impact would be less than significant.

Impact Summary – Phase I

The construction and operation of Phase I of Alternative 4 would not conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways. The construction and operational impact would be less than significant.

Mitigation Measures: None Required.

Significance Level After Mitigation: Less Than Significant Impact.

Phase II

MF/RO Facilities

The MF/RO facilities at the VWRP would be similar to those described for Alternative 1 but, under this alternative, would be smaller in size. Impact would be less than significant.

RO Product Water Conveyance System to Ventura County

The RO product water conveyance system facilities are described in Section 6.7.1. The RO product water conveyance system to Ventura County would not generate any additional truck trips during the operation of the proposed project. Therefore, the RO product water conveyance system would not conflict with the Ventura County's CMP. Impact would be less than significant.

Brine Disposal System

The brine disposal system facilities are described in Section 6.7.1. The brine disposal system would rely on a pipeline, DWI, or trucking – each of which was previously analyzed for Alternatives 1, 2, and 3, respectively, but there would be lower peak brine flow to manage so the diameter of the pipeline, number of injections wells, and peak number of truck trips would be smaller. Impact would be less than significant.

Impact Summary – Phases I and II

The construction and operation of Phase I of Alternative 4 would not conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways. The construction and operational impact would be less than significant.

The construction and operation of Phase II of Alternative 4 would not conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways. The construction and operational impact would be less than significant.

Mitigation Measures: None Required.

Significance Level After Mitigation: Less Than Significant Impact.