

April 22, 2026

Southern California Association of Governments
Transportation Conformity Working Group

RE: SCAG TCWG 4/28/2026 AGENDA ITEM 4.2: REVIEW OF PROJECT REGIONAL SIGNIFICANCE DETERMINATION REQUEST AND PM HOT SPOT ANALYSIS INTERAGENCY REVIEW FORM FOR THE HARBOR SCENIC DRIVE ENHANCEMENT PROJECT LA9919409

Dear Members of the Transportation Conformity Working Group:

The City of Long Beach Harbor Department, known as the Port of Long Beach (Port), as the project sponsor, is seeking the following two findings from the Transportation Conformity Working Group (TCWG) regarding the Harbor Scenic Drive Enhancements project LA9919409 (Project):

TCWG Findings Sought:

- (1) The project is of no regional significance; and
- (2) the project is not a project of air quality concern.

The Port is providing written justification for the above two findings sought in Section 1 and Section 2, following below.

Section 1: REVIEW OF PROJECT REGIONAL SIGNIFICANCE DETERMINATION

Please find below for the TCWG's consideration, justification for the request for the finding of: a project of no regional significance.

Background for Section 1:

The reason for TCWG review and the Port's request is based on errant Program Code entry in the Federal Transportation Improvement Program (FTIP) resulting from incorrect project scope identification and project categorization. The Program Code CAR88 was incorrectly applied, indicating a capacity increasing project, and the subsequent identification of the Project as a Project of Regional Significance.

A further error is the application of the CAR88 code as the primary Modeling Code. The Project's primary scope elements comprise roadway replacement and rehabilitation rather than ramp modifications; however, the CAR88 Program Code relating to ramp lane realignment has been applied as the primary Program Code.

Section 1 correctly characterizes the Project's scope, demonstrates that the CAR88 Program Code was applied in error, and provides justification that the project is not a capacity increasing project.

The Port of Long Beach (Port), as project sponsor, requests that the Transportation Conformity Working Group (TCWG) determine that the Harbor Scenic Drive Enhancements Project (Project) is not regionally significant under the Southern California Association of Governments (SCAG) Federal Transportation Improvement Program (FTIP) Guidelines, and is therefore not subject to regional conformity requirements. A project description and supporting rationale is provided below for the TCWG's consideration along with two Attachments.

The Project consists of reconstructing and improving the geometry of Harbor Scenic Drive from Ocean Boulevard to Harbor Plaza, approximately 1.2 miles in length.

The main project scope of work is comprised of the following scope elements:

- a. Primary scope of road replacement and rehabilitation consisting of reconstruction of the southbound Harbor Scenic Drive facility within the existing right-of-way and restriping of the northbound direction in conjunction with slurry seal.
- b. Installation of intelligent transportation system (ITS) elements, including traffic cameras, sensors, changeable message signs, and dynamic lane messaging signs.
- c. Ramp reconfiguration and removal to improve safety and operational efficiency.

While the Project provides access to Port facilities and supports goods movement activity, the proposed improvements are limited to operational and safety enhancements within the existing public right-of-way (ROW). In addition, the Notice of Exemption (NOE) for the Project, Attachment 1B, classifies the proposed work as a Class 1 Categorical Exemption under CEQA Guidelines Section 15301. This classification identifies the project as restricted to the minor alteration and improvement of an existing public roadway, specifically involving "negligible or no expansion of existing or former use." The Project does not add capacity, does not extend facility limits, and does not modify the functional role of the corridor within the regional transportation system. All improvements within the existing roadway footprint and ROW consist of geometric modifications, restriping, and the installation of ITS components. Collectively, all extended ramp acceleration and deceleration lanes are less than ¼ mile in length; and, therefore, do not constitute capacity-increasing features under Program Code CAR88 under SCAG 2027 Federal Transportation Improvement Program Guidelines, Table III-A: Modeling Information.

Please find supporting documentation included as PDF Attachments for your consideration:

- Attachment 1A: Drawings 10-02487-XRD001 through 10-02487-XRD014 (Attachment_1A_CAR.pdf)
- Attachment 1B: Notice of Exemption (Attachment_1B_NOE.pdf)

Please refer to drawings 10-02487-XRD001 through 10-02487-XRD014 in Attachment 1A, which provide a table in drawing 10-02487-XRD001 that identifies all ramp acceleration and deceleration lanes within the project, along with additional lane information. The Table provides the existing and proposed length of these lanes, demonstrating that all ramp acceleration and deceleration lanes are less than ¼ mile in length. The accompanying key map on the same drawing provides the location of each of the lanes included in the table for reference.

The Harbor Scenic Drive project does not meet the criteria for regionally significant projects under SCAG FTIP Guidelines, as it does not introduce new capacity or alter the corridor's representation in the SCAG regional travel demand model. Consequently, the project will not affect model inputs or outputs related to regional VMT or speeds. As a result, the Port requests that the project is found to be exempt from regional conformity analysis and the CAR88 Program Code to be found to be inapplicable.

Section 2: PM HOT SPOT ANALYSIS INTERAGENCY REVIEW

Please find below the Port's justification for the request for the second TCWG finding of: a project of no air quality concern.

The traffic volumes presented in the PM Conformity Hot Spot Analysis Form demonstrate that the Project meets the Clean Air Act (CAA) transportation requirements and 40 CFR 93.116. The Project does not directly induce traffic growth in the Project area. Traffic growth, especially diesel vehicles, in the Project area is solely due to the increase in POLB operations and tourism, which would occur with or without the Project. As such, the Project would not create a new, or worsen an existing, PM10 or PM2.5 violation and therefore is not considered a Project of Air Quality Concern (POAQC), as defined by 40 CFR93.123(b)(1).

Please find supporting documentation attached as a PDF for your consideration:

- Attachment 2A_PM Hot Spot Analysis

Requested Action

The Port respectfully requests that the TCWG review the project description and supporting materials and concur that the Harbor Scenic Drive Enhancements Project LA9919409 is not regionally significant and is not subject to regional conformity requirements.

Sincerely,



Theresa Dau-Ngo, AICP
Director of Port Planning

CC: Nancy Marroquin, LACTMA
Kelly Ewing-Toledo, Caltrans

Attachments:

Attachment_1A_CAR.pdf
Attachment_1B_NOE.pdf
Attachment 2A_PM Hot Spot Analysis



THIS NOTICE WAS POSTED
ON April 17 2025
UNTIL May 19 2025
REGISTRAR – RECORDER/COUNTY CLERK

2025 078580

FILED
Apr 17 2025
Dean C. Logen, Registrar – Recorder/County Clerk
Electronically signed by CORTNEY MAFFITT

NOTICE OF EXEMPTION

To: County of Los Angeles
Registrar-Recorder/Clerk
Business Filing & Registration
12400 Imperial Highway, Room 1201
Norwalk, California 90650

From: Port of Long Beach
Environmental Planning Division
415 West Ocean Boulevard
Long Beach, California 90802

Project Title: Harbor Scenic Drive Roadway and Infrastructure Improvements Project – Harbor Development Permit No. 24-066(1)
State Clearinghouse No: 2025040719
Project Applicant: Port of Long Beach
Project Location – Specific: Harbor Scenic Drive from Ocean Blvd to Harbor Plaza; Various locations within the Harbor District
Project Location – City: Long Beach, California **Project Location – County:** Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

The first amendment to HDP 24-066 is for improvements to Harbor Scenic Drive including new roadway pavement section, improved horizontal/vertical alignments, new way-finding signage, dynamic messaging signs, utility work including storm drains, street lighting, landscaping, irrigation, retaining walls and guardrail.

Name of Public Agency Approving Project: Port of Long Beach
Name of Person or Agency Carrying out Project: Port of Long Beach

Exempt Status: (check one):

- Ministerial Exemption [Section 21080(b)(1); 15268];
- Declared Emergency (Section 21080(b)(3); 15269(a));
- Emergency Project [Section 21080(b)(4); 15269(b)(c)]
- Categorical Exemption.

State type and section number: Section 15303 New Construction or Conversion of Small Structures and Section 15301 Existing Facilities

- Statutory Exemption.
State code number:

Reasons why project is exempt:

Section 15303 New Construction or Conversion of Small Structures (Class 3): The Class 3 Categorical Exemption consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The project involves the installation of various improvements such as a new roadway pavement section, improved horizontal/vertical alignments, new way-finding signage, dynamic messaging signs, utility work including storm drains, street lighting, landscaping, irrigation, retaining walls and guardrail.

Section 15301 Existing Facilities (Class 1): The Class 1 Categorical Exemption consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The project involves the installation of various improvements to an existing roadway involving no expansion of existing or former use.

The Port has determined that none of the exceptions to the exemptions in the California Environmental Quality Act (CEQA) Guidelines Section 15300.2 foreclose the use of Categorical Exemption CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) and Section 15301 (Existing Facilities); therefore the Project is exempt from CEQA and no further environmental review is required.

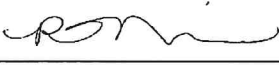
Lead Agency

Contact Person: Amy Wong

Area Code/Telephone/Extension: (562) 283-7100

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature:  **Date:** 4/14/25 **Title:** Director of Environmental Planning
Renee Moilanen
 Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

2025 078580

FILED
Apr 17 2025

Deann C. Logan, Registrar--Recorder/County Clerk
Electronically signed by CORTNEY MAFFITT

FTIP ID# (*required*) LA9919409

TCWG Consideration Date: April 28, 2026

Project Description (*clearly describe project*)

Harbor Scenic Drive serves as an arterial gateway to the Port’s marine terminals at Piers F, G, and J, as well as the Harbor District’s Pier H recreational and waterfront destinations, including the Queen Mary, Carnival Cruise Terminal, hotels and restaurants. The Project will reconstruct pavement, realign the roadway, and upgrade utilities and highway lighting to enhance safety and improve traffic operations. It will also add changeable message signs and dynamic lane management signs, turn pockets and ramp configurations, while implementing advanced Intelligent Transportation System (ITS) technologies to allow for continuous congestion management. These improvements will reduce delays, alleviate bottlenecks to strengthen the Port’s transportation network, and upgrade highway lighting and utilities to improve safety and traffic flow. The Project will ensure safe and reliable access to Pier H and the waterfront for visitors and local stakeholders. The Project is not expected to increase traffic capacity of the facility

Project Location and Limits

Located in the City of Long Beach Harbor District (Port or Port of Long Beach), on Harbor Scenic Drive (HSD), the Project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing providing primary access to Port of Long Beach marine terminals at Piers F, G, and J, and to the community and Long Beach recreational destinations on Pier H. The Project limits include Ocean Boulevard to the north, Harbor Plaza to the south, Queensway Drive, and the Los Angeles River to the east, and various railroad tracks, the Port of Long Beach maintenance yard, oil fields, and Pico Boulevard to the west. These limits represent the logical termini of the Project, as they encompass the entire stretch of the road that connects the Port’s internal circulation with the wider regional road network. The Project location is shown in Figure 1, attached to end of this form.

No-Build Alternative

The No-Build (No Action) Alternative reflects the existing conditions of the Project Site. No future projects are currently anticipated within the Project Site. The existing roadway pavement has exceeded its design life and deteriorated to the point where it has reached full structural failure and regular maintenance is no longer sustainable. In addition, the roadway experiences heavy queuing during peak events within the Port, which often blocks access to off-peak areas, requiring manual traffic control to be performed by Harbor Patrol. The existing interchange configurations and intersection spacing causes driver confusion and increased potential for wrong-way movements. Furthermore, the existing drainage infrastructure has limited trash capture and no water quality treatment devices.

Build Alternative

The Project Build Alternative involves a complete reconstruction of the southbound roadway facility and minor improvements to the northbound roadway facility. The Project site plan is shown in Figure 2, attached to end of this form. The Project overview map that shows the layout plan, which illustrates the proposed features described for the Build Alternative below, is shown in Figure 3 attached to the end of this form. Construction activities are anticipated to begin in 2027 and, assuming the most intensive schedule for construction activities, last for approximately one year. Project construction may not be as sequential as anticipated, and gaps may occur between different phases of construction. Nonetheless, the Project would be expected to be completed by second quarter of 2028. The proposed design is engineered according to comply with POLB, Caltrans, and City standards, where applicable and feasible, with exceptions as noted. Corresponding Project components are listed below:

1. Roadway Reconstruction and Safety Engagement:
 - Southbound (SB) Roadway Full Reconstruction: The SB segment will undergo a full structural reconstruction, featuring a new asphalt section designed for a 40-year service life.
 - Northbound (NB) Roadway Improvements: The NB segment will receive a protective slurry seal treatment to extend the pavement life, improve surface integrity, improve geometry, and improve the visibility of new striping.
 - Geometric Realignment: For the SB direction, horizontal and vertical alignments will be improved to achieve standard shoulder widths and sight distances, where feasible.
 - Ramp Consolidation: Existing Queensway Bridge ramps will be reconfigured and consolidated to reduce driver confusion the risk of wrong-way movements, and provide improved sight-distances. Eliminated ramp movements improve traffic operations, reduce potential points of conflict, and further simplify the geometric constraints.
 - Traffic Safety Systems: The Project evaluates roadside objects within the clear recovery zone, removes or makes yielding any fixed objects (except as noted), and incorporates new traffic safety devices according to length of need calculations, including metal guard railings, concrete barriers, and crash cushions. Additionally, the inclusion of dedicated turn pocket at a local business with direct access from the corridor will optimize operational efficiency and safety.
2. Intelligent Transportation Systems (ITS) and Wayfinding
 - Advanced ITS Installation: To enhance port-wide logistics, the Project will install a robust ITS network including traffic cameras, detectors, and signals. This includes overhead Changeable Message Signs (CMS) and Dynamic Lane Management Signs (DLMS). The Project proposes license-plate detection cameras at weigh-in-motion sensors (installed by others) to allow for potential enforcement of overweight vehicles, improving safety while protecting the life of the proposed pavement improvements.
 - Smart Infrastructure & Lighting: The corridor will be equipped with smart street lighting and upgraded wayfinding signage to improve nighttime visibility and motorist guidance.
3. Drainage and Water Quality Improvements:
 - Stormwater Management: New and enhanced drainage facilities to capture 100% of the 25-year storm event runoff to address specific hydrological needs of the improved roadway including adjustments to horizontal and vertical alignments. Specifically, new inlets will be constructed at the proposed shoulder and connected back to the existing drainage systems. New systems will be required to accommodate updated roadway conditions as a result of corrections to non-standard design features. The roadway hydrology is designed to current HDM standards (i.e. spread width) for the facility type and speed.
 - Water Quality Treatment: To achieve the highest water quality standards feasible, permanent treatment devices will be integrated along Harbor Scenic Drive. This includes the installation of bio-swales, mechanical treatment units, and hydrodynamic separators to manage and treat rainwater efficiently.
4. Landscape and Utility Modernization:
 - Sustainable Landscape Design: Existing landscape and irrigation systems will be updated to conform to the POLB Sustainable Design Manual. The Project will pursue Envision Certification for the Project with POLB Design Criteria Manual, POLB Sustainable Design Manual and Construction Guidelines, and Sustainable Landscape Palettes to ensure long-term environmental viability.
 - Utility Infrastructure: The scope also includes miscellaneous utility improvements and enhancements required to support the modernized corridor infrastructure, including a new POLB secure network fiber optic backbone.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project <i>(use Table 1 on instruction sheet)</i> Table 1 of Instruction Sheet: Intersection signalization, Roadway realignment, Reconfigure existing interchange FTIP Primary Program Code: CAR88-RAMPS-MODIFY/LANE ADDITIONS (The Project type of “CAR88-RAMPS-MODIFY/LANE ADDITIONS” is characterized by the Project component Roadway Reconstruction and Safety Engagement [see description, above] and is not expected to increase traffic capacity of the facility.)				
County Los Angeles County		Narrative Location/Route & Postmiles Harbor Scenic Drive from Interstate 710 (Postmile LA R5.54) to shipping terminals at the Port of Long Beach Caltrans Projects – EA# N/A		
Lead Agency: Port of Long Beach				
Contact Person Alan Sako		Phone# 213-542-6065	Fax#	Email asako@esassoc.com
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>
		<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>
			<input type="checkbox"/>	PS&E or Construction
				<input type="checkbox"/>
				<input type="checkbox"/>
Scheduled Date of Federal Action: 2026 (anticipated)				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/>		<input checked="" type="checkbox"/>	Section 326 – Categorical Exemption	<input type="checkbox"/>
				Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2024	2024	N/A	2027
End	2026	2026	N/A	2028
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The primary purpose of the Project is to restore the serviceable life of the roadway pavement to reduce maintenance efforts and resulting impacts to Port operations of the Harbor Scenic Drive corridor. The existing roadway pavement has exceeded its design life and deteriorated to the point where it has reached full structural failure, and regular maintenance is no longer sustainable. In addition, the roadway experiences heavy queuing during peak events within the Port, which often block access to off-peak areas, requiring manual traffic control to be performed by Harbor Patrol. The existing interchange configurations and intersection spacing cause driver confusion and increased potential for wrong-way movements. Furthermore, the existing drainage infrastructure has limited trash capture and no water quality treatment devices. The Project is necessary to reconstruct the southbound roadway and provide roadway improvements where feasible. The consolidation and reconfiguration of the Queensway bridge connector ramps is proposed to reduce driver confusion and minimize the potential for wrong-way movements. The Project will improve the driver experience for trucking operators, supply chain workers, waterfront visitors, and cruise passengers.				

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

The Project is located along Harbor Scenic Drive in Long Beach, California. The Project area includes Ocean Boulevard to the north, Harbor Plaza to the south, Queensway Drive, and the Los Angeles River to the east, and various railroad tracks, the POLB maintenance yard, oil fields, and Pico Boulevard to the west. Destinations in the POLB include port terminals, cruise terminals, hotels, and restaurants that generate a mix of freight and tourist activity. Under existing conditions, motorists experience traffic congestion due to high traffic volumes, especially during periods of peak terminal shipment activity and special events. Existing conditions are anticipated to continue in the opening year (2028) and future horizon year (2045) No-Build conditions, including the substantial volume of diesel trucks served by the Project area. Regarding Build conditions, the Project would result in a configuration of roadways and intersections and does not directly induce traffic growth in the Project area. Traffic growth in the Project area under the opening year (2028) and future horizon year conditions (2045) is only due to the increase in POLB operations and tourism, and not as a result of the Project.

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

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

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Harbor Scenic Drive is an existing arterial. Based on the Traffic Operations Analysis Report (2025, 2026 Supplement) prepared by STC Traffic, trucks account for approximately 74% of the traffic on Harbor Scenic Drive. Under the opening year (2028) No-Build conditions, as shown in Table 1, all intersections in the study area operate at a high level of service (LOS C or better) in the AM peak, the midday (MD) peak, and the PM peak (see Appendix A attached to the end of this form).

Table 1: Opening Year 2028 Without Project Facility AADT (No-Build Alternative)

Intersection ID	AADT	Truck %	Truck AADT	LOS ^c		
				AM	MD	PM
1. Harbor Plaza / NB Harbor Scenic Dr	14,202	73.83%	8,310	B	B	B
2. Harbor Plaza / SB Harbor Scenic Dr	30,311	73.83%	17,737	C	C	C
3. Harbor Plaza / Pico Ave - Pier G Ave	21,499	73.83%	12,581	B	B	C
4. Harbor Plaza / Harbor Scenic Dr Off Ramp ^a	12,006	73.83%	7,026	B/B	A/B	B/B
5. Harbor Plaza / Queens Way Ramp ^b	9,448	73.83%	5,528	B/A	B/A	B/A

NOTES:

- ^a For the purposes of this analysis, Intersection ID 4 includes intersection volumes of the Traffic Operations Analysis Report (TOAR), including the Technical Memorandum, dated April 20, 2026, for Opening Year 2028, Intersection ID 4 and 5. See the Project's TOAR, for more details.
- ^b For the purposes of this analysis, Intersection ID 5 includes intersection volumes of TOAR Intersection ID 6 and 7. See the Project's TOAR, for more details.
- ^c For the purposes of this analysis, the LOS analysis for Intersection ID 4 includes the intersection LOS of TOAR Intersection ID 4 and 5. For the purposes of this analysis, the LOS analysis for Intersection ID 5 includes intersection volumes of TOAR intersection 6 and 7. See the Project's TOAR, for more details.

Under the opening year (2028) Build conditions, all intersections in the study area operate at a high level of service (LOS C or better) in the AM peak, the MD peak, and the PM peak (see Appendix A attached to the end of this form). The Project does not directly induce traffic growth in the Project area. Traffic growth in the Project area under the opening year Build conditions is solely due to the increase in POLB operations and tourism, which would occur with or without the Project. Additionally, differences in AADT compared to the opening year No-Build and Build conditions are attributed to the reconfigurations and traffic diversions included as part of the Project.

Table 2: Opening Year 2028 With Project Facility AADT (Build Alternative)

Intersection ID	AADT	Truck %	Truck AADT	LOS		
				AM	MD	PM
1. Harbor Plaza / NB Harbor Scenic Dr	14,353	73.83%	8,399	B	B	B
2. Harbor Plaza / SB Harbor Scenic Dr	31,961	73.83%	18,703	C	C	C
3. Harbor Plaza / Pico Ave - Pier G Ave	23,967	73.83%	14,025	B	B	C
4. Harbor Plaza / Harbor Scenic Dr Off Ramp	12,536	73.83%	7,336	B	A	B
5. Harbor Plaza / Queens Way Ramp ^a	12,233	73.83%	7,159	C	C	C

NOTES:

- ^a For purposes of this analysis, Intersection ID 5 includes the consolidated traffic volumes of TOAR Intersection ID 5 and 7. See the TOAR and Technical Memorandum, dated April 20, 2026, for Opening Year 2028 for more details.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

Under the future horizon year (2045) No-Build conditions, all intersections in the study area operate at a high level of service (LOS C or better) in the AM peak, the MD peak, and the PM peak with the exception of Intersection ID 3 (Harbor Plaza / Pico Ave - Pier G Ave). As shown in Table 3, Intersection ID 3 is forecast to operate at LOS B during the AM peak, LOS C during the MD peak, and LOS D during the PM peak (see Appendix A attached to the end of this form). Traffic growth in the Project area under future horizon year No-Build conditions is solely due to increases in POLB operations and tourism.

Table 3: Horizon Year 2045 Without Project Facility AADT (No Build Alternative)

Intersection ID	AADT	Truck %	Truck AADT	LOS ^c		
				AM	MD	PM
1. Harbor Plaza / NB Harbor Scenic Dr	11,204	73.83%	6,556	B	B	B
2. Harbor Plaza / SB Harbor Scenic Dr	28,615	73.83%	16,745	C	C	C
3. Harbor Plaza / Pico Ave - Pier G Ave	28,010	73.83%	16,390	B	C	D
4. Harbor Plaza / Harbor Scenic Dr Off Ramp ^a	13,324	73.83%	7,796	B/B	B/B	B/C
5. Harbor Plaza / Queens Way Ramp ^b	12,264	73.83%	7,176	B/A	B/A	B/A

NOTES:

- ^a For the purposes of this analysis, Intersection ID 4 includes intersection volumes of the Traffic Operations Analysis Report (TOAR), including the Technical Memorandum, dated April 20, 2026, for Opening Year 2028, Intersection ID 4 and 5. See the Project's TOAR, for more details.
- ^b For the purposes of this analysis, Intersection ID 5 includes intersection volumes of TOAR Intersection ID 6 and 7. See the Project's TOAR, for more details.
- ^c For the purposes of this analysis, the LOS analysis for Intersection ID 4 includes the intersection LOS of TOAR Intersection ID 4 and 5. For the purposes of this analysis, the LOS analysis for Intersection ID 5 includes intersection volumes of TOAR intersection 6 and 7. See the Project's TOAR, for more details.

Under the future horizon year (2045) Build conditions, all intersections in the study area operate at a high level of service (LOS C or better) in the AM peak, the MD peak, and the PM peak with the exception of Intersection ID 3 (Harbor Plaza / Pico Ave - Pier G Ave) and Intersection ID 5 (Harbor Plaza / Queens Way Ramp). As shown in Table 4, Intersection ID 3 is forecast to operate at LOS C during the AM peak, LOS C during the MD peak, and LOS E during the PM peak. Intersection ID 5 is forecast to operate at LOS C during the AM peak, LOS C during the MD peak, and LOS D during the PM peak (see Appendix A attached to the end of this form). The Project does not directly induce traffic growth in the Project area. Traffic growth in the Project area under the future horizon year Build conditions is solely due to the increase in POLB operations and tourism, which would occur with or without the Project. Additionally, differences in AADT compared to the future horizon year No-Build and Build conditions are attributed to the reconfigurations and traffic diversions included as part of the Project.

Table 4: Horizon Year 2045 With Project Facility AADT (Build Alternative)

Intersection ID	AADT	Truck %	Truck AADT	LOS		
				AM	MD	PM
1. Harbor Plaza / NB Harbor Scenic Dr	11,204	73.83%	6,556	B	B	B
2. Harbor Plaza / SB Harbor Scenic Dr	30,886	73.83%	18,074	C	C	C
3. Harbor Plaza / Pico Ave - Pier G Ave	29,675	73.83%	17,365	C	C	E
4. Harbor Plaza / Harbor Scenic Dr Off Ramp	13,929	73.83%	8,151	B	B	B
5. Harbor Plaza / Queens Way Ramp ^a	13,626	73.83%	7,974	C	C	D

NOTE:

^a For purposes of this analysis, Intersection ID 5 includes the consolidated traffic volumes of TOAR Intersection ID 5 and 7. See the TOAR and Technical Memorandum, dated April 20, 2026, for Opening Year 2028 for more details.

At Intersection ID 3 (Harbor Plaza / Pico Ave - Pier G Ave), excess queuing is a result of diverted traffic due to the following changes:

- ITST exit gate relocation (Horizon Year 2045 Without and With Project condition)
- Pico Avenue Southbound On-Ramp removal (Horizon Year 2045 With Project condition)

To improve operations, improvements are recommended at the following intersections:

Harbor Plaza/ Pico Avenue-Pier G Avenue

- Install a second southbound left turn lane.
- Modify the traffic signal to provide protected left turn phases for the north/south approaches.
- On the westbound approach restripe the through/right turn shared lane to a right turn only lane.
- Modify signal to provide a right turn overlap phasing.

Under the future horizon year (2045) Build conditions with recommended improvements, Intersection ID 3 is forecast to operate at LOS B during the AM peak, LOS B during the MD peak, and LOS D during the PM peak. The LOS would be the same as the future horizon year (2045) No-Build conditions for the AM peak and PM peak, and would improve the MD peak from LOS C to LOS B.

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

Under the opening year (2028) Build conditions, all intersections in the study area operate at a high level of service (LOS C or better) in the AM peak, the MD peak, and the PM peak.

Under the future horizon year (2045) Build conditions, with the recommended improvements, all intersections are forecast to operate at a LOS C or better during all peak hours except for Intersection ID 3 (Harbor Plaza / Pico Ave - Pier G Ave) and Intersection ID 5 (Harbor Plaza / Queens Way Ramp).

For Intersection ID 3, the recommended improvements are forecasted to result in the same LOS as the future horizon year (2045) No-Build conditions for the AM peak and PM peak, and would improve the MD peak from LOS C to LOS B.

For intersection ID 5, the Project would result in a forecasted operation as an LOS D during the PM peak under the future horizon year (2045) Build conditions, compared to an LOS B/A under the opening year (2028) No-Build and future horizon year (2045) No-Build conditions. The decrease in LOS can be attributed to the reconfigurations and traffic diversions included as part of the Project, necessary to reduce driver confusion and minimize the potential for wrong-way movements. However, the Project does not directly induce traffic growth in the Project area; Traffic growth, especially diesel vehicles, in the Project area under the horizon year Build conditions is solely due to the increase in POLB operations and tourism, which would occur with or without the Project.

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

EPA's 2006 final transportation conformity rule (40 CFR 51.390 and Part 93) that addresses local air quality impacts in PM10 and PM2.5 nonattainment and maintenance areas specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM2.5 or PM10 hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified by the PM10/PM2.5 SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below:

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
2. Projects affecting intersections that are at level-of-service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The Project is not considered a project of air quality concern (POAQC) for PM10 and/or PM2.5 because it meets the definition of a POAQC as defined in EPA's Transportation Conformity Guidance.

1. The Project is not a new or expanded highway project that has a significant increase in the number of diesel vehicles. The Project is proposing to reconstruct pavement, realign the roadway, and upgrade utilities and highway lighting to enhance safety and improve traffic operations. It will also add changeable message signs and dynamic lane management signs, turn pockets and ramp configurations, while implementing advanced Intelligent Transportation System (ITS) technologies to allow for continuous congestion management. These improvements will reduce delays, alleviate bottlenecks to strengthen the Port's transportation network, and upgrade highway lighting and utilities to improve safety and traffic flow. The Project would not directly have an impact on the number of diesel vehicles in the area.
2. Under the opening year (2028) Build conditions, all intersections in the study area operate at a high level of service (LOS C or better) in the AM peak, the MD peak, and the PM peak. Under the future horizon year (2045) Build conditions, all intersections are forecast to operate at a LOS C or better during all peak hours except for Intersection ID 3 (Harbor Plaza / Pico Ave - Pier G Ave), which is forecast to operate at LOS E during the PM peak hour. At Harbor Plaza/ Pico Avenue - Pier G Avenue intersection, the excess queuing is a result of diverted traffic due to the following changes:

- ITST exit gate relocation (Horizon Year 2045 Without and With Project condition)
- Pico Avenue Southbound On-Ramp removal (Horizon Year 2045 With Project condition)

To improve operations, improvements are recommended at the following intersections:

Harbor Plaza/ Pico Avenue-Pier G Avenue

- Install a second southbound left turn lane.
- Modify the traffic signal to provide protected left turn phases for the north/south approaches.
- On the westbound approach restripe the through/right turn shared lane to a right turn only lane.
- Modify signal to provide a right turn overlap phasing.

Under the future horizon year (2045) Build conditions with recommended improvements, Intersection ID 3 is forecast to operate at LOS B during the AM peak, LOS B during the MD peak, and LOS D during the PM peak. The LOS would be the same as the future horizon year (2045) No-Build conditions for the AM peak and PM peak, and would improve the MD peak from LOS C to LOS B.

For intersection ID 5, the Project would result in a forecasted operation as an LOS D during the PM peak under the future horizon year (2045) Build conditions, compared to an LOS B/A under the opening year (2028) No-Build and future horizon year (2045) No-Build conditions. The decrease in LOS can be attributed to the reconfigurations and traffic diversions included as part of the Project, necessary to reduce driver confusion and minimize the potential for wrong-way movements. However, the Project does not directly induce traffic growth in the Project area. Traffic growth, especially diesel vehicles, in the Project area under the horizon year Build conditions is solely due to the increase in POLB operations and tourism, which would occur with or without the Project. Thus, the Project does not increase traffic volumes from a significant number of diesel vehicles.

With the recommended improvements, the future horizon year (2045) Build conditions for intersection ID 3 would result in no change of LOS compared to the future horizon year (2045) No-Build conditions for the PM peak of LOS D. As such, the proposed project would not result in a change of LOS D to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles. Although intersection ID 5 would result in a LOS D for the future horizon year (2045) Build conditions for the PM peak, as explained previously, the Project does not directly induce traffic growth in the Project area, especially diesel traffic. Traffic growth, especially diesel vehicles, in the Project area under the horizon year Build conditions is solely due to the increase in POLB operations and tourism, which would occur with or without the Project. The Project is necessary to reduce driver confusion and minimize the potential for wrong-way movements. Thus, the Project does not increase traffic volumes from a significant number of diesel vehicles.

3. The Project does not include the construction of a new bus or rail terminal.
4. The Project does not expand an existing bus or rail terminal.
5. The Project is not in or affecting locations, areas, or categories of sites that are identified in the PM10 and PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The traffic volumes presented for the Build Alternative demonstrate that the Project meets the CAA transportation requirements and 40 CFR 93.116. As discussed above, the Project does not directly induce traffic growth in the Project area. Traffic growth, especially diesel vehicles, in the Project area under the horizon year Build conditions is solely due to the increase in POLB operations and tourism, which would occur with or without the Project. The Project is not considered a POAQC, as defined by 40 CFR93.123(b)(1). Therefore, a quantitative analysis is not required and is discussed above. As such, the proposed Build Alternative would not create a new, or worsen an existing, PM10 or PM2.5 violation.

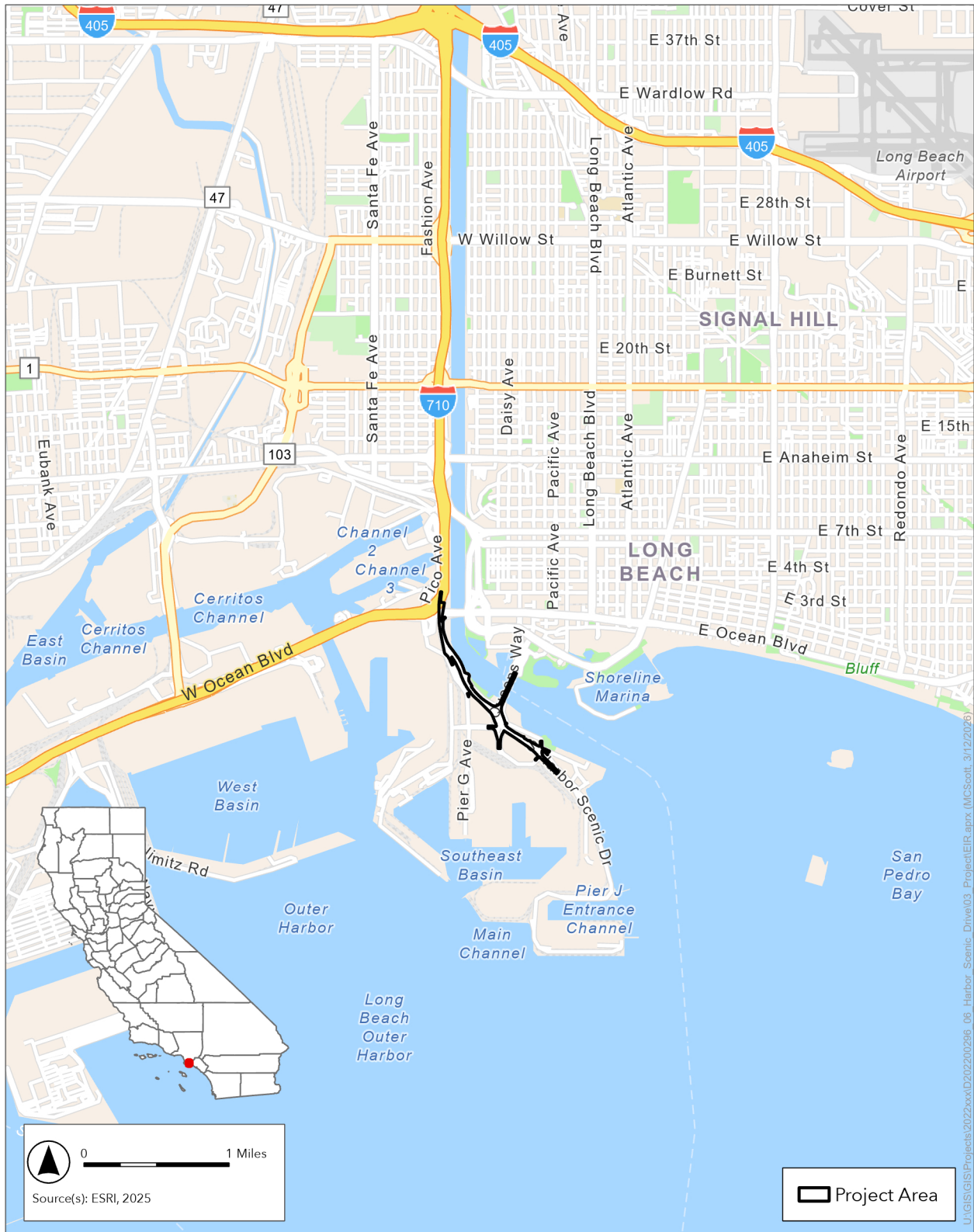


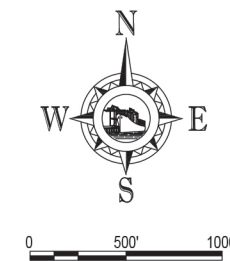
Figure 1
Project Region





GENERAL NOTES:

1. REALIGN HARBOR SCENIC DR TO INCORPORATE STANDARD SHOULDER WIDTHS.
2. REPLACE EXISTING ROADWAY PAVEMENT STRUCTURAL SECTION. SEE ROADWAY PLANS FOR LIMITS.
3. SLURRY SEAL EXISTING ROADWAY PAVEMENT ALONG NB HARBOR SCENIC DR. SEE ROADWAY PLANS FOR LIMITS.
4. CONSOLIDATE AND RECONFIGURE EXISTING RAMPs AT HARBOR PLAZA TO REDUCE ROADWAY REDUNDANCY AND POTENTIAL FOR WRONG-WAY MOVEMENTS AND REDUCE DRIVER CONFUSION.
5. INSTALL IMPROVED STRIPING, HIGHWAY LIGHTING, TRAFFIC SIGNAGE, AND WAY-FINDING SIGNAGE.
6. INSTALL INTELLIGENT TRANSPORTATION SYSTEM (ITS) ELEMENTS INCLUDING DYNAMIC LANE-ASSIGNMENT SIGN BOARDS, CHANGEABLE MESSAGE SIGNS, TRAFFIC MONITORING, AND ACCOMPANYING COMMUNICATION SYSTEM.
7. INSTALL NEW AND ENHANCE EXISTING DRAINAGE FACILITIES TO CAPTURE 100 Pct OF THE 25-Yr EVENT RUNOFF FOR CONDITIONS CREATED BY PROPOSED ROADWAY.
8. INSTALL PERMANENT WATER QUALITY TREATMENT DEVICES SUCH AS BIO-SWALES, MECHANICAL TREATMENT, AND CATCH BASIN INLET/PIPE SCREENS TO MEET POLB WATER QUALITY STANDARDS.
9. MODIFY AND UPDATE LANDSCAPE TO MEET CURRENT POLB LANDSCAPE PALLET AND MAINTENANCE STANDARDS.



SOURCE: Moffatt & Nichol, 2026

Figure 2
Project Site Plan

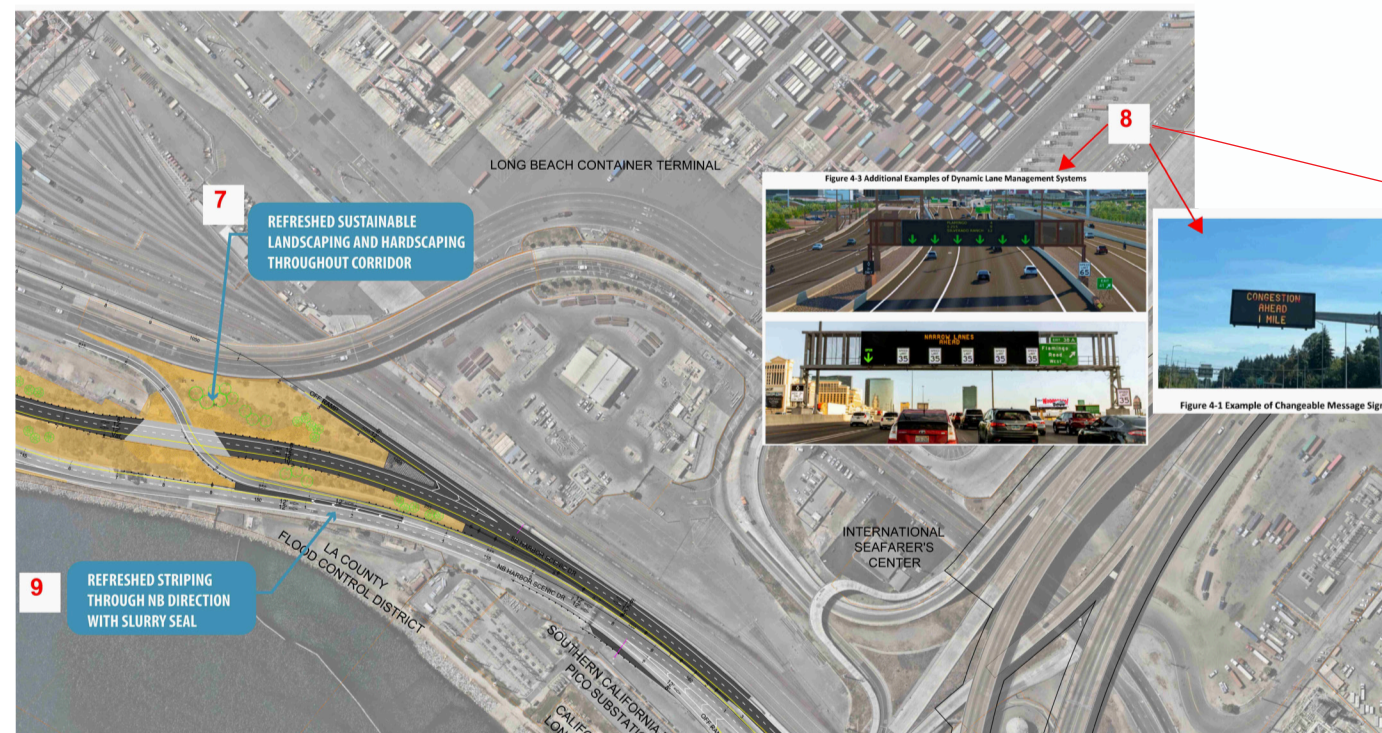


2022102022002296.06 - Harbor Scenic Drive Calltrans PES-Tech Studies/05 Graphics-GIS-Modeling-USE AZURE/Illustrator

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MAP CONTINUES BELOW



-  PROPOSED PAVEMENT
-  PROPERTY BOUNDARY
-  LANDSCAPING/HARDSCAPING
-  REMOVE ROADWAY
-  NEW OVERHEAD SIGN



SOURCE: Moffatt & Nichol, 2026

Figure 3
Project Overview Map



Appendix A



**Table 4-6: Intersection LOS Analysis Summary**

ID	Intersection	Control	Existing Year 2024						Horizon Year 2045 Without Project						Horizon Year 2045 With Project					
			AM		MD		PM		AM		MD		PM		AM		MD		PM	
			D	L	D	L	D	L	D	L	D	L	D	L	D	L	D	L	D	L
1	Harbor Plaza / NB Harbor Scenic Dr 1	Signal	12.4	B	14.6	B	15.8	B	15.6	B	15.3	B	16.7	B	17.4	B	16.0	B	17.4	B
2	Harbor Plaza / SB Harbor Scenic Dr 1	Signal	23.9	C	23.1	C	24.1	C	27.4	C	26.6	C	31.2	C	29.3	C	28.0	C	31.5	C
3	Harbor Plaza / Pico Ave - Pier G Ave	Signal	15.4	B	15.0	B	22.3	C	17.2	B	20.1	C	52.8	D	23.7	C	33.5	C	79.9	E
4	Harbor Plaza / Harbor Scenic Dr SB Off-Ramp 1	SSS	9.9	A	9.8	A	10.8	B	10.2	B	10.1	B	11.3	B	10.2	B	10.1	B	11.3	B
5	Harbor Plaza / Queens Way SB Ramp	SSS	12.8	B	13.1	B	14.3	B	13.6	B	14.3	B	15.8	C	17.0	C	21.5	C	25.4	D
6	Harbor Plaza / Harbor Scenic Dr SB Off-Ramp 2	SSS	11.9	B	11.6	B	13.7	B	12.4	B	12.4	B	14.9	B	Removed					
7	Harbor Plaza / Queens Way NB Ramp	Yield	7.8	A	7.9	A	9.3	A	7.9	A	8.0	A	9.7	A	Consolidated with intersection #5					

D – Delay (Seconds), L – Level of Service, SSS – Side Street Stop

¹ - HCM 2000 methodology results reported. HCM 6th Edition does not support clustered intersections/ common traffic signal controller.

Unacceptable condition indicated in **Bold**.

**Table 1: Intersection LOS Analysis Summary**

ID	Intersection	Control	Opening Year 2028 Without Project						Opening Year 2028 With Project					
			AM		MD		PM		AM		MD		PM	
			D	L	D	L	D	L	D	L	D	L	D	L
1	Harbor Plaza / NB Harbor Scenic Dr ¹	Signal	13.2	B	15.9	B	16.3	B	14.8	B	17.0	B	17.3	B
2	Harbor Plaza / SB Harbor Scenic Dr ¹	Signal	24.4	C	23.9	C	24.6	C	26.8	C	25.8	C	26.4	C
3	Harbor Plaza / Pico Ave - Pier G Ave	Signal	15.6	B	15.2	B	23.1	C	16.7	B	17.2	B	27.5	C
4	Harbor Plaza / Harbor Scenic Dr SB Off-Ramp 1	SSS	10.0	B	9.9	A	10.8	B	10.0	B	9.9	A	10.8	B
5	Harbor Plaza / Queens Way SB Ramp	SSS	13.0	B	13.2	B	14.5	B	15.2	C	17.8	C	20.4	C
6	Harbor Plaza / Harbor Scenic Dr SB Off-Ramp 2	SSS	12.0	B	11.7	B	13.8	B	Removed					
7	Harbor Plaza / Queens Way NB Ramp	Yield	7.8	A	7.9	A	9.4	A	Consolidated with intersection #5					

D – Delay (Seconds), L – Level of Service, SSS – Side Street Stop

¹ – HCM 2000 methodology results reported. HCM 6th Edition does not support clustered intersections/ common traffic signal controller.

INTID	Length (mi)	Length (mi)	Existing 2024									
	Existing	Future	Int Volume AM	Int Volume MD	Int Volume PM	Max PCE/hr	AADT	Truck AADT	Annual VMT	Trucks	Non-Truck Vehicles/hr	
1	0.25	0.25	756	917	891	917	13,884	8,124	1,266,892	339	239.98	578
2	0.28	0.28	1888	1965	1743	1,965	29,751	17,409	3,040,541	725	514.24	1,240
3	0.38	0.38	1268	1392	1279	1,392	21,075	12,333	2,923,163	514	364.29	878
4	0.2	0.2	635	665	779	779	11,794	6,902	860,989	288	203.86	491
5	0.15	0.15	516	573	709	709	10,735	6,281	587,716	262	185.55	447

	AM/MD/PM	
	Truck	Non-Truck
1	73.8%	26.2%
2	73.8%	26.2%
3	73.8%	26.2%
4	73.8%	26.2%
5	73.8%	26.2%
6	73.8%	26.2%
7	73.8%	26.2%

Base Year	Horizon Year	GF	Existing 2024
2024	2045		21
	Growth / Year		0.40%
	Total Growth		8.40%

Existing AM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	1	47	3	0	0	0	675	20	0	0	3	7
2	205	0	663	14	787	15	0	18	182	2	2	0
3	0	140	40	153	89	375	8	5	105	19	65	269
4					214							118
5		184								83		
6										9		
7		184	17	21	285							

Ramp Removal Diverted Volume

36 Pico Ave SB On Ramp to HSD	SB HSD to Harbor Plaza Off Ramp 2 (WB LT)
150	20

2028 AM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	2	48	4	0	0	0	686	22	0	0	4	8
2	209	0	674	15	800	16	0	19	185	3	3	0
3	0	143	41	156	91	381	9	6	107	20	67	274
4					218							120
5		187								85		37
6										10		
7		187	18	23	290							

ITST Diverted Volume

	220
--	-----

2028+P AM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	2	48	4	0	0	0	686	22	0	0	4	18
2	209	0	674	20	800	34	0	24	320	3	3	0
3	0	143	41	291	91	381	9	6	107	20	67	274
4	0	224	0	0	353	0	0	0	0	0	0	120
5 (Formerly 5 and 7)	0	187	18	22	331	0	0	0	0	85	0	37

2045 AM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	10	60	10	0	0	0	520	30	0	0	10	10
2	230	0	500	20	860	40	0	20	350	10	10	0
3	0	380	50	320	100	410	10	10	120	30	80	300
4					240							130
5		210								90		40
6										10		
7		200	20	30	310							

2045+P AM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	10	60	10	0	0	0	520	30	0	0	10	10
2	230	0	500	20	860	40	0	20	350	10	10	0
3	0	380	50	320	100	410	10	10	120	30	80	300
4	0	240	0	0	390	0	0	0	0	0	0	130
5 (Formerly 5 and 7)	0	200	20	30	360	0	0	0	0	90	0	40

Base Year	Horizon Year	GF	Existing 2024
2024	2045		21
	Growth / Year		0.40%
	Total Growth		8.40%

Existing MD

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1		1	67	2				784	18			6	39
2	184			752	20	790	21		30	161	5	2	
3	8	202	45	197	58	358	17	7	186	16	58	240	
4					242							89	
5		170									114		
6		0									2		
7		170	43	55	303								

Ramp Removal Diverted Volume

50 Pico Ave SB On Ramp SB HSD to Harbor Plaza Off Ramp 2 (WB LT)

110 10

ITST Diverted Volume

290

2028 MD

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1		2	69	3				797	20			7	40
2	187			765	21	803	22		31	164	6	3	
3	9	206	46	201	59	364	18	8	189	17	59	244	
4					246							91	
5		173									116		51
6		0									3		
7		173	44	57	308								

2028+P MD

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1		2	69	3	0	0	0	797	20	0	0	7	50
2	187	0	765	21	803	29	0	35	262	6	3	0	
3	9	206	46	201	59	364	18	8	189	17	59	244	
4	0	224	0		344	0	0	0	0	0	0	91	
5	0	173	44	56	288	0	0	0	0	0	116	0	51

2045 MD

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1		10	80	10	0	0	0	560	20	0	0	10	50
2	200	0	530	30	860	30	0	40	180	10	10	0	
3	10	510	50	220	70	390	20	10	210	20	70	270	
4					270							100	
5		190									130		60
6											10		
7		190	50	60	350								

2045+P MD

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1		10	80	10	0	0	0	560	20	0	0	10	50
2	200	0	530	30	860	40	0	40	290	10	10	0	
3	10	510	50	220	70	390	20	10	210	20	70	270	
4	0	250	0		380	0	0	0	0	0	0	100	
5	0	190	50	60	320	0	0	0	0	0	130	0	60

Base Year	Horizon Year	GF	Existing 2024
2024	2045		21
	Growth / Year		0.40%
	Total Growth		8.40%

Existing PM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	0	76	7				744	29			5	30
2	289		743	10	493	13		20	170	2	3	
3	2	103	56	142	119	177	137	38	2	21	32	450
4					250							125
5		353									31	
6											1	
7		353	73	105	177							

Ramp Removal Diverted Volume
 20 Pico Ave SB On Ramp SB HSD to Harbor Plaza Off Ramp 2 (WB LT)
 80 20

ITST Diverted Volume
 360

2028 PM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	1	78	8				757	30			6	31
2	294		755	11	501	14		21	173	3	4	
3	3	105	57	145	121	180	140	39	3	22	33	458
4					254							127
5		359									32	21
6											2	
7		259	75	108	180							

2028+P PM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	1	78	8	0	0	0	757	30	0	0	6	41
2	294	0	757	15	501	25	0	25	240	3	4	0
3	3	105	57	212	121	180	140	39	3	22	33	458
4	0	380	0	0	321	0	0	0	0	0	0	127
5	0	359	75	107	214	0	0	0	0	32	0	21

2045 PM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	10	90	10	0	0	0	450	40	0	0	10	40
2	320	0	450	20	540	20	0	30	190	10	10	0
3	10	480	70	160	130	200	150	50	10	30	40	490
4					280							140
5		390									40	30
6											10	
7		390	80	120	210							

2045+P PM

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	10	90	10	0	0	0	450	40	0	0	10	40
2	320	0	450	20	540	40	0	30	270	10	10	0
3	10	480	70	240	130	200	150	50	10	30	40	490
4	0	420	0	0	360	0	0	0	0	0	0	140
5	0	390	80	120	240	0	0	0	0	40	0	30