# 4.15 Traffic and Transportation

This section describes the environmental and regulatory setting and discusses impacts associated with the construction and operation of the proposed project with respect to traffic and transportation. Information regarding the existing roadway system and transportation infrastructure was obtained from the following sources: highway maps, route alignment maps, the PEA, and other maps from various reports and websites of the affected State and local agencies. Roadway capacities and operating criteria were obtained from general plans, traffic departments, and or public works departments of the affected agencies. Lane information was obtained from aerial photographs, local government agencies, and public maps.

## 4.15.1 Environmental Setting

### 4.15.1.1 Existing Roadway Network

The proposed project is located primarily in rural areas of Santa Barbara and Ventura counties with limited transportation infrastructure. The roadway network in the study area affected by construction and operational traffic is comprised of interstate highway U.S. 101, state highways, and local roads within unincorporated Ventura County and Santa Barbara County and in the cities of Ventura and Carpinteria.

Figure 4.15-1(a-e) depicts highways and local roadways in the proposed project area.

#### Highways

A description of the highways in the proposed project area is provided below.

**Interstate U.S. 101.** U.S. 101 runs north and south along the Pacific Coast. U.S. 101 does not intersect with the project components but serves as a primary link between the Santa Barbara County, Ventura County, and Los Angeles County to the south. In addition, Interstate 101 also provides a link between the City of Ventura (San Buenaventura) and the City of Carpinteria. As the busiest freeway within Ventura County, U.S. 101 is a four to six lane highway from the intersection with State Route (SR) 33 into Santa Barbara County (Ventura County Transportation Commission 2009).

**State Route 33.** SR-33 runs north and south from the intersection with U.S. 101 in the City of Ventura to Ojai, the Los Padres National Forest, and the Santa Barbara County Line in the north. Segment 1 crosses SR-33 as it enters the Casitas Substation which is located along SR-33 approximately 0.7 miles north of the Casitas Vista Road intersection. SR-33 is a four lane freeway, two lanes in either direction, from the intersection with U.S. 101 to Casitas Vista Road and becomes a two lane non-freeway segment as the road runs north past the Casitas Substation towards the City of Ojai (Ventura County Transportation Commission 2009).

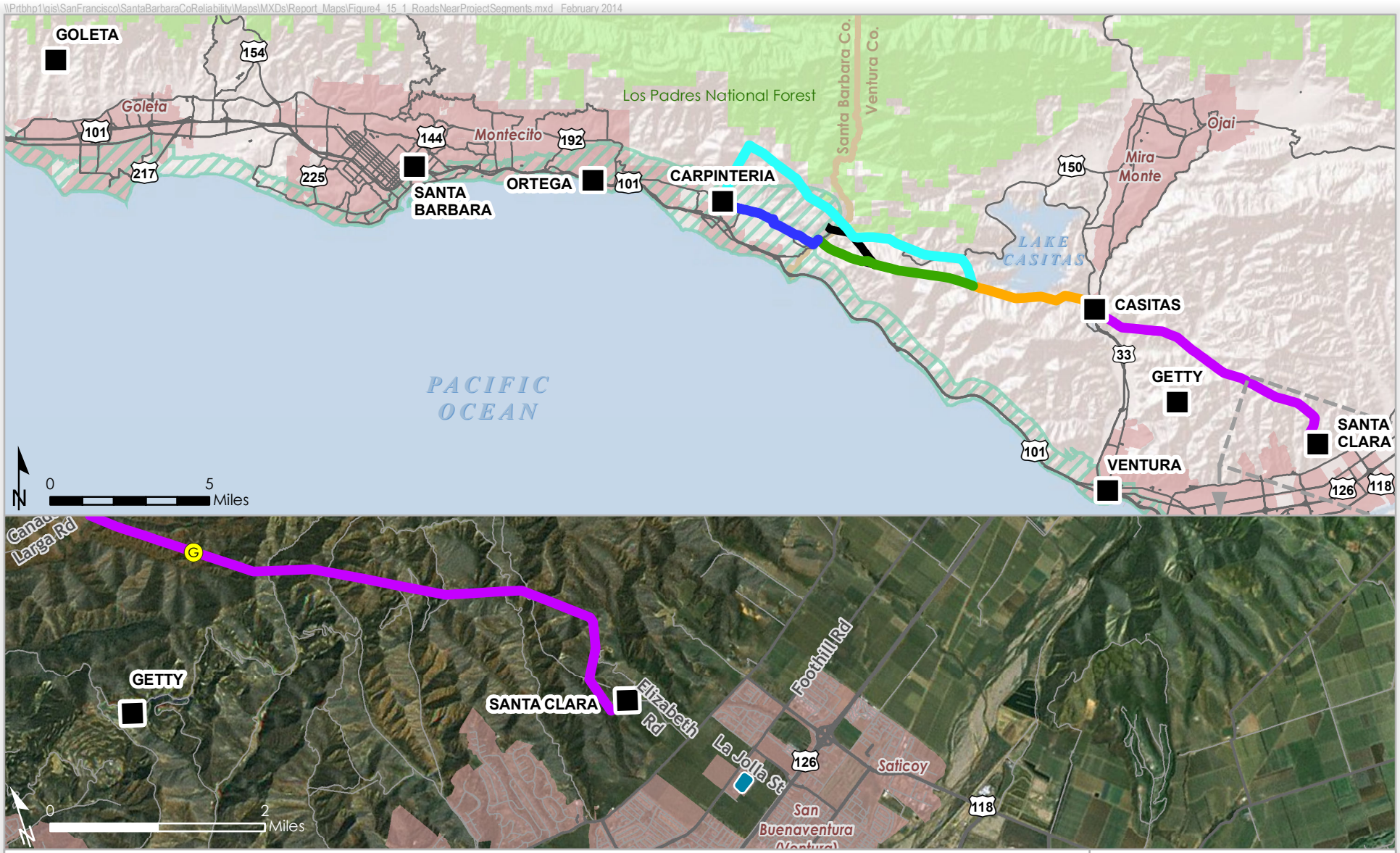


**Figure 4.15-1a**
**Local Roads and Highways in the Vicinity of the Proposed Project**

Santa Barbara County Reliability Project
Santa Barbara and Ventura Counties California

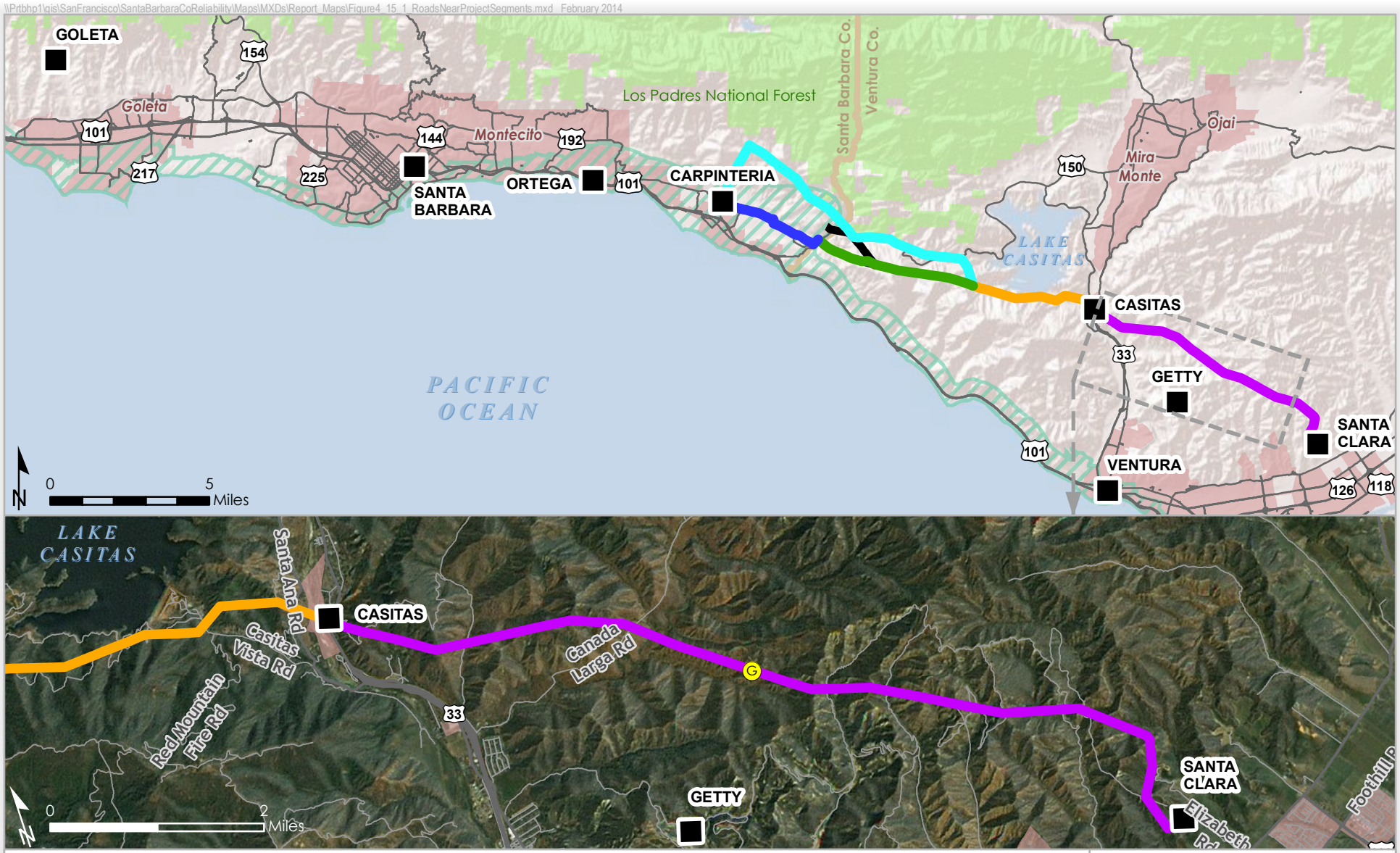


**Figure 4.15-1b**
**Local Roads and Highways in the Vicinity of the Proposed Project**

Santa Barbara County Reliability Project
Santa Barbara and Ventura Counties California

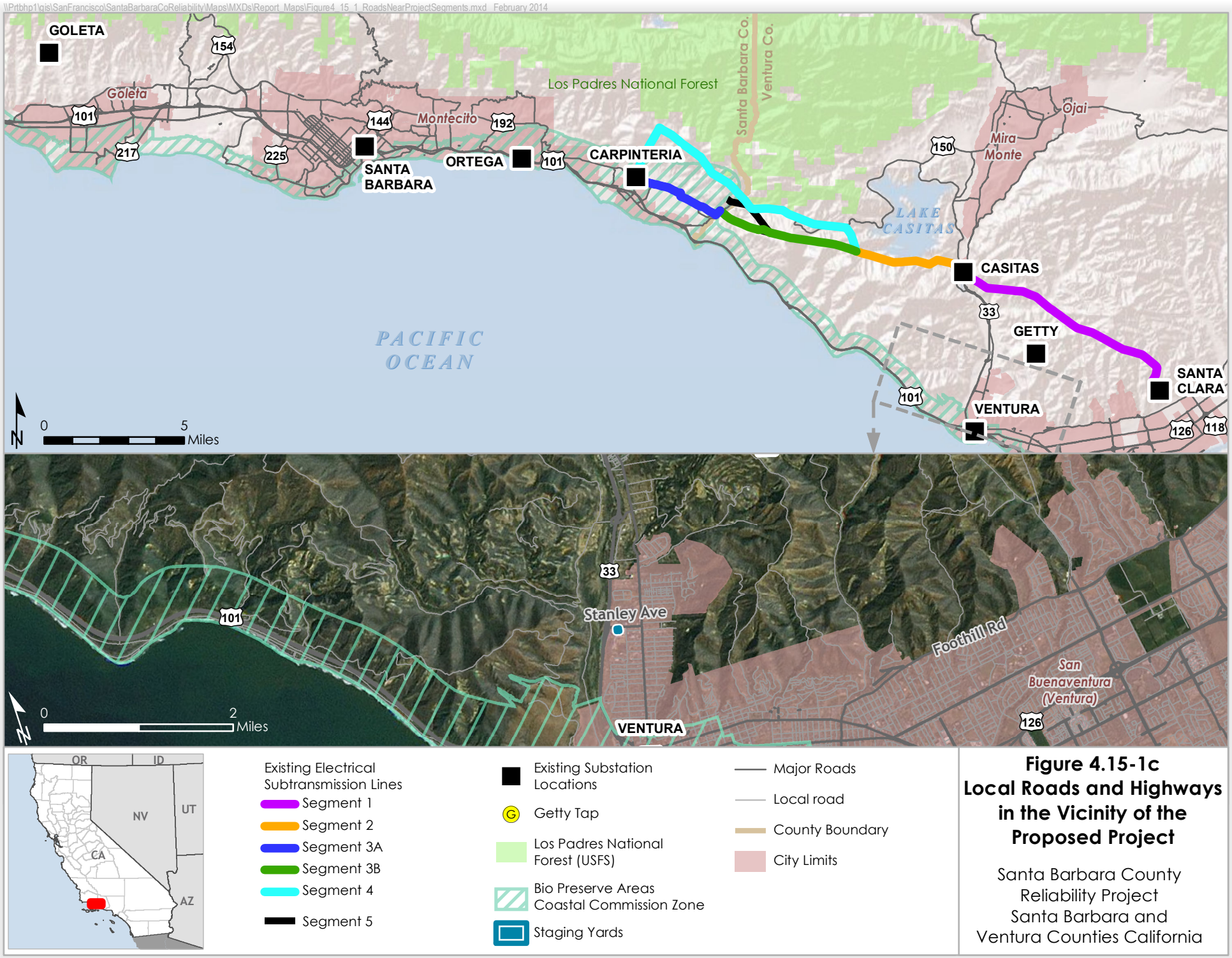


**Figure 4.15-1c**
**Local Roads and Highways in the Vicinity of the Proposed Project**

Santa Barbara County Reliability Project
Santa Barbara and Ventura Counties California

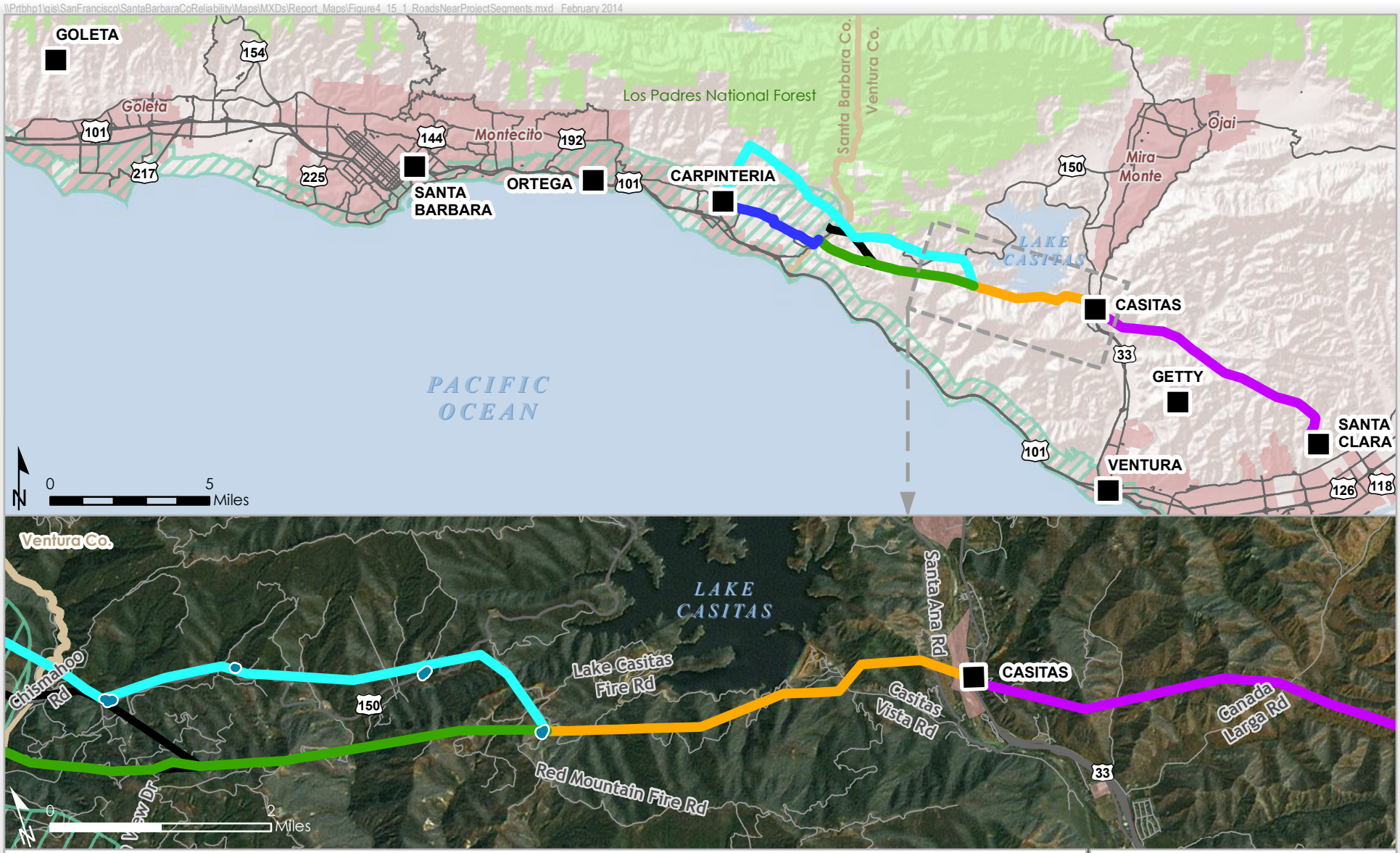


**Figure 4.15-1d**
**Local Roads and Highways in the Vicinity of the Proposed Project**

Santa Barbara County Reliability Project
Santa Barbara and Ventura Counties California

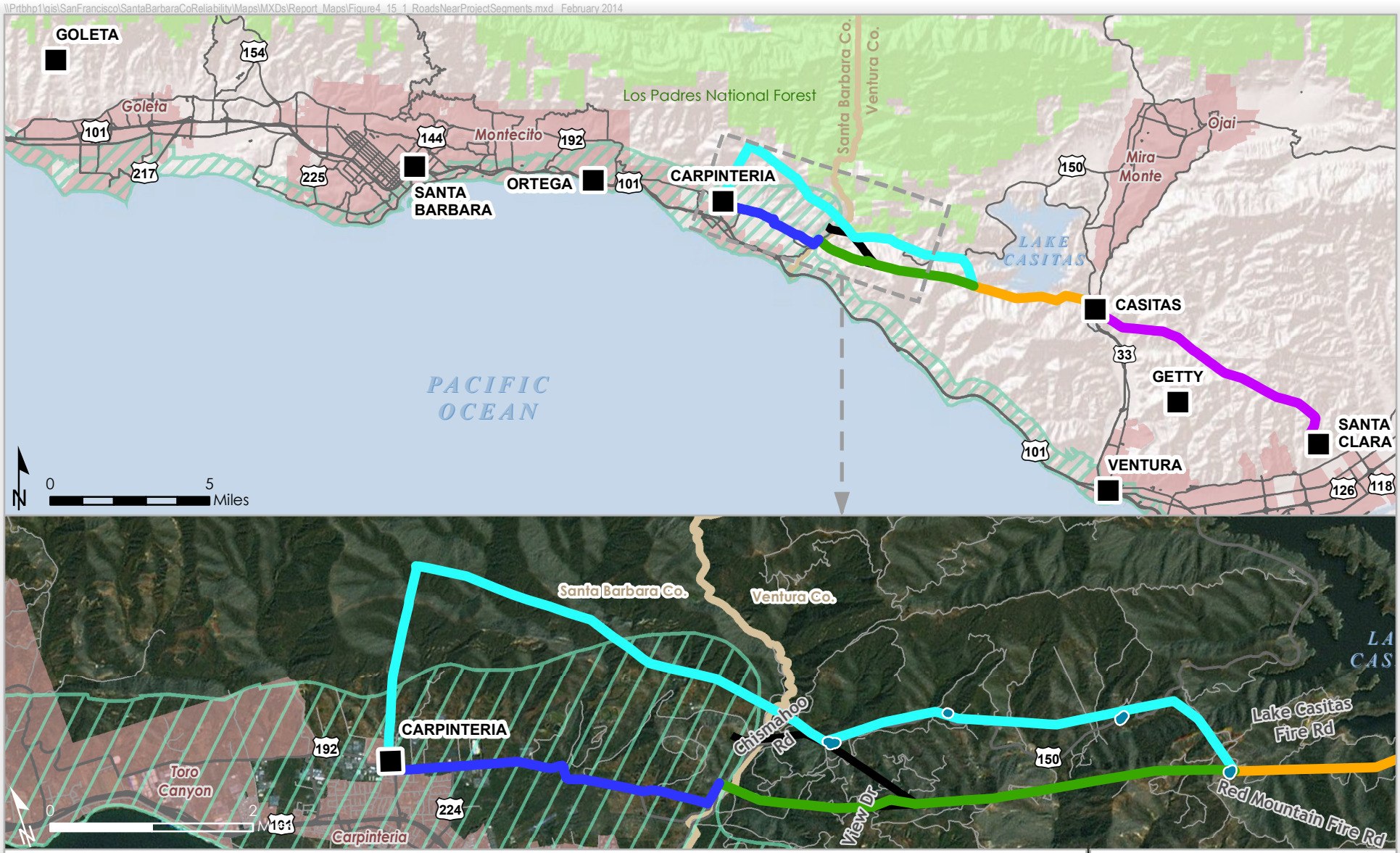


**Figure 4.15-1e**
**Local Roads and Highways in the Vicinity of the Proposed Project**

Santa Barbara County Reliability Project
Santa Barbara and Ventura Counties California

**State Route 118.** SR-118 runs in an east/west direction from the community of Saticoy through Somis and the City of Moorpark to the Los Angeles County Line. The southern terminus of the proposed project, where Segment 1 intersects with the Santa Clara Substation, is located approximately 1.8 miles northwest of the intersection of SR-118 with SR-126. SR-118 is primarily a two lane (non-freeway) highway between SR-126 to SR-23 and widens to a six to eight lane freeway to the Los Angeles County Line (Ventura County Transportation Commission 2009).

**State Route 126.** SR-126 runs east from the intersection with U.S. 101 in the City of Ventura (San Buenaventura) through the Cities of Santa Paula and Fillmore to the Los Angeles County Line. The southern terminus of the proposed project, where Segment 1 intersects with the Santa Clara Substation, is located approximately 1.8 miles northwest of the intersection of SR-126 with SR-118. SR-126 is a four lane freeway from U.S. 101 through the City of Santa Paula and becomes a four lane (non-freeway highway) as it continues further east (Ventura County Transportation Commission 2009).

**State Route 150.** SR-150 runs primarily in an east/west direction from U.S. 101 in Santa Barbara County in the west to the Cities of Ojai and Santa Paula in Ventura County in the east. Segment 3B crosses SR-150 as it connects with Segment 3A approximately 0.1 miles northeast of the intersection with SR-192 in Santa Barbara County. This section of SR-150 is a two lane road that connects with U.S. 101 to the southwest. Segment 4 runs adjacent to SR-150 and crosses the road nine times within Ventura County. This section of SR-150 is a two lane rural road that winds through the mountains towards Lake Casitas and the City of Ojai (Ventura County Transportation Commission 2009).

**State Route 192.** SR-192, also known as Casitas Pass Road in the proposed project area, runs primarily in an east/west direction in Santa Barbara County from SR-154 in the west to SR-150 in the east. SR-192 runs parallel to U.S. 101 along the coastal shelf foothills and provides access to residential and agricultural areas north of the City of Carpinteria. The Carpinteria Substation is located just north of the of Linden Avenue intersection with SR-192. Segment 3A is located along SR-192 from the Carpinteria Substation to the intersection of Shepard Mesa Drive. Segment 3A crosses SR-192 at the intersections of Route 224 in the City of Carpinteria, Lillington Canyon Road, and Shepard Mesa Drive. SR-192 is a two lane rural highway (City of Carpinteria 2003).

### Local Roadways

In addition to the highways described above, the local roads that are located adjacent to or crossed by project components are listed in Table 4-15-1.

**Table 4.15-1 Local Roadways Located in Proximity to the Proposed Project**

| Roadway | Adjacent Project Component | County |
|---|---|---|
| Linden Avenue | Segment 3A and 4 | Santa Barbara County |
| Shepard Mesa Drive | Segment 3A | Santa Barbara County |
| Lillingston Canyon Road | Segment 4 | Santa Barbara County |
| Cate Mesa Road | Segment 4 | Santa Barbara County |
| Gobernador Canyon Road | Segment 4 | Santa Barbara County |
| Chismahoo Road | Segment 4 | Ventura County |
| Rameli Ranch Road | Segment 4 | Ventura County |
| Ocean View Drive | Segment 3B | Ventura County |
| Red Mountain Fire Road | Segment 2, 3B, 4 (the "Y" intersection) | Ventura County |
| Lake Casitas Fire Road | Segment 2 | Ventura County |

**Table 4.15-1 Local Roadways Located in Proximity to the Proposed Project**

| Roadway | Adjacent Project Component | County |
|---|---|---|
| Casitas Vista Road | Segment 2 | Ventura County |
| Santa Ana Road | Segment 2 | Ventura County |
| Canada Larga Road | Segment 1 | Ventura County |
| Elizabeth Road | Santa Clara Substation | Ventura County |
| Foothill Road | Segment 1 | Ventura County |
| W. Stanley Ave. | Staging Yard 1 | Ventura County |
| La Jolla Street/Telegraph Road | Staging Yard 5 | Ventura County |

Source: SCE 2012

### Existing Traffic Conditions

The operational efficiency of traffic is typically measured by level of service (LOS), a traffic performance metric established by the Transportation Research Board's Highway Capacity Manual. LOS is used to measure the average operating conditions on roadways and at intersections during a one hour period. The metric is based on volume-to-capacity (V/C) ratio, which compares roadway capacity to level of traffic during peak hours. Once determined, a V/C ratio is assigned a corresponding LOS value to describe roadway or intersection operations. Roadways and intersections that are at or near capacity experience greater congestion and corresponding vehicle delay. The highest ranked roadways are designated "LOS A," representing free-flowing traffic, and the lowest ranked roadways are designated "LOS F," representing extreme congestion. "LOS D" is generally identified as the minimum level of delay that motorists will find acceptable in suburban areas, and "LOS C" is the minimum level of delay determined to be acceptable in rural areas (AASHTO 2004).

Tables 4.15-2 and 4.15-3 provide general descriptions of LOS based on the 2000 Highway Capacity Manual's definitions for uninterrupted flow facilities such as highways and interrupted flow facilities such as intersections. These LOS definitions are consistent with those included in the 2009 Santa Barbara County Congestion Management Program, Ventura County Congestion Management Program, Santa Barbara County Comprehensive Plan Circulation Element, Ventura County General Plan, City of Carpinteria General Plan and Local Coastal Program, and City of Ventura General Plan Final Environmental Impact Report.

**Table 4.15-2 Level of Service Definitions for Uninterrupted Flow Facilities**

| Level of Service | Definition |
|---|---|
| **A** | Represents free flow. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. |
| **B** | Within the range of free flow. The ability to maneuver within the traffic stream is only slightly restricted, and the level of physical and psychological comfort provided to drivers is still high. |
| **C** | Provides for flow with speeds still at or near the free flow speed. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance. |
| **D** | Speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably restricted. |
| **E** | Represents operating conditions at or near the capacity level. Vehicles are spaced at approximately six car lengths, leaving little room to maneuver within the traffic stream at speeds that still exceed 50 mph. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is extremely poor. |

**Table 4.15-2 Level of Service Definitions for Uninterrupted Flow Facilities**

| Level of Service | Definition |
|---|---|
| **F** | Defined as forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Vehicles may progress at reasonable speeds for several hundred feet or more, than be required to stop in a cyclic fashion. |

Source: SBCAG 2009

1

**Table 4.15-3 Level of Service Definitions for Interrupted Flow Facilities**

| Level of Service | Volume-to-Capacity (V/C) Ratio | Average Seconds of Delay per Vehicle | Definition |
|---|---|---|---|
| **A** | 0.000 – 0.600 | 0.0 – 10.0 | Represents excellent flow conditions through the intersection. A large portion of the flow is not interrupted by signalization with only slight delays experienced by those which are. Given the maximum efficiency conditions at this LOS, driver dissatisfaction will be at a minimum. |
| **B** | 0.601 – 0.700 | 10.1 – 20.0 | Quality of service is comparable to LOS A except for a larger portion of total traffic volume will be subject to delay. Though delay time is short, small queues may form, lowering the quality of service perceived by motorists. All vehicles however, are able to clear the intersection during a single cycle. |
| **C** | 0.701 – 0.800 | 20.1 - 35.0 | At this level of service, moderate sized queues will form during each signalized cycle. Although the percentage of delay-free utilization has greatly diminished, all vehicles should clear the intersection during the green phase for their approach. |
| **D** | 0.801 – 0.900 | 35.1 – 55.0 | At this stage, queues will begin to become extensive in length. They will form for every cycle with a small number of vehicles being delayed for more than one cycle. This is considered unacceptable to most motorists and will significantly increase their frustration. Queues should not however, extend beyond the allocated space provided for vehicle storage (e.g., off-ramps, distance from upstream intersection). |
| **E** | 0.901 – 1.000 | 55.1 - 80.0 | An intersection operating at this LOS will have long queues and a large amount of delay for most vehicles. A significant number of motorists will require more than one complete cycle to clear the intersection. Queues may extend beyond the available vehicle storage. An increase in traffic can cause intersection failure (LOS F). |
| **F** | > 1.000 | 80.1 + | This LOS is indicative of intersection failure, characteristics of which include: excessive vehicle delay; excessive queue lengths which extend beyond the available storage; and, a large percentage of vehicles delayed for multiple signal cycles. |

Source: SBCAG 2009

2

### Proposed Project Area Key Intersections and Roadways

The applicant's actual sequencing/phasing of construction activities is unknown at this time, therefore, the routes that construction and personal vehicles may follow will not be known until construction schedules/sequencing are finalized. The applicant identified major roadways and intersections likely to be used during the construction and operation of the proposed project. Table 4.15-4 lists the major roadways that may be used during construction and operations and their peak AM and PM LOS. Table 4.15-5 presents the LOS for the key intersections within the proposed project area that may be used during construction and operations.

**Table 4.15-4 Level of Service for Roadways that May be Used during Construction and Operation**

| Roadway | Segment | LOS AM Peak | LOS PM Peak | Jurisdiction |
|---|---|---|---|---|
| U.S. 101 | SR-126 to SR-33 | NB: C<br>SB: C | NB: D<br>SB: D | Ventura County |
| U.S. 101 | SR-33 to Ventura /Santa Barbara County Line | NB: C<br>SB: A to B | NB: A<br>SB: C | Ventura County |
| U.S. 101 | Bates Rd. (Ventura /Santa Barbara County Line) to SR-150 | NB: B<br>SB: A | NB: A<br>SB: B | Santa Barbara County |
| U.S. 101 | SR-150 to Bailard Ave. | NB: D<br>SB: A | NB: A<br>SB: B | Santa Barbara County |
| U.S. 101 | Bailard Ave. to Casitas Pass Road (Route 224) | NB: D<br>SB: A | NB: B<br>SB: C | Santa Barbara County |
| SR-33 | U.S. 101 to Casitas Vista Road | NB: A<br>SB: B | NB: B<br>SB: A | Ventura County |
| SR-126 | U.S. 101 to SR-118 | EB: B<br>WB: C | EB: D<br>WB: B | Ventura County |
| SR-150 | U.S. 101 – SR-192 | No Data | NB: C<br>SB: C | Santa Barbara County |
| SR-150 | Ventura /Santa Barbara County Line to SR- SR-33 | No Data | No Data | Ventura County |
| SR-192 | Carpinteria Substation (Linden Ave.) to SR-150 | No Data | EB: C<br>WB: C | Santa Barbara County |

Source: SBCAG 2009, Ventura County Transportation Commission 2009
Key:
EB Eastbound
NB Northbound
SB Southbound,
WB Westbound,

**Table 4.15-5 Level of Service for Intersections that May be Used during Construction and Operation**

| Intersection | LOS AM Peak | LOS PM Peak | Jurisdiction |
|---|---|---|---|
| US-101 NB off-ramp to SR-150 | C | B | City of Carpinteria |
| SR-150 on-ramp to SB US-101 | A | C | City of Carpinteria |
| US-101 SB SR-150 Off-Ramp | A | C | City of Carpinteria |
| US-101 NB Casitas Pass Road off-ramp | F | C | City of Carpinteria |
| US-101 SB Casitas Pass Road Off-Ramp | B | D | City of Carpinteria |
| Casitas Pass Road on-ramp to US-101 SB | B | C | City of Carpinteria |
| US-101 SB Linden Ave. Off-Ramp | B | D | City of Carpinteria |
| Telegraph Rd. and Saticoy Ave. | A | A | City of Ventura |
| Foothill Rd. and Saticoy Ave. | A | A | City of Ventura |
| Telegraph Rd. and Wells Rd. | A | A | City of Ventura |
| Telegraph Rd. and Kimball Rd. | A | A | City of Ventura |
| Foothill Rd. and Kimball Rd. | A | A | City of Ventura |
| SR-126 EB off-ramp to Kimball Road NB | A | A | City of Ventura |
| S. Kimball Road SB on-ramp to SR-126 WB | A | A | City of Ventura |
| SR-126 EB off-ramp to S. Wells Road NB | C | B | City of Ventura |

Source: Fehr and Peers Transportation Consultants 2007; City of Ventura 2005b
Notes:
Level of Service Ranges for City of Ventura Existing LOS summary:
*.00 - .60 = A*
*.61 - .70 = B*
*.71 - .80 = C*
*.81 - .90 = D*
*.91 - 1.00 = E*
*Above 1.00 = F*

**Existing Public Transit Systems, Rail, Air Transport, and Pedestrian and Bicycle Trails**

***Transit Systems***

Since the proposed project is primarily located in the rural, mountainous areas of Santa Barbara and Ventura Counties there are no bus and other mass transit options located along the majority of the project route. Gold Coast Transit (formerly known as South Coast Area Transit (SCAT) and Ventura Intercity Service Transit Authority (VISTA) provide public bus service to the proposed project vicinity. VISTA provides inter-city bus service between the City of Ventura and Carpinteria along with other cities within Ventura, Santa Barbara, and Los Angeles Counties. Gold Coast Transit provides fixed-route bus services in the Cities of Ventura, Ojai, Oxnard, and Port Hueneme along with the unincorporated County areas between the cities. Gold Coast Transit bus route 10 provides service to the Santa Clara substation area and ~~Staging Yard 5~~ Staging Yard 8. In addition, Gold Coast Transit bus route 16 runs along State Route 33 in the vicinity of Staging Yard 1, Segments 1 and 2, and the Casitas Substation. Metrolink provides commuter rail service from the City of Ventura to Los Angeles (Gold Coast Transit 2013, City of Ventura 2005a, County of Ventura 2011).

The Santa Barbara Metropolitan Transportation District (SBMTD) serves the City of Carpinteria. Bus Route 20 provides a link between the City of Santa Barbara and the City of Carpinteria and is routed along Via Real and Carpinteria Avenue in the City of Carpinteria. The Seaside Shuttle provides local shuttle service between the residential neighborhoods north of U.S. 101, the City of Carpinteria's downtown and the beach area. The Carpinteria Area Rapid Transit (CART) service provides the general public along with elderly and handicapped individuals with door-to-door

demand response service. Private bus carriers, such as Greyhound Bus Lines, operate out of the downtown bus depot (City of Carpinteria 2003).

### *Railroads*

Amtrak runs along the Pacific Coast and provides passenger rail service within the vicinity of the proposed project area. Both the City of Carpinteria and the City of Ventura have Amtrak stations. The closest freight service is the Union Pacific Transportation Company which also runs along the coast. Within the proposed project vicinity, the Union Pacific Transportation Company runs from the Santa Barbara County line along the coast through to Ventura and Oxnard and provides intra-state and trans-continental rail freight service. The Ventura County Railroad Company is a short line local railroad that connects the Union Pacific tracks in Oxnard with the Navy Base Ventura County and Port Hueneme (Ventura County 2011).

### *Air Transportation*

Three public airports are located within the vicinity of the proposed project. The Ventura County-owned and operated Oxnard and Camarillo Airports are located approximately 7 miles southwest and 7 miles southeast of the Santa Clara Substation, respectively. In addition, there is a private airport located in Santa Paula approximately 7 miles east of the Santa Clara Substation. The federally operated runways at Navy Base Ventura County are located approximately 13 miles southeast of the Santa Clara substation (Ventura County 2011). The Santa Barbara Municipal Airport is located approximately 18 miles west of the Carpinteria Substation.

As described in Chapter 2, Project Description, helicopters would be used to support construction and operation activities in areas where access is limited or where system outage constraints are a factor. Helicopters and their associated support vehicles and equipment may be based at a local airport at night or on off days. Helicopters must be able to land within the applicant's ROWs, which could include landing on access or spur roads or one of the 14 landing zones located along Segments 1, 2 and 4.

### *Pedestrian and Bicycle Trails*

Bikeways are located within the proposed project area primarily within the City of Carpinteria and the City of Ventura. Bikeway facilities range from dedicated off-street routes to shared lanes within roadway rights of ways. A state bikeway route runs adjacent to U.S. 101. In some instances bikeway and trail segments are proposed to run alongside the same roadway as the proposed project such as the Class III bikeway along State Route 192. Segment 2 crosses the Ojai Valley Trail, a converted rail line that is a multipurpose trail and Class I bikeway located adjacent to State Route 33. The Franklin Trail is a ~~proposed~~ multipurpose trail ~~project that has been approved by the Santa Barbara County Parks Department~~ intended to be used by hikers, mountain bikers, and equestrians. A portion of the trail will improve the existing Franklin Trail. In addition, the trail will also include a portion of the Segment 4 access roads which will be improved as part of the proposed project. The trail begins south of Carpinteria High School in the City of Carpinteria, and continues along the west side of the high school before climbing the western slope of the Santa Ynez Mountains in Santa Barbara County. Approximately four miles of the 7.5-mile-long trail will be located on an easement shared with and maintained by SCE as an access road; this access road is one of the access roads located in Segment 4 that will be improved as part of the proposed project (Santa Barbara County 2012). The City of Carpinteria Planning Commission approved a Conditional Use Permit and Coastal Development Permit for construction of the Franklin Trail in May 2013. The

first 2.25 miles of the trail opened to the public in the Fall of 2013. Bikeways and trails within the proposed project area are described in greater detail in Table 4.15-6.

**Table 4.15-6 Bikeways and Trails within the Proposed Project Area**

| Bikeway | Location | Adjacent Project Component |
|---|---|---|
| Class III Bikeway (Bike Route indicated by sign only, parking is not restricted) | State Route 192, Santa Barbara County | Segments 3A, 3B, Carpinteria Substation |
| Ojai Valley Trail - Class I Bikeway (Path is separate from automobile traffic) | Parallels State Route 33, Ventura County | Segments 1, 2, Casitas Substation |
| Class II Bikeway (On-street painted bike lane) | W. Stanley Ave., City of Ventura | Staging Yard 1 |
| **Trail** | **Location** | **Adjacent Project Component** |
| Franklin Trail (approved proposed trail - Santa Barbara County Parks Department) | Southern portion of the trail is in the County of Santa Barbara and the City of Carpinteria | Overlaps with the access road for Segment 4 |

Source: Santa Barbara County 2010; Ventura County Transportation Commission 2013

## 4.15.2 Regulatory Setting

Laws, regulatory requirements, and plans addressing traffic and transportation are presented below.

### 4.15.2.1 Federal

#### Federal Aviation Administration and Helicopter External-Load Operations

The Federal Aviation Administration (FAA) administers the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations [CFR]). CFR Title 14, Part 133 establishes regulations for Rotorcraft External-Load Operations. All operators of rotorcraft (helicopters) with external loads, including the pilot, mechanics, and ground crew, must be certified Rotorcraft External-Load Operators pursuant to 14 CFR Part 133. The helicopters used must also be certified. Rotorcraft External-Load Operator Certificates are valid for 24 months. Operators are permitted to conduct external-load operations over densely populated areas or areas congested with structures and objects with FAA approval of a Congested Area Plan.

For the proposed project, all Congested Area Plans would be approved by the Van Nuys Flight Standards District Office. Site inspections of Congested Area Plan operational areas, including emergency landing areas, are generally completed by an FAA inspector for new plans or sites with which the inspector is not familiar. Monitoring of congested area plan operation by FAA inspector occurs intermittently to the extent that representatives are available and depending on risk levels associated with the project.

In addition, all helicopter external-load operations must be conducted in conformance with the Rotorcraft Load Combination Flight Manual, which must be prepared by the operator and approved by the FAA. The approved Flight Manual will specify the types of external loads that may be carried (Class A though D), and maximum weight of external loads. The FAA requires that Flight Manual review be completed by a qualified FAA Aviation Safety Inspector who, whenever possible, has experience as an external-load pilot.

Holders of Rotorcraft External-Load Operator Certificates are inspected two to three times per year regardless of whether a Congested Area Plan is in operation. Additional inspections may be conducted if a Congested Area Plan is involved. FAA inspectors conduct Ramp Inspections and Base Inspections as specified in 14 CFR Part 133. During Ramp Inspections, the attaching means and retraining device for external loads and pilots and personnel approved to operate the attaching means are inspected. Personnel proficiency with external-load operations may be observed. A ramp inspection is generally an onsite surveillance of an actual external-load operation. During Base Inspections, operator records are inspected and interviews may be conducted.

#### National Transportation Safety Board

The National Transportation Safety Board determines the probable cause of transportation accidents and promotes transportation safety. Aircraft operators are required to notify the Board immediately of aviation *accidents* and certain *incidents*. An accident is defined as an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. An incident is an occurrence other than an accident that affects or could affect the safety of operations.

#### Occupational Health and Safety Administration

The Occupational Safety and Health Administration (OSHA) administers Occupational Safety and Health Standards (CFR Title 29) that establish regulations for safety in the workplace and construction safety. CFR Title 29, Parts 1910.183 and 1926.551 establish regulations for helicopter use during construction. Briefings are required prior to each day of helicopter operation about the plan of operation for the pilot and ground personnel. Cargo hooks used for securing helicopter external loads must be tested electrically and mechanically prior to each day of operation. In addition, the standards address weight limitations, static charge dissipation, signal systems between air and ground crews.

### 4.15.2.2 State

#### Caltrans

The California Department of Transportation (Caltrans) is responsible for the oversight of state highways within California. Caltrans requires that all work done within a state highway right-of-way (ROW) obtain an encroachment permit from Caltrans. Encroachment permits must also be obtained for transmission lines that span or cross any state roadways. In addition, Caltrans has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles contained in Division 15 of the California Vehicle Code. Completion of a Transportation Permit application is required for requests for such special permits (Caltrans 2013).

### 4.15.2.3 Regional and Local

The majority of roads that parallel or would be crossed by the proposed project components are under the jurisdiction of Santa Barbara County, Ventura County or the Cities of Carpenteaaria and Ventura. County or city policies and regulations regarding the design or use of roadways are detailed in the circulation/mobility and transportation elements of these local general plans. In

addition new projects are required to comply with Congestion Management Programs of Santa Barbara and Ventura Counties.

### Santa Barbara County Congestion Management Program

The Santa Barbara County Association of Governments (SBCAG) is the Congestion Management Agency for the County and establishes the Congestion Management Program (CMP). Issues associated with increasing congestion on regional highways and arterials are addressed by CMP. The Santa Barbara County CMP has established LOS D as the minimum acceptable LOS for intersections and roadways within the CMP network. U.S. 101, SR-150 and SR-192 are part of the Santa Barbara County CMP network. If a roadway within the CMP network operates below this standard a deficiency plan is prepared (SBCAG 2009). A deficiency plan was prepared for Highway 101 and approved by the County of Santa Barbara and the cities of Carpinteria and Santa Barbara (SBCAG 2002).

The Santa Barbara County CMP also outlines the thresholds of significant impact to the CMP network for environmental documents. The thresholds are developed to ensure that additional traffic impacts from new development will not adversely affect the CMP's regional street network. Development projects that generate more than a total of 500 average daily trips or 50 peak hour trips should be evaluated for potential impacts to the CMP system. The thresholds of significant impact to the CMP network are provided below (SBCAG 2009).

- For any roadway or intersection operating at LOS A or B, a decrease of two levels of service from project-added traffic;
- For any roadway or intersection operating at LOS C, project-added traffic that results in a LOS D or worse;
- For intersections on the CMP network with existing congestion, the following will define significant impacts;
  - Intersection LOS D: 20 project-added peak hour trips
  - Intersection LOS E or F: 10 project-added peak hour trips
- For freeway or highway segments with existing congestion, the following table will define significant impacts;
  - Intersection LOS D: 100 project-added peak hour trips
  - Intersection LOS E or F: 50 project-added peak hour trips

### Ventura County Transportation Commission Congestion Management Program

The Ventura County Transportation Commission (VCTC) is the Congestion Management Authority for Ventura County and establishes the CMP. An updated CMP is prepared every two years to address issues related to traffic congestion throughout Ventura County. U.S. 101, SR-150, SR-126, and SR-33 are part of the Ventura County CMP network. The VCTC has established LOS E as the minimum acceptable LOS for the CMP road network. Deficiency plans are required for locations that have a LOS F in order raise the LOS to the minimum standard of "E" (VCTC 2009).

The VCTC CMP outlines a Project-Level Impacts analysis for significant proposed projects within the County. The analysis looks at specific congestion-related consequences of the proposed

projects. VCTC will evaluate the proposed developments that meet the following criteria as part of the Project-Level Impacts analysis (VCTC 2009):

- The proposed land use is not included in the Ventura County Traffic Model because the project was not anticipated in the jurisdiction's general plan and the project will generate 200 or more peak hour trips in either peak hour; or
- The proposed land use is included in the VCTM as provided by the local agency, but because of an increase in project size or density the project will generate an additional 100 or more peak hour trips.

If a proposed project meets the criteria, VCTC reviews the environmental documents and traffic studies and will forward the findings of the analysis to the lead agency for their consideration in relation to traffic and air quality impacts associated with the proposed project. The findings do not recommend specific mitigation measures (VCTC 2009).

### County/City General Plan

#### *City of Carpinteria General Plan, Circulation Element*

The City of Carpinteria General Plan, Circulation Element, outlines the following policies (City of Carpinteria 2003):

- **Objective C-1:** To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges.
  - **Policy C-1a.** Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas.
- **Objective C-2:** To designate scenic routes so as to provide for the scenic enjoyment of and maintain and enhance the natural beauty of the lands and views along the roadways of the Carpinteria Valley.
  - **Policy C-2a.** To cooperate with the State and County of Santa Barbara in the designation and development of Highway 101, 150, and 192 within the Carpinteria Valley as scenic routes and official scenic highways. [10-year]
  - Policy C-2c. To develop scenic route procedures to ensure that public private land uses, site planning, landscaping, outdoor advertising, utilities, view corridors, earthmoving and architecture are consistent with the City's aesthetic objectives for Scenic Highways. [5-year]
- **Objective C-3:** Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community.
  - **Policy C-3h.** Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.

- **Objective C-5: Provide a system of safe and functional truck routes.**
  - **Policy C-5a.** The City may designate or prohibit City streets for use by any commercial vehicle or by any vehicles exceeding a maximum gross weight. Any street so restricted by ordinance may continue to be used by such vehicle for pickups and deliveries of goods, wares, merchandise and construction materials to any building or structure located on the restricted street. Should the City restrict by ordinance the use of any street within its jurisdiction by any commercial vehicle or by any vehicle exceeding a maximum gross weight, it shall identify an appropriate alternate route for such vehicle.

- **Implementation Policies:**
  - **Implementation Policy 1.** Projects contributing PHT's (peak hour trips) to intersections that operate at an estimated future level of service that is better than LOS C shall be found consistent with this implementation measure unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B. For intersections operating at an estimated future level of service that is less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this measure:
    - For intersections operating at an estimated future LOS C, no project shall result in a change of V/C ratio of greater than 0.10.
    - For intersections operating at an estimated future LOS D, no project shall contribute 15 or more PHT's.
    - For intersections operating at an estimate future LOS E, no project shall contribute 10 or more PHT's.
    - For intersection operating at an estimated future LOS F, no project shall contribute 5 or more PHT's.
  - **Implementation Policy 2.** Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with implementation measure 1 above, intersection improvements that are acceptable to the Director of Public Works shall be required in order to make a finding of consistency with these intersection standards. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.
  - **Implementation Policy 3.** Where a project's traffic contribution does result in a measurable change in V/C ration and also results in a finding of inconsistency with implementation policies 1 and 2 above, intersection improvements that are sufficient to fully offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with these intersection standards.
  - **Implementation Policy 4.** Continue to enforce the existing truck route that directs trips on Via Real between the Bailard freeway interchange and Mark Avenue to Carpinteria Avenue, Highway 150 and Via Real (east of Mark) and amend the municipal code to extend the designation to Bega Way.
  - **Implementation Policy 5.** Monitor the operational and structural condition of city streets as well as the compatibility of truck traffic to existing and planned land use and, as appropriate, adopt a requisite ordinance(s) to designate or prohibit use of City streets by commercial vehicles or vehicles exceeding a determined weight.

- **Implementation Policy 6.** Encourage the County and State to implement operational improvements as necessary to serve traffic along the Highway 192 corridor.

### *City of Carpinteria Code of Ordinances*

The City of Carpinteria's Code of Ordinances provides further detail on truck route establishment and regulations for vehicles exceeding a maximum gross weight of three tons. The Code of Ordinances also cites the following exceptions related to the CPUC (City of Carpinteria 2013):

- **10.40.040 Truck route establishment and regulations. C.** The provisions of this section shall not apply to passenger buses under the jurisdiction of the public utilities commission, or to any vehicle owned by a public utility while necessarily in use in the construction, installation or repair of any public utility.

### *City of Carpinteria Environmental Review Guidelines*

The City of Carpinteria's Environmental Review Guidelines also establishes the following threshold for traffic impacts (City of Carpinteria 1997):

- City of Carpinteria Resolution No. 408 – Environmental Review Guidelines - Traffic
  (i) Definition: This threshold determines whether a project may cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. The threshold criteria assume that an increase in traffic that creates a need for road improvements is substantial. The increase in traffic is measured in several ways including the LOS at affected intersections, the effect of proposed project access on existing traffic circulation, and the safety of a roadway with additional project traffic.

  (ii) Application: The City Engineer shall evaluate the potential for significant traffic impacts based on total number of trips generated by the project. If traffic impacts are determined to be significant by the City Engineer, a traffic Engineer may be retained to perform a detailed study of traffic distribution impacts.

### *City of Ventura General Plan/Final Environmental Impact Report*

The City of Ventura General Plan's *Our Accessible Community Chapter* serves as the City's Circulation Element. The *Our Accessible Community Chapter* outlines the following policies that will potentially impact the project (City of Ventura 2005a):

- **Policy 4A:** Ensure that the transportation system is safe and easily accessible to all travelers.
  - **Action 4.9:** Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.
  - **Action 4.13:** Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.
- **Policy 4D:** Protect views along scenic routes.
  - **Action 4.36:** Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context. (Roadways include: State Route 33, U.S. 101, Poli Street/Foothill Road)

See Section 4.1.1.5, "Scenic Vistas." for additional information regarding the scenic routes located within the proposed project area.

The City of Ventura General Plan's *Our Accessible Community Chapter* does not quantify LOS standards for the City's roadways. However, the City of Ventura's General Plan Final EIR provides the following performance standard criteria for the City's circulation system (City of Ventura 2005b).

- **Performance Standard:**
  - Level of Service E (peak hour Intersection Capacity Utilization (ICU) less than or equal to 1.00) for freeway ramp intersections.
  - Level of Service D (peak hour ICU less than or equal to 0.90) for all other Principal Intersections*.
- **Threshold of Significance (for impact analyses):** For an intersection that is forecast to operate worse than its performance standard, the impact of a given project is considered to be significant if the project increases the ICU by more than 0.01. An ICU increase of more than .01 does not cause the threshold of significance to be exceeded if the with-project ICU does not exceed the maximum ICU value.

***City of Ventura Code of Ordinances***

The City of Ventura's Code of Ordinances establishes the city's truck route for vehicles exceeding a maximum gross weight of three and one-half tons. The Code of Ordinances also cites the following exceptions related to the CPUC (City of Ventura 2013):

- **Sec. 16.140.020. Weight limit; truck route.** This section shall not apply to any vehicle owned by a public utility or a licensed contractor while necessarily in use in the construction, installation, or repair of any public utility.

***Santa Barbara County Comprehensive Plan, Circulation Element***

The Santa Barbara County Comprehensive Plan Circulation Element establishes roadway and intersection standards for the unincorporated area of the County along with the methodology for project consistency determination. Santa Barbara County's Roadway Classification System includes seven roadway classes. The Circulation Element's policy capacity is expressed as average daily trips (ADTs) for each roadway class (see Table 4.15-7).

**Table 4.15-7 Santa Barbara County's Policy Capacity for Roadway Classes**

| Roadway Class | Policy Capacity |
|---|---|
| Freeway | Four Lane Urban: 67,000 ADT<br>Four Lane Rural: 44,000 ADT<br>Six Lane Urban: 100,000 ADT<br>Six Lane Rural: 67,000 ADT |
| Expressway | Urban: 50,000 ADT<br>Rural: 33,000 ADT |
| Two Lane Expressway | Urban: 16,000 ADT<br>Rural: 11,000 ADT |
| Arterial Road | 30,000 ADT |

**Table 4.15-7 Santa Barbara County's Policy Capacity for Roadway Classes**

| Roadway Class | Policy Capacity |
|---|---|
| Major Road | 20,000 ADT |
| Two Lane Major Road | 10,000 ADT |
| Collector Road | 5,000 ADT |

Source: Santa Barbara County 2010

The policy capacities for each roadway classification are used as guidelines to determine a project's consistency with the Circulation Element. A project's consistency is determined by the following roadway performance standards (Santa Barbara County 2010):

- A project that would contribute ADTs to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with this section of this Element.
- For roadways where the Estimated Future Volume exceeds the policy capacity but does not exceed the Acceptable Capacity, a project would be considered consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway was less than or equal to 2 percent of the remaining capacity of that roadway or 40 ADT, whichever is greater.
- For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT.
- For roadways where the Estimated Future Volume exceeds the design capacity, a project would be consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway does not exceed 10 ADT.

Santa Barbara County intersection standards include the following (Santa Barbara County 2010):

- Projects contributing peak hour trips to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with this section of this Element unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.
- For intersections operating at an Estimated Future Level of Service that is less than or equal to LOS "C", a project must meet the following criteria in order to be found consistent with this section of this Element.
  - For intersections operating at an Estimated Future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.
  - For intersections operating at an estimated future Level of Service D, no project shall contribute 15 or more Peak Hour Trips.
  - For intersections operating at an Estimated Future level of Service E, no project shall contribute 10 or more Peak Hour Trips.
  - For intersections operating at an Estimated Future Level of Service F, no project shall contribute 5 or more Peak Hour Trips.

- Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with Intersection Standard 2 above, intersection improvements that are acceptable to the Public Works Department shall be required in order to make a finding of consistency with these intersection standards. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.
- Where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with Intersection Standards 1 or 2, above, intersection improvements that are sufficient to fully offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with these intersection standards.
- The above intersection standards shall also apply to all projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those permitted by the city's Circulation Element.

The Santa Barbara County Comprehensive Plan Circulation Element outlines the following policies related to levels of service and alternative modes of transportation (Santa Barbara County 2010):

- **Policy A:** The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community area plan.
- **Policy C:** The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances.

***Santa Barbara Environmental Thresholds***

The Santa Barbara County Environmental Thresholds and Guidelines Manual also establish threshold criteria for analysis of potential traffic impacts of proposed project. The intersection standards reflect the County's thresholds stated in the Santa Barbara County Comprehensive Plan Circulation Element.

**a.** The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10 or 15 trips to at LOS F, E or D.

**Table 4.15-8 Santa Barbara County Intersection Thresholds**

| LEVEL OF SERVICE (including project) | INCREASE IN V/C GREATER THAN |
|---|---|
| A | 0.20 |
| B | 0.15 |
| C | 0.10 |
| Or The Addition Of: | |
| D | 15 trips |
| E | 10 trips |
| F | 5 trips |

Additional threshold criteria listed in the Santa Barbara County Environmental Thresholds and Guidelines Manual include:

> **b.** Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
>
> **c.** Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceedance of the roadways designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.
>
> **d.** Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Project modifications or construction of improvements are required if the thresholds are exceeded to reduce the levels of significance to insignificant (Santa Barbara County 2008).

#### *Santa Barbara County Code of Ordinances*

Chapter 28, Roads, Article I Excavations and Encroachments regulates and controls all secondary uses of county roads in order to protect and preserve the primary purpose and public use of such roads. Article I provides information on encroachment permits, protection of traffic, and traffic routing measures among other encroachment details (Santa Barbara County 2012).

#### *Ventura County General Plan, Transportation/Circulation Section*

The Ventura County Transportation/Circulation section of the General Plan identifies goals, policies, and programs related to roadways, transit, rail, airports, and pipelines. The Ventura County General Plan Transportation/Circulation section outlines the following goals and policies related to levels of service and alternative modes of transportation (Ventura County 2011):

- **Goal 2:** Facilitate the safe and efficient movement of persons and goods by designing, constructing, and maintaining a *Regional Road Network* and *Local Road Network* that is consistent with the County road standards and that will function at an acceptable *Level of Service (LOS).*
- **Goal 7:** Promote the expansion of a safe, efficient, convenient, integrated and economical community, intercommunity and countywide bus transit system.
- **Goal 8.** Encourage transit providers and the Ventura County Transportation Commission to increase ridership and meet the needs of the commuting public and the special transportation needs of the elderly, school children, low income, physically handicapped, other low mobility groups, and bicyclists.

- **Goal 9:** Encourage the use of bicycling and ridesharing (e.g., carpooling, vanpooling, and bus pooling) as a percentage of total employee commute trips throughout the County in order to reduce vehicular trips and miles traveled and consequently vehicular emissions, traffic congestion, energy usage, and ambient noise levels.
- **Goal 10:** In cooperation with the ten cities and the Ventura County Transportation Commission, plan a system of bicycle lanes and trails linking all county cities, unincorporated communities, and CSUCI.
- **Policy 3.** The minimum acceptable Level of Service (LOS) for road segments and intersections within the Regional Road Network and Local Road Network shall be as follows:
  - LOS-'D' for all County thoroughfares and Federal highways and State highways in the unincorporated area of the County, except as otherwise provided in subparagraph (b);
  - LOS-'E' for State Route 33 between the northerly end of the Ojai Freeway and the City of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, State Route 34 north of the City of Camarillo and State Route 118 between Santa Clara Avenue and the City of Moorpark;
  - LOS-'C' for all County-maintained local roads; and
  - The LOS prescribed by the applicable city for all Federal highways, State highways, city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting development in the city that would individually or cumulatively affect the *LOS* of *Federal highways, State highways, County thoroughfares* and County-maintained *local roads* in the unincorporated area of the County.
  - At any intersection between two roads, each of which has a prescribed minimum acceptable *LOS*, the lower *LOS* of the two shall be the minimum acceptable *LOS* for that intersection.
- **Policy 4.** Except as otherwise provided in the Ojai Area Plan, County General Plan land use designation changes and zone changes shall be evaluated for their individual and cumulative impacts, and discretionary development shall be evaluated for its individual impact, on existing and future roads, with special emphasis on the following:
  - Whether the project would cause existing roads within the Regional Road Network or Local Road Network that are currently functioning at an acceptable LOS to function below an acceptable LOS;
  - Whether the project would add traffic to existing roads within the Regional Road Network or the Local Road Network that are currently functioning below an acceptable LOS; and
  - Whether the project could cause future roads planned for addition to the Regional Road Network or the Local Road Network to function below an acceptable LOS.

Segments 1 and 2 and the Casitas substation are located with the Ojai Area Plan which provides the following goals and policies relates to levels of service and alternative modes of transportation (Ventura County 2008).

- **Goal 2.** Encourage alternatives to single occupancy motor vehicle trips by promoting carpools, vanpools and expanded bus service.
- **Policy 2.** For the area covered by this plan, the minimum acceptable Level of Service (LOS) for road segments and intersections within the Regional Road Network and Local Road Network shall be as follows:
  - LOS - 'D' for all County thoroughfares and State highways within the unincorporated area of the County, except as otherwise provided in Subparagraph (b);
  - LOS - 'E' for Highway 33 between the end of the freeway and the City of Ojai;
  - LOS - 'C' for all County maintained local roads; and
  - The LOS prescribed by the City of Ojai's General Plan for all city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted policies (similar to Policies 4.1.2-2 through 4) respecting discretionary development in the city that would affect the LOS of County thoroughfares, County-maintained local roads, and State highways within the unincorporated area of the County.
  - At any intersection between two roads, each of which has prescribed minimum acceptable LOS, the lower LOS of the two shall be the minimum acceptable LOS for that intersection.
- **Program 5.** The Ojai Valley Trail will continue to be maintained and should be extended where possible.
- **Program 6.** The County Public Works Agency will meet with CALTRANS officials to discuss the establishment of a restriction on truck traffic on the Highway 33 corridor during peak traffic hours.

***Ventura County Code of Ordinances***

Division 12, Highway Encroachments is the County's Encroachment Ordinance that provides information on applications for and the issuance of construction, excavation, encroachment, and moving permits on County highways. Encroachment and closure of County highways "shall be planned and executed in such a manner that they will not unreasonably interfere with the safe and convenient travel of the general public" (Section 12152) (Ventura County 2012.)

## 4.15.3 Impact Analysis

### 4.15.3.1 Methodology and Significance Criteria

Potential impacts related to traffic and transportation were evaluated according to the following significance criteria. The criteria were defined based on the checklist items presented in Appendix G of the CEQA Guidelines. The proposed project would cause a significant impact related to traffic and transportation if it would:

1. 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?

2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
5. Result in inadequate emergency access?
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

### 4.15.3.2 Applicant Proposed Measures

No Applicant Proposed Measures have been provided for Transportation.

### 4.15.3.3 Environmental Impacts and Mitigation Measures

#### Construction Overview

Traffic impacts related to construction of the proposed 66-kV subtransmission line segments, existing substation modifications, and installation of new telecommunication infrastructure would be similar in most cases and are discussed together in each of the following impact analyses except where impacts would be specific to a particular project component. Most impacts would result from construction and modification of the 66-kV subtransmission line segments because of the number of workers required and activity that would require travel to several of the designated staging yards. Construction-related impacts are not anticipated for the installation of upgraded line protection relay equipment within the existing Getty, Goleta, Ortega, and Santa Barbara substations due to the small amount of work required. Therefore, these substations are not discussed further. The proposed project would cause short-term, temporary construction-related impacts where the proposed 66-kV subtransmission line segments cross roadways and where construction would be conducted within a public ROW. As proposed, the 66-kV subtransmission line segments cross SR-192 in three locations, SR-150 in 10 locations, and SR-33 in one location. Even though the proposed project is located primarily in rural areas where there is limited transportation infrastructure, a series of local roads are also located adjacent to or are crossed by the 66-kV subtransmission line segments. Since the construction of the various project components would occur over a dispersed area, different local roads along the route would be impacted at different times during construction.

Construction of the proposed project would result in a temporary increase in traffic volumes on the regional highways and local roadways that provide access to the construction area. Traffic would be generated by construction worker commute trips and material deliveries. Hauling materials, such as poles, concrete, conductor, excavation spoils, and removed poles, would temporarily increase existing traffic volumes along the proposed route of the 66-kV subtransmission line segments and roadways used to access the construction area and staging yards.

SCE estimates that during the 24-month construction period, the daily workforce would include as many as 105 workers on a peak day of construction, e.g., if multiple components of the proposed project were being constructed simultaneously). SCE would use one or more of the ~~eight~~ 14 staging

areas identified in Chapter 2, "Project Description," as reporting locations for workers, vehicle and equipment parking, and material storage. The applicant's actual sequencing/phasing of construction activities is unknown at this time; therefore, the routes that construction and personal vehicles may follow will not be known until construction schedules/sequencing are finalized. Therefore, for the purposes of this analysis the area of influence is considered to include both Santa Barbara and Ventura Counties in areas adjacent to the proposed project. The applicant also identified the major roadways and intersections that may be utilized during construction (and operation) of the proposed project (see Tables 4.15-4 and 4.15-5 for additional information). The applicant identified 182 maximum total daily vehicle trips could occur during the course of the project; however, the actual number of daily vehicle trips and peak hour trips may be lower. Since the area of influence includes both Santa Barbara and Ventura Counties, it is assumed that trips are dispersed throughout the project area with half of the workers originating in Santa Barbara County and half of the workers originating in Ventura County. The applicant identified a maximum total of 44 AM and 44 PM peak vehicle trips during the construction period, which would be dispersed throughout the project area.

### Operation and Maintenance Overview

Operational impacts would be negligible as operation and maintenance of the proposed project would be similar to current operation conditions. The proposed project would require minimal maintenance and would not require more than a few vehicles for operation and maintenance activities. All substations associated with the proposed project are, and would continue to function as, remotely controlled substations. No permanent vehicles would be stationed at any substation. Substation operators perform station inspections in unstaffed substations when there is any indication of trouble; therefore, SCE personnel visits to the substations would be infrequent. SCE inspects the 66-kV subtransmission at least once per year either by flying or driving the line routes, but usually more frequently based on system reliability. Normal operation of the lines would be controlled remotely through the applicant's control systems, and manually in the field as required. Emergency repairs to the 66-kV subtransmission lines may occasionally be required. Routine access and spur road maintenance would be conducted on an annual basis as needed. Regular tree pruning would be performed in compliance with existing state and federal laws, rules, and regulations. Operation and maintenance-related helicopter activities could include transportation of workers, delivery of equipment and materials to structure sites, structure placement, hardware installation, and conductor or telecommunications cable stringing operations. The telecommunication equipment would also be subject to routine inspection and maintenance and repair activities on an as-needed or emergency basis. Most regular operation and maintenance activities of telecommunication equipment would be performed at substations.

**Impact TT-1: 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.**

LESS THAN SIGNIFICANT WITH MITIGATION

Impacts on traffic within the area of influence, including the City of Carpinteria, the City of Ventura, and Santa Barbara and Ventura Counties were determined using the thresholds of significance included in the following documents. Santa Barbara and Ventura County Congestion Management Programs are discussed under Impact TT-2.

- City of Carpinteria General Plan, Circulation Element
- City of Carpinteria's Environmental Review Guidelines
- City of Ventura's General Plan Final EIR
- Santa Barbara County Comprehensive Plan Circulation Element
- Santa Barbara County Environmental Thresholds and Guidelines Manual
- Ventura County Transportation/Circulation Section of the General Plan

The City of Carpinteria General Plan Circulation Element identifies the threshold of significance for projects contributing peak hour trips to intersections as outlined above in Section 4.15.2.3. As stated in the Construction Overview, a maximum total of 44 vehicle trips could occur during both the AM and PM peak hours in Santa Barbara County on any given day during the construction period. However, the significance criteria in the City of Carpinteria General Plan Circulation Element do not apply to temporary traffic impacts that result during construction (Goggia pers. comm. 2013; Ebeling pers. comm. 2013).

The City of Carpinteria's Environmental Review Guidelines establishes a threshold criterion that assumes that an increase in traffic that creates a need for road improvements is substantial. The temporary increase in traffic during construction of the proposed project would not result in permanent impacts that would require road improvements. The proposed project would not be considered substantial under the City of Carpinteria's Environmental Review Guidelines.

The City of Ventura's General Plan Final EIR establishes performance criteria for the City of Ventura's circulation system. The minimum performance standard is LOS E for freeway ramp intersections and LOS D for all other Principal Intersections within the City's circulation system. The key intersections located in the City of Ventura identified by the applicant as likely to be used during construction of the proposed project operate between LOS A and C during the AM and PM peak hours (see Table 4.15.5). Therefore, since none of the intersections are expected to operate below the established performance standards, the proposed project would have a less than significant impact.

The Santa Barbara County Comprehensive Plan Circulation Element and the Santa Barbara County Environmental Thresholds and Guidelines Manual outline threshold criteria for roadways and intersections within the County. The threshold criterion for roadways states that projects that would contribute average daily trips to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with this section of this Element. The proposed project would temporarily generate 182 maximum total daily vehicle trips during construction; therefore, it is not expected that the Estimated Future Volume would exceed the policy capacity on unincorporated County Roadways.

The Ventura County Transportation General Plan Circulation section establishes the minimum acceptable LOS for road segments and intersections within the County's Regional and Local Road Network. The minimum LOS is LOS D for all County thoroughfares and federal and state highways in the unincorporated area of the County and LOS C for all County-maintained local roads. The key roadways located in the County of Ventura identified by the applicant as likely to be used during construction of the proposed project operate between LOS A and D (U.S. 101 and SR-126) during the AM and PM peak hours (see Table 4.15.3). As stated in the Construction Overview, a maximum total of 44 vehicle trips could occur during both the AM and PM peak hours on any given day during

the construction period. These trips would be dispersed throughout the project area. Therefore, the temporary additional peak hour trips are not expected to cause existing roads within the Regional or Regional Road Network that are currently functioning at an acceptable LOS to function below an acceptable LOS.

The proposed project would cause short-term, temporary construction-related impacts where the proposed 66-kV subtransmission line segments cross roadways and where construction would be conducted within a public ROW. As stated in the Construction Overview, the 66-kV subtransmission line segments cross SR-192 in three locations. Segment 3A crosses SR-192 at the intersections of Route 224 in the City of Carpinteria, Lillington Canyon Road, and Shepard Mesa Drive. Segment 3B crosses SR-150 as it connects with Segment 3A approximately 0.1 miles northeast of the intersection with SR-192 in Santa Barbara County. Segment 4 runs adjacent to SR-150 and crosses the road nine times within Ventura County. Segment 1 crosses SR-33 as it enters the Casitas Substation which is located along SR-33 approximately 0.7 miles north of the Casitas Vista Road intersection. Temporary lane closures and/or travel lane reductions would be required for the construction of the 66-kV subtransmission line segments where they cross a roadway and could temporarily impact the performance of the circulation system. MM TT-1 requires the applicant to prepare a traffic control plan to address potential significant transportation conflicts created from road/lane closures. The implementation of MM TT-1 would reduce potential significant impacts from road closures to less than significant.

The City of Carpinteria, City of Ventura, and Santa Barbara and Ventura Counties encourage use and development of multiple modes of transportation including public transit and bicycles. However, LOS standards have not been adopted for these modes of transportation, thus a qualitative assessment of impacts on these facilities is not possible. In general, the proposed project would not conflict with policies governing these facilities. While construction of certain proposed project components could affect bicycle infrastructure and public transit (see discussion under Impact TT-6), any impact on these facilities would be short term and temporary and would not conflict with any applicable plan, ordinance, or policy.

As stated in the Operation and Maintenance Overview, operation and maintenance of the proposed project would be similar to current operation conditions; therefore, operation activities would not conflict with any applicable plans, -ordinances, or policies.

**Impact TT-2: 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.**
LESS THAN SIGNIFICANT

The SBCAG is the Congestion Management Agency for the County and establishes the CMP. The Santa Barbara County CMP states that projects that have a total generation that exceeds 500 average daily trips or 50 peak hour trips should be evaluated for potential impacts to the CMP system. For the purposes of this analysis it is assumed that a maximum total of 44 vehicle trips could temporarily occur during both the AM and PM peak hours in Santa Barbara County on any given day during the construction period. The proposed project would temporarily generate 182 maximum total daily vehicle trips during construction. Therefore, the proposed project would not add more than 50 trips during either the AM or PM peak hours, nor would it add more than 500 average daily trips on the Santa Barbara CMP network. Additionally, it was determined that the significance threshold would not apply to temporary increases to traffic during construction of the

proposed project (Orfila pers. comm. 2013). Therefore, impacts on the Santa Barbara County CMP would be less than significant.

The VCTC is the Congestion Management Authority for Ventura County and establishes the CMP. The proposed project would generate no more than 44 vehicle trips in both the AM and PM peak periods during construction; therefore, it does not meet the 200 trip threshold that would require it to undergo a Project-Level Impacts analysis according to the Ventura County CMP. No additional trips would be generated during operation of the proposed project because operation and maintenance activities would be similar to current conditions.

Because the proposed project does not meet the requirements for further evaluation according to either the Santa Barbara or Ventura County CMP networks, it would not conflict with an applicable congestion management program. Therefore, impacts under this criterion would be less than significant.

**Impact TT-3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.**
LESS THAN SIGNIFICANT WITH MITIGATION

Three public airports—the Oxnard, Camarillo, and Santa Barbara Municipal Airports—are located within the vicinity of the proposed project. In addition, there is a private airport located in Santa Paula, east of the Santa Clara Substation. Helicopters would be used for construction work associated with transportation of construction workers, delivery of equipment and materials to structure sites, structure placement, hardware installation, conductor and telecommunications cable stringing operations, and installation of marker balls. Helicopters may be based at a local airport at night or on off days. Fifteen proposed helicopter fueling and landing areas would be located along access and spur roads along Segments 1, 2, and 4. These landing zones would support construction, potential helicopter refueling, and emergency landings. If helicopters are used during construction, they would be used in accordance with SCE's specifications, which are similar to the methods detailed in Institute of Electrical and Electronic Engineers (IEEE) 951-1996 standard, *Guide to the Assembly and Erection of Metal Transmission Structures*, Section 9, Helicopter Methods of Construction.

As discussed above in Section 4.15.2.1, SCE may need to submit a Congested Area Plan to the FAA 30 to 60 days prior to start of construction for helicopter external-load operations over populated areas or areas congested with structures or objects. The FAA requires that all pilots, and crewmembers, and helicopters involved with external-load operations (e.g., lattice steel tower erection and wire stringing) be certified pursuant to 14 CFR 133 (External-Load Operations). Pursuant to FAA and OSHA requirements, briefings must be completed prior to each day of helicopter operation regarding the plan of operation for the pilot and all ground personnel. Additionally, cargo hooks used for securing helicopter external loads must be tested electrically and mechanically prior to each day of operation. Accidents and incidents associated with helicopter use must be reported immediately to the National Transportation Safety Board.

Although SCE would operate and use helicopters for construction of the proposed project according to internal standards based on IEEE Standard 951-1996, and the FAA would certify and inspect all pilots, mechanics, crewmembers, and helicopters, accidents or incidents at job sites could still occur. MM TT-2 would ensure that workers involved in construction activities that receive loads from helicopters or assist with loading helicopters are routinely trained to identify potentially unsafe conditions associated with helicopter external load size, attachment means, or

loading/unloading methods. MM TT-3 would require the applicant to notify the Van Nuys Flight Standards District Office and the surrounding public at least one week in advance of all days during which helicopter operations are planned to occur. With implementation of MM TT-2, and MM TT-3, impacts under this criterion would be less than significant.

**Impact TT-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**
LESS THAN SIGNIFICANT WITH MITIGATION

The proposed project would not require the construction of publicly accessible roads that would present a substantially hazardous design feature such as sharp curves or dangerous intersections. In addition, the proposed project would not introduce incompatible uses to area roadways (e.g., farm equipment). Approximately 120 miles of existing access and spur roads would be utilized during construction of the proposed project. In addition, approximately 4 miles of new spur roads would be constructed as part of the proposed project. The majority of ~~All~~ proposed project access and spur roads, except for a portion of Segment 4 access roads that overlap with the recently completed Franklin Trail and portions on Los Padres National Forest lands, would be located on private land and would be accessible only to the private land owner, fire maintenance vehicles (in some cases), and SCE for construction and maintenance activities to the 66-kV subtransmission segments. Therefore, except for a portion of Segment 4 access roads, the access and spur roads would be restricted from public access. It is also anticipated that the roads would be designed to avoid hazardous features for the safety of operation and maintenance crews. As noted in Section 2.3.2.1 "Access and Spur Roads," the construction of new spur roads would typically be 18 feet wide, with up to 2-foot-wide shoulders on each side of the road to stabilize road edges beyond the drivable width. Generally, the grade of access and spur roads would not exceed 12 percent; however, in certain cases grades could reach approximately 14 percent. For grades exceeding 12 percent, these would not exceed 40 feet in length and would be located more than 50 feet from any other excessive grade or any curve. All curves would have a radius of curvature not less than 50 feet, measured along the center line of the usable road surface. As a result, there would be no impact because the proposed project access roads would not substantially increase hazards due to a design feature.

The delivery of specific project components may~~, such as the lattice steel towers, would~~ require the use of oversize and/or overweight vehicles. A transportation permit would be required on all vehicles exceeding the size and weight of a legal load, as defined by the California Vehicle Code. The permits would be obtained from the cities of Ventura and Carpinteria and the counties of Santa Barbara and Ventura. Likewise, Caltrans has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight, and loading of vehicles. SCE would adhere to each jurisdiction's requirement and permitting process for the transport of oversize and/or overweight project components. Depending on the jurisdiction, the transportation permit or the Caltran's special permit, generally include conditions such as the requirement to display a "wide load" warning sign, use designated truck routes and repair of any damage to roadways/structures resulting from travel, include a pilot vehicle and/or prohibit movement during darkness and during inclement weather. The applicant would also implement MM TT-1, Traffic Control Plan, during project construction to minimize short-term, construction-related impacts on local traffic and reduce potential traffic safety hazards through measures such as the installation of temporary warning signs at strategic locations near access points for the project components. Therefore, the proposed project would not substantially increase hazards due to a design feature or incompatible use and impacts would be less than significant under this criterion.

**Impact TT-5: Result in inadequate emergency access.**
LESS THAN SIGNIFICANT WITH MITIGATION

The proposed project is primarily located in the rural, mountainous areas of Santa Barbara and Ventura Counties and the majority of the 66-kV subtransmission line segments would be reachable through access and spur roads during construction. There are few residences located in the mountains of the project area. A cluster of residences are located in the City of Carpinteria foothills in proximity to Segment 4. The proposed project would cause short-term, temporary construction-related impacts where the proposed 66-kV subtransmission line segments cross roadways and where construction would be conducted within a public ROW. As mentioned in the Construction Overview, the 66-kV subtransmission line segments cross SR-192 in three locations, SR-150 in 10 locations, and SR-33 in one location. Temporary lane closures and/or travel lane reductions would be required for the construction of the 66-kV subtransmission line segments where they cross a roadway. A series of local roads are also located adjacent to or crossed by the 66-kV subtransmission line segments.

The applicant would implement MM TT-1, Traffic Control Plan, during project construction to minimize short-term construction-related impacts on local traffic, including emergency access. Under the traffic control plans, construction activities would be coordinated with the affected local agencies in order to prevent closure of any emergency access route. Flaggers may briefly hold traffic back for construction equipment, but emergency vehicles would be provided access even in the event of temporary road closures. As a result, temporary road and lane closures associated with construction activities would not significantly lengthen the response time required for emergency vehicles passing through the construction zone because all streets would remain open to emergency vehicles at all times.

In places where proposed project components would require lane closures and/or travel lane reductions, construction activities would also coordinate with local jurisdictions in order to avoid closure of any emergency access route. Traffic control plans would also be submitted to all affected jurisdictions for review and approval prior to conducting construction activities. To ensure that the Traffic Control Plan reduces traffic impacts related to temporary lane closures, MM TT-1 would require SCE to confer with the City of Carpinteria traffic engineer and to incorporate their recommendations into the project Traffic Control Plan prior to commencing work within City of Carpinteria city boundaries.

In addition, each of the proposed 66-kV subtransmission line tower sites would be designed for 24-hour vehicular access during operation of the proposed project for emergency and maintenance activities.

Measures included under MM TT-1, Traffic Control Plan, would ensure that construction activities would not interfere with emergency response by ambulance, fire, paramedic, and police vehicles at locations where subtransmission line stringing activity would occur over county and city roads. Travel routes for emergency vehicles would remain unobstructed and adequate during both construction and operation phases of the proposed project. As stated in the Operation and Maintenance Overview, operation and maintenance activities of the proposed project would be similar to current operation conditions. Therefore, proposed project construction and operation activities would not result in inadequate emergency access and impacts would be less than significant.

**Impact TT-6: Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

LESS THAN SIGNIFICANT WITH MITIGATION

Bikeway segments would be located adjacent to Segments 1 through 3B, Carpinteria Substation, Casitas Substation, and Staging Yard 1. A Class III bikeway where a bike route is indicated by sign only is located along SR-192 in proximity to the Carpinteria Substation and adjacent to Segments 3A and 3B. A Class II bikeway where the bike route is marked with an on-street painted bike lane is located on W. Stanley Avenue in the City of Ventura adjacent to Staging Yard 1. The Ojai Valley Trail is a multipurpose trail and Class 1 bikeway where the path is separate from automobile traffic. The Ojai Valley Trail parallels SR-33 in Ventura County and would be crossed by Segment 2. The first phase of the Franklin Trail was recently completed and is open to the public. The northern terminus of the first phase of the trail overlaps with the existing SCE access road.

Pedestrian and bicycle circulation may temporarily be affected by construction activities, including utility pole installation and line stringing. Construction activities, however, are not expected to impede pedestrian or bicyclist movement such that no suitable alternative routes would be available. As part of MM TT-1 the applicant would be required to implement traffic control measures that are consistent with those published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2010). Measures identified in the manual are applicable to all roadways users including motorists, bicyclists, and pedestrians. The Manual, for example, recommends that pedestrians be provided with reasonably safe, convenient, and accessible paths that replicate as nearly as possible the most desirable characteristics of the existing paths. Traffic control measures would apply specifically to temporary disruptions to the Class III bikeway along SR-192 due to the construction of Segments 3A and 3B adjacent to the route and the Ojai Valley Trail during the construction of the Segment 2 portion that crosses the trail. The applicant would also implement MM TT-4, Trail Repair, to ensure that any damage done to area trails, resulting from construction work would be repaired following completion of project construction.

The Santa Barbara County Comprehensive Plan Circulation Element Policy C promotes the continued development of alternative modes of transportation. The Ventura County General Plan Circulation Element Goals 9 and 10 encourage the use of bicycling and ridesharing and Program 5 ensures the maintenance of the Ojai Valley Trail. The proposed project, however, would only affect pedestrian and bicycle facilities temporarily during construction, and effects would occur for a relatively short period at any one location as utility structures are installed incrementally along the proposed routes. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding bikeways or pedestrian facilities or otherwise substantially decrease the performance or safety of these facilities.

Since the proposed project is primarily located in the rural, mountainous areas of Santa Barbara and Ventura Counties there are no bus and other mass transit options located along the majority of the project route. Gold Coast Transit bus route 16 runs along SR-33 in the vicinity of Staging Yard 1, Segments 1 and 2, and the Casitas Substation. Construction of Route 1 as it enters the Casitas Substation would necessitate temporary lane reductions and closures on SR-33 that could temporarily affect Gold Coast Transit bus route 16 service; however, any potential service disruptions would be temporary and would not conflict with adopted policies, plans, or programs regarding public transit or otherwise substantially decrease the performance or safety of such facilities. In addition, as part of MM TT-1 the applicant would be required to implement traffic

control measures during potential lane reductions and closures along SR-33. Therefore, impacts under this criterion would be less than significant.

### 4.15.4 Mitigation Measures

**MM TT-1: Traffic Control Plan.** The applicant shall prepare Traffic Control Plan in accordance with the latest version of the California Joint Utility Traffic Control Manual prior to commencement of construction activities (California Inter-Utility Coordinating Committee 2010). The final Traffic Control Plan shall be implemented, as specified, throughout construction. The Traffic Control Plan shall be developed to minimize short-term construction-related impacts on local traffic (including motorists, bicyclists, and pedestrians) and potential traffic safety hazards, and shall include measures such as the installation of temporary warning signs at strategic locations near access locations for the project components. The signs shall be removed after construction-related activities are completed. The Traffic Control Plan would include, at a minimum, the measures listed below. The draft Traffic Control Plan shall be submitted to the regional office of the California Department of Transportation and applicable local jurisdictions for review and comment at least 60 days prior to the start of construction. The applicant shall address all agency comments prior to distributing the final Traffic Control Plan to all construction crew members and prior to commencement of construction activities. Specifically, the Traffic Control Plan would include the following:

- Installation of traffic control devices as specified in the California Joint Utility Traffic Control Manual;
- Include a discussion of work hours, haul routes, work area delineation, traffic control and flagging;
- Identify all access and parking restriction and signage requirements;
- Require workers to park personal vehicles at approved staging areas and take only necessary project vehicles to the work sites;
- Coordination with the City of Carpinteria, Carpinteria-Summerland Fire District, City of Ventura, County of Santa Barbara, or County of Ventura on any temporary land or road closures within their jurisdictions. Layout plans for notifications and a process for communication with affected residents and landowners prior to the start of construction. Advance public notification shall include posting of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which roads/lanes and access point/driveways/parking areas would be blocked on which days and for how long), and a toll-free telephone number for receiving questions or complaints;
- To ensure that the Traffic Control Plan reduces traffic impacts related to temporary lane closures along SR-192, SR-150, SR-33, the applicant will confer with the affected jurisdiction's traffic engineers and incorporate the engineer's recommendations into the Traffic Control Plan prior to commencing work;
- The Traffic Control Plan would also be submitted to all affected jurisdictions for review and approval prior to conducting construction activities;
- Provisions for temporary alternate routes to route local traffic around construction zones;

- Delivery activities requiring extensive street use and temporary lane closures and/or lane reductions would be scheduled to occur during the off-peak hours to the extent feasible;
- Emergency service providers would be notified of the timing, location, and duration of construction activities. All roads would remain passable to emergency service vehicles at all times; and
- Identify all roadway locations where special construction techniques (e.g, night construction) would be used to minimize impacts to traffic flow.

**MM TT-2: Helicopter Safety Plan and External-Load Training.** Prior to start of construction, the CPUC must approve a Helicopter Safety Plan developed by SCE or its contractors if helicopters are to be used for any aspect of construction of the project. All workers that shall be present when helicopters are in use for construction of the project shall be trained regarding helicopter external loads. A sign-in sheet recording the names and dates of all individuals trained shall be maintained by SCE. Helicopter Safety Plan and Worker Environmental Awareness training shall include the following, at minimum:

- An overview of the general steps taken by the certified Rotorcraft External-Load Operators before starting operations, including a survey of the flight area; the typical ground worker instructions from certified Rotorcraft External-Load Operators; the ramp inspection checklist (14 CFR 133 Ramp Inspection Job Aid) and examples of typical causes of unsatisfactory ramp inspections; and the equipment typically required for Class A, B, C, and D loads as specified in 14 CFR 133;
- A summary of the contents of the FAA-approved Rotorcraft Load Combination Flight Manuals applicable to external-load operations planned for the project including maximum loads (internal and external) and load types and general performance capabilities, under approved operating procedures and limitations, for each type of helicopter to be used;
- Detailed instruction regarding the proper methods of loading, rigging, or attaching external loads and examples of improper rigging and resultant accidents and incidents; and
- Detailed information about planned helicopter construction techniques.

A safety brief, plan of operations, and refresher helicopter external-load operations training shall occur at the start of all days during which helicopter external-load operations are planned to occur. The planned flight paths, landing areas, and timing and types of helicopter construction activities for the day shall- be presented. At minimum, the refresher training shall include examples load types and maximum loads (internal and external) for each type of helicopter to be used that day and a demonstration of proper external-load attaching and restraining means for all types of attaching and retraining devices that may be used.

No SCE personnel or contractor, including helicopter pilots and crewmembers, shall work in proximity to or be involved with helicopter external-load operations unless they receive the initial training and attend the daily safety brief and refresher training. Signatures of all personnel and contractors that attend the daily safety brief and refresher training shall be collected and clear indication on the worker (e.g., sticker on the hardhat color-coded by training day) shall be visible to indicate that the worker, pilot, or crewperson is approved to work in proximity to or otherwise be involved with helicopter external-load operations for the day. Copies of all sign-in sheets and a list of topics covered during training shall be submitted to the CPUC.

**MM TT-3: Notification and Monitoring of Helicopter Use.** SCE shall notify the Van Nuys Flight Standards District Office at least one week in advance of all days during which helicopter operations are planned to occur or as required by the Flight Standards District Office. In addition, SCE shall notify all residents, businesses, and owners of property within 0.25 miles of planned or emergency helicopter flight paths and landing areas at least one week in advance of all days during which helicopter operations are planned to occur.

In compliance with 14 CFR Part 133, the loading and unloading of all helicopter external loads shall be monitored by lineman (non-apprentice) certified by SCE to rig and inspect helicopter external loads.

All accidents or incidents reported to the National Transportation and Safety Board (NTSB) or FAA shall, at the same time of reporting, be reported to the CPUC. Near misses involving helicopters that had the potential to result in an accident or incident as defined by NTSB but do not require NTSB notification, shall be entered and described on a dated record by SCE and immediately reported to the applicant's safety coordinator and the CPUC.

**MM TT-4: Repair of Damaged Trails.** Prior to the start of construction, the applicant shall record the existing conditions of trails that could be physically damaged from the proposed construction activities. At the completion of construction, the applicant shall ensure that damage to existing trails as a direct result of activities related to construction of the proposed project components shall be repaired once construction is complete in accordance with local jurisdiction requirements and/or existing franchise agreements held by the applicant.

*This page intentionally left blank.*