3.17 Transportation

This section presents the environmental setting and impact analysis for transportation resulting from the Proposed Project. This section addresses the existing transportation system in the Proposed Project area, applicable regulations, environmental impacts, and mitigation measures to reduce and avoid significant effects.

3.17.1 Environmental Setting

Existing Roadways and Transportation Network

The Proposed Project is located in unincorporated Kern and Los Angeles counties, and in the cities of Arvin and Bakersfield. The regional circulation system in the vicinity of the Proposed Project comprises interstate highways, state highways, and county and local roadways. Figure 3.17-1 shows the regional roadway and highway network along the Proposed Project alignment. Interstate and state highways in proximity to the Proposed Project include Interstate 5 (I-5) and California State Route (SR) 58, SR 178, and SR 223. Table 3.17-2 lists the *annual average daily traffic* (AADT) volumes for roadways that may be used to access the Proposed Project. The roadways are adjacent or intersect the Proposed Project. Table 3.17-1 lists the AADT volumes for Caltrans highways that would be used to access the Proposed Project.

Table 3.17-1 Existing Highways

Roadway	Jurisdiction/ownership	Number of lanes	Traffic volume (annual average daily traffic [AADT])
Segment 1			
SR 178	Caltrans	2	3,850–69,000
SR 58	Caltrans	4	570–6,400
SR 223	Caltrans	2	180-920
Edison Highway	Kern County	2	228–2,525
Segment 2			
I-5	Caltrans	8	2,050–9,200
Staging areas			
SR 178	Caltrans	2	3,850 –69,000

Table 3.17-2 Existing Roadways

Roadway	Jurisdiction/ownership	Number of lanes	Traffic volume (annual average daily traffic [AADT])
Segment 1			
Breckenridge Road	Kern County	2	173
Towerline Road	Kern County	2	409–1,239
Muller Road	Kern County	2	N/A
Hermosa Road	Kern County	2	323
Panama Road	Kern County	2	688
Di Giorgio Road	Kern County	2	662
Buena Vista Boulevard	Kern County	2	712
Russell Avenue	Kern County	2	369
Sunset Boulevard	Kern County	2	985
Landers Road	Kern County	2	nil
Richardson Road	Kern County	2	nil
Widmere Road	Kern County	2	nil
East Sycamore Road	Kern County	2	376
Millux Road	Kern County	2	31
Mountain View Road	Kern County	2	1,420
Segment 2			
Kenmar Lane	Kern County	2	75
Kenmar Road	Kern County	2	nil
Comanche Point Road	Kern County	2	132
Tejon Park Drive	Kern County	2	nil
Sweet Cherry Lane	Kern County	2	nil
Grasshopper Lane	Kern County	2	nil
David Road	Kern County	2	2,894
Sebastian Road	Kern County	2	631
Rancho Road	Kern County	2	1,340–1,985
Laval Road	Kern County	2	5,316
Edmonstron Plan Pumping Road	Kern County	2	nil

Roadway	Jurisdiction/ownership	Number of lanes	Traffic volume (annual average daily traffic [AADT])
Digier Road	Kern County	2	76
Lebec Road	Kern County	2	494
Lebec Oaks Road	Kern County	2	nil
Fort Tejon Road	Kern County	2	nil
Segment 3			
Bear Trap Road	Kern County	2	nil
Segment 4			
Comanche Point Road	Kern County	2	nil
Badger Court	Kern County	2	nil
Quail Drive	Kern County	2	nil
Jacks Hill Drive	Kern County	2	nil
Antler Way	Kern County	2	nil
Elkhorn Place	Kern County	2	nil
Angus Court	Kern County	2	nil
Longhorn Lane	Kern County	2	nil
Segment 5			
Birkdale Court	Kern County	2	nil
St. Andrews Drive	Kern County	2	nil
Banducci Road	Kern County	2	970–4,210
Stallion Springs Drive	Kern County	2	nil
Edward Street	Kern County	2	nil
Pellisier Road	Kern County	2	2,840
Staging Areas			
Comanche Point Road	Kern County	2	132
Crane Canyon Road	Kern County	1	N/A

Source: (MS2, n.d.)

Air Traffic

Four private and public airports are located within 10 miles of the Proposed Project, as shown in Table 3.17-3 (Kern County 2012; U.S. DOT, FAA 2021). The private airports in proximity to

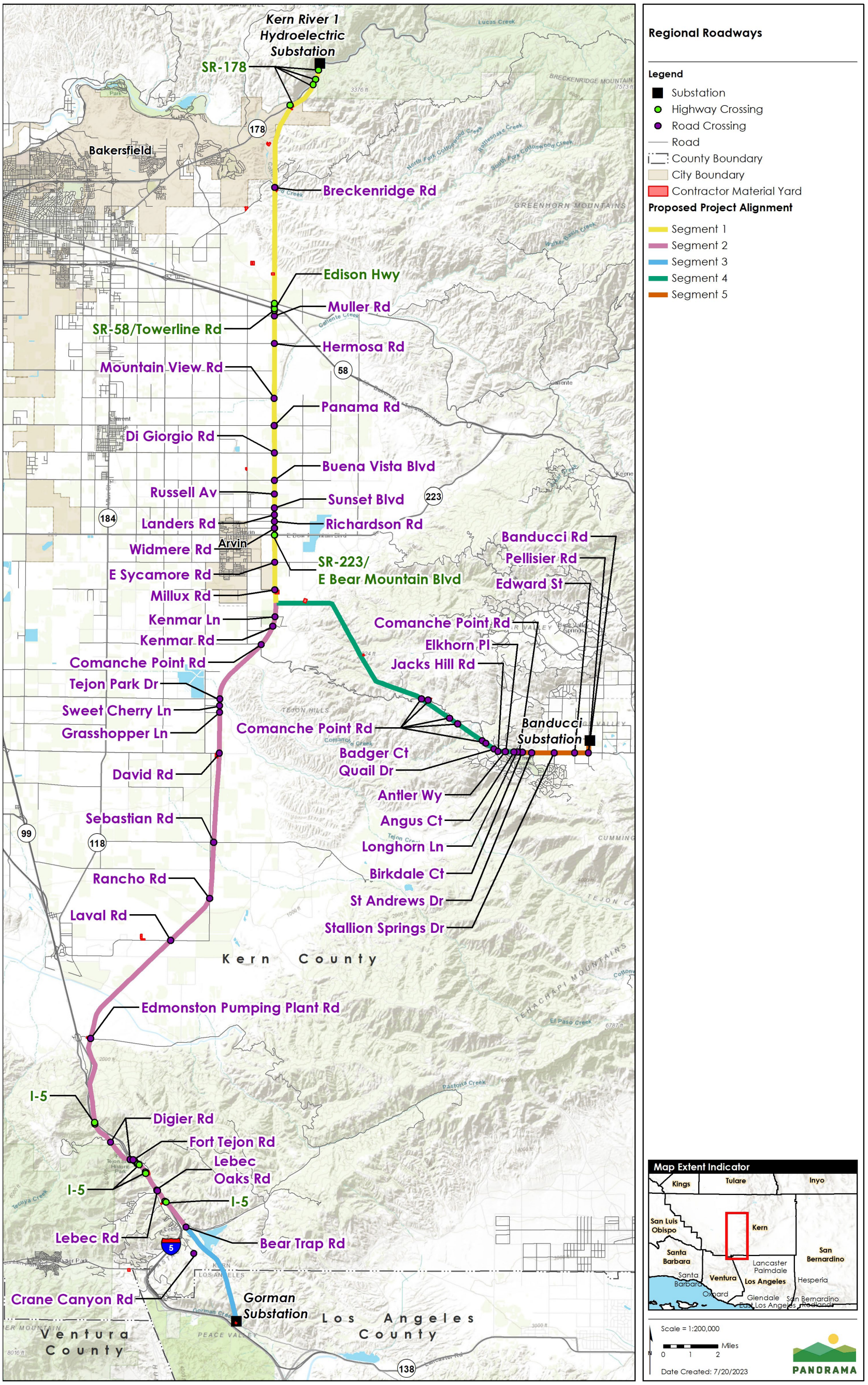
the Proposed Project are primarily used for agricultural operations, and the landing strips consist of single, paved runways.

Table 3.17-3 Existing Airports

Airport name	Location	Distance from Proposed Project (miles)
Kern Medical Center (public)	City of Bakersfield	9.1
Creekside (private)	City of Arvin	6.7
Paradise Lakes (private)	City of Arvin	6.9
Tehachapi Municipal Airport (public)	Kern County	9.4
Quail Lake Sky Park (private)	Los Angeles County	5.6

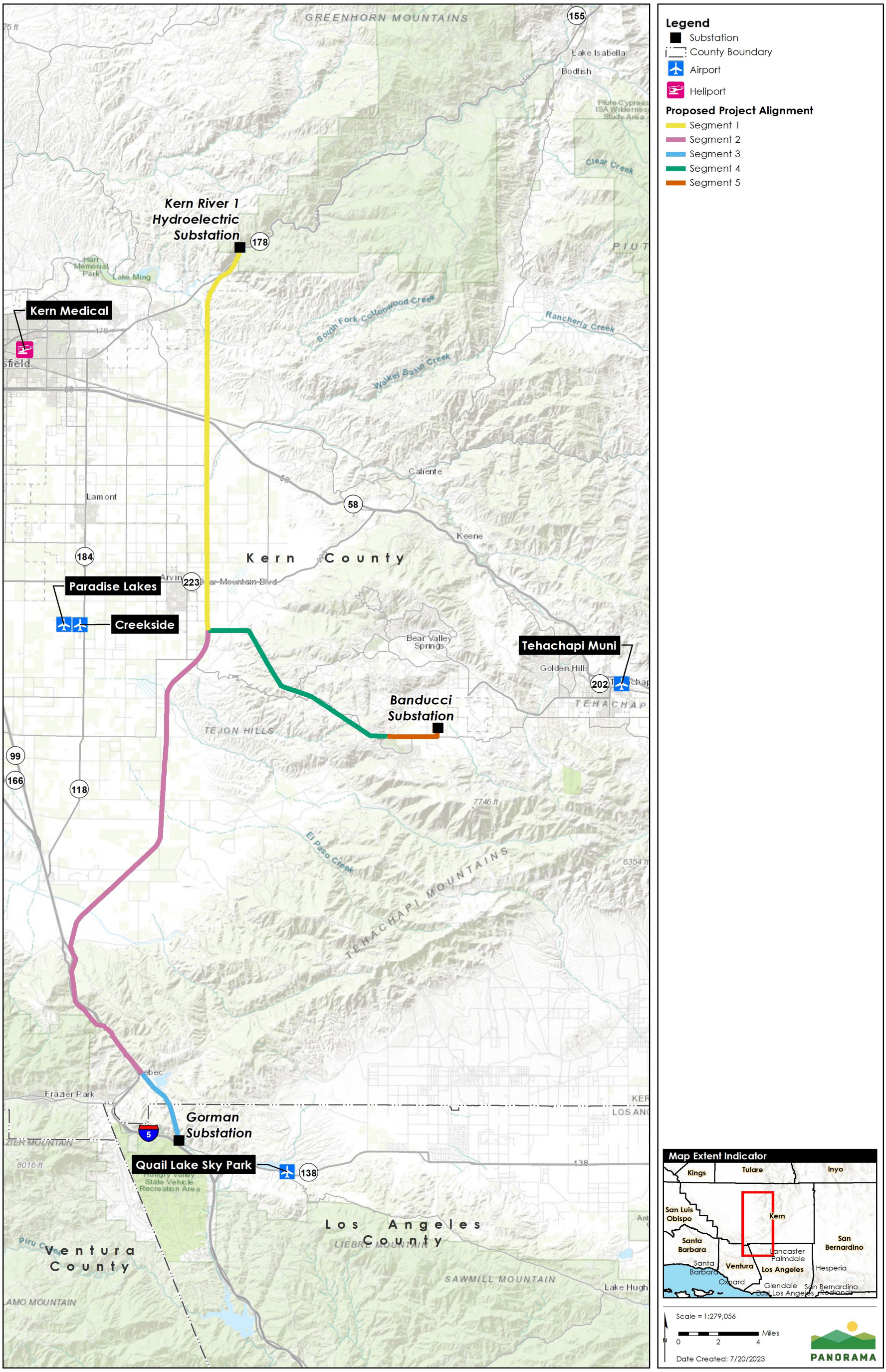
Source: (U.S. Department of Transportation, Federal Aviation Administration-Aeronautical Information Services. 2021)

Figure 3.17-1 Regional Roadway Network



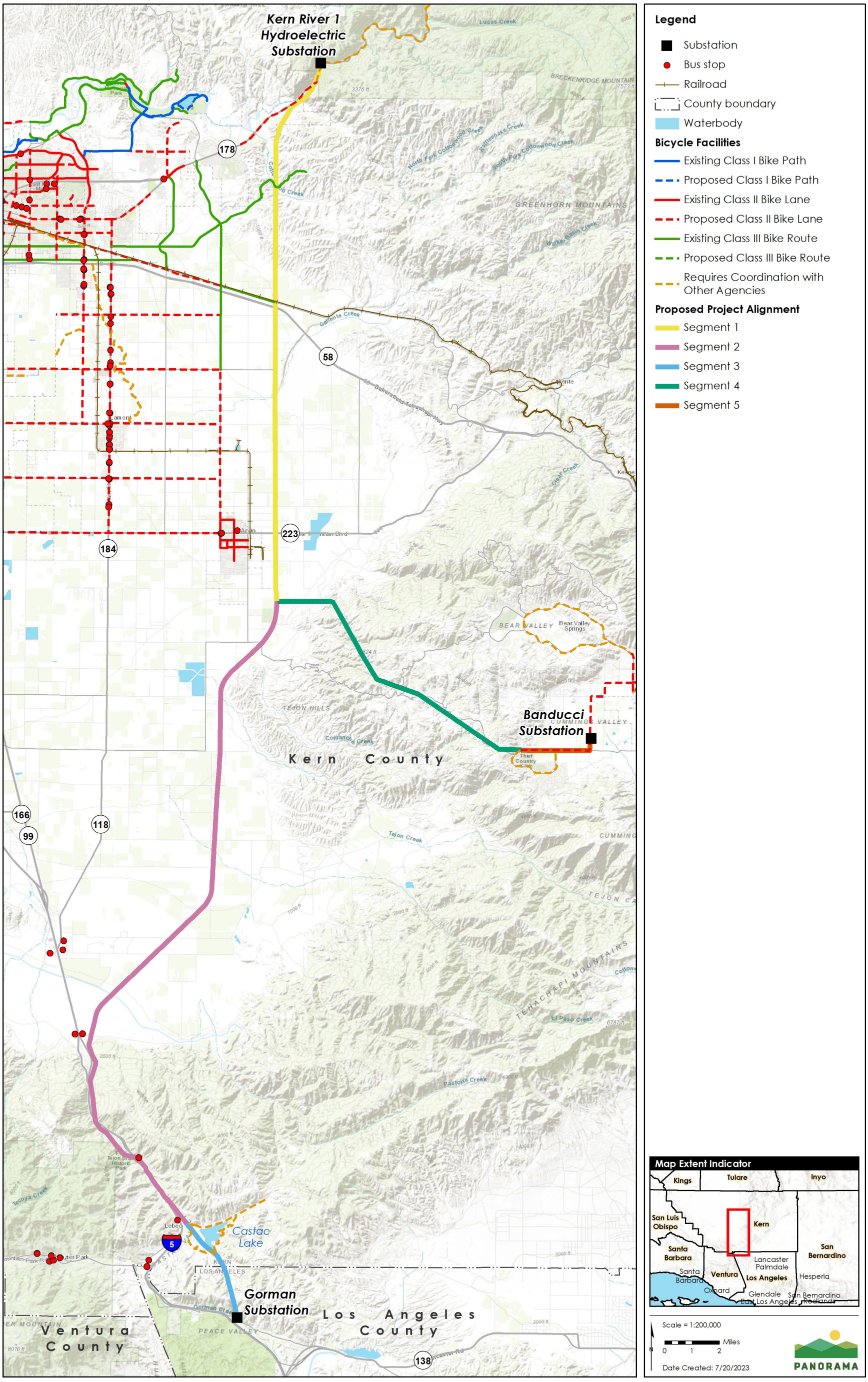
Source: (Kern County Department of Public Works 2018)

Figure 3.17-2 Airport Facilities



Source: (U.S. Department of Transportation, Federal Aviation Administration-Aeronautical Information Services. 2021)

Figure 3.17-3 Bicycle Routes, Public Transit, and Railroads



Source: (Kern County GIS 2018; Kern Transit, n.d.)

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Bicycle Facilities

Bicycle routes in Kern County are identified in the Kern County Bicycle Master Plan and Complete Streets Recommendation (Kern County 2012a). The Kern County Bicycle Master Plan and Complete Streets Recommendation classifies bicycle facilities as follows:

- Class I: Bike paths are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.
- Class II: Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway.
- Class III: Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signage and/or on-street shared lane markings. Bike routes are typically used on roads with low speeds and traffic volumes but may be used on higher volume roads with wide outside lanes or shoulders.

Class II and Class III bicycle facilities along roadways within the Proposed Project area are listed in Table 3.17-1. There are no Class I bicycle facilities in the vicinity of the Proposed Project alignment. Within Segment 1 of the Proposed Project, a Class II bicycle lane is located along SR 178, which intersects the alignment near the Kern River Hydroelectric Substation. A Class III bicycle facility, located along Breckenridge Road, intersects Segment 1 northeast of the City of Bakersfield. Class II bicycle facilities are proposed along Banducci Road and Pellister Road and would parallel nearly all of Segment 5 and approximately 300 feet of Segment 4 of the Proposed Project. Three proposed bicycle routes located around Castaic Lake, and along Kern Canyon Road, Stallion Springs Drive, and Comanche Point Road are outside of Kern County's jurisdiction and would require coordination with other agencies for development.

Los Angeles County has developed County of Los Angeles Bicycle Master Plan, which guides the development and maintenance of the bicycle network within the county (County of Los Angeles Department of Public Works 2012). The plan identifies 144 miles of existing bikeways and proposes the installation of approximately 831 miles of new bikeways. There are no existing or proposed bicycle facilities in Los Angeles County that are within the vicinity of the Proposed Project.

Public Transit

Public transportation in Kern County is provided by Kern Transit, which offers twelve bus routes throughout the County. Dial-a-ride bus service is available to all riders within seven designated service areas in the communities of Bakersfield, Frazier Park, Kern River Valley, Lamont, Mojave, Rosamond, and Tehachapi (Kern Transit, n.d.). The bus routes that intersect the Proposed Project alignment include Kern Transit Route 100, 130, and 150 (Kern Transit 2023a; 2023b; 2023c). Kern Transit Route 100 (Bakersfield–Lancaster) uses SR 58, which crosses Segment 1 of the Proposed Project. Kern Transit Route 130 (Santa Clarita–Bakersfield) parallels portions of Segments 2 and 3 of the Proposed Project, in the vicinity of the communities of

Lebec and Grapevine. Route 130 extends into the City of Santa Clarita in Los Angeles County, approximately 37 miles south of the Gorman substation. Kern Transit Route 150 (Lake Isabella–Bakersfield) travels SR 178, which crosses Segment 1 of the Proposed Project. There are no public transit services available within the vicinity of the Proposed Project in Los Angeles County aside from Kern Transit Route 130. Operating hours for the Kern Transit bus routes are listed in Table 3.17-4.

Table 3.17-4 Bus Routes and Frequencies

Bus Route	Roadways traveled	Frequency	Hours of operation
100	SR 58	Runs six times daily (weekdays) Runs three times daily (weekends)	3:25 a.m. – 11:13 p.m. (weekdays) 3:55 a.m. – 8:01 p.m. (weekends)
130	I-5, SR 99, SR 223	Runs three times daily (weekdays) Runs two times daily (Saturday)	4:35 a.m.–9:40 p.m. (weekdays) 7:00 a.m.– 8:18 p.m. (Saturday)
150	SR 178	Runs four times daily (weekdays) Runs four times daily (Saturday) Runs three times daily (Sunday	6:00 a.m.–7:18 p.m. (weekdays) 6:00 a.m.–7:18 p.m. (Saturday) 6:45 a.m.–7:15 p.m. (Sunday)

Source: (Kern Transit 2023a; 2023b; 2023c)

Railroads

There are two freight railroads in the vicinity of the Proposed Project, as shown in Figure 3.17-3. The San Joaquin Valley Railroad extends from northeastern Bakersfield to the city of Arvin. The San Joaquin Valley Railroad is located approximately 0.5 mile west of Segment 2 of the Proposed Project. The Proposed Project alignment spans the Union Pacific Railroad (UPRR) track in northeastern Bakersfield adjacent its intersection with SR 58 along Segment 1.

The California High Speed Rail System aims to develop 800 miles of high-speed railway throughout California. The proposed California High Speed Rail System's Bakersfield–Palmdale segment would parallel the UPRR track where it intersects Segment 1 of the Proposed Project alignment. The Bakersfield–Palmdale segment Final Environmental Impact Report was approved in August 2021 (California High-Speed Rail Authority 2021). Construction for the Bakersfield–Palmdale segment is expected to start in 2024 and be complete in 2029 (California High-Speed Rail Authority 2023).

Pedestrian Circulation

Pedestrian facilities include sidewalks, crosswalks, corner ramps, signalized intersections/ pedestrian signals, and traffic calming pedestrian-friendly streetscapes. Due to the rural

location of the Proposed Project, there are no dedicated pedestrian facilities in the vicinity of the Proposed Project.

3.17.2 Applicable Regulations, Policies and Standards

Federal Regulations, Policies, and Standards

Federal Aviation Administration

The Federal Aviation Administration (FAA), an agency that is part of the U.S. Department of Transportation (USDOT), is responsible for regulating civil aviation, including the oversight of air traffic and aeronautical obstructions. All airports and navigable airspace not administered by the U.S. Department of Defense are under the jurisdiction of the FAA. The FAA requires applicants to submit a Notice of Proposed Construction or Alteration and receive approval prior to ground disturbance associated with a project. Title 14 Section 77.13 states that an aviation obstruction would be created if any equipment is positioned such that it would be more than 200 feet above the ground or would exceed an imaginary surface extending outward and upward from applicable airport runways at the following slopes: 100:1 within 20,000 feet, 50:1 within 10,000 feet, and 25:1 within 5,000 feet. The FAA also poses restrictions on helicopter flights carrying external loads in congested areas.[1] Helicopter flights with external loads in congested areas require submittal of a Congested Area Plan to the FAA (14 CFR part 133.33).

Federal Railroad Administration

The Federal Railroad Administration (FRA) is an agency within the USDOT that is responsible for regulating railroad safety and development. In California, the CPUC Railroad Operations and Safety Branch (ROSB) has the regulatory authority to oversee rail safety within California, including the enforcement of state and federal laws, regulations, orders, and directives regarding rail transportation in California. The CPUC is required to consult with the FRA when performing duties related to railroad safety.

State Regulations, Policies, and Standards

Caltrans

Interstate highways are governed by the Federal Highway Administration (FHWA) and the USDOT. They provide research, technical assistance, standards, and financial assistance to state and local agencies for the design, construction, and maintenance of roads.

The California Streets and Highways Code section 70-8 assigns responsibility for meeting or exceeding the FHWA guidelines to the California Transportation Commission and, thereby, to the California Department of Transportation (Caltrans).

[1] The term *congested area* refers to a city, town, or open-air assembly of people.

The Division of Transportation Planning within Caltrans is primarily responsible for the maintenance, development, and support of transportation facilities within the state. However, the Division of Transportation Planning partners with counties and cities in planning, managing, and maintaining the transportation system.

All work on or over Caltrans facilities would require coordination with the Caltrans District 6 (Kern County) and District 7 (Los Angeles County) offices, issuance of an encroachment permit, and approval of traffic control plans based on the 2014 (or latest) California Manual on Uniform Traffic Control Devices.

Local Regulations, Policies and Standards

The CPUC has sole and exclusive State jurisdiction over the siting and design of the Proposed Project because it authorizes the construction, operation, and maintenance of investor-owned public utility facilities. Pursuant to GO 131-D section XIV.B, "Local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to the CPUC's jurisdiction. However, in locating such projects, the public utilities shall consult with local agencies regarding land use matters." Consequently, public utilities are directed to consider local regulations and consult with local agencies, but the counties' and cities' regulations are not applicable as the counties and cities do not have jurisdiction over the Proposed Project. Accordingly, the following discussion of local land use laws, regulations, and policies is provided for informational purposes only.

Kern County General Plan

The Kern County General Plan and Circulation Element provides planning tools for achieving transportation goals and policies throughout Kern County (Kern County Planning Department 2009). The following goals and implementation measures are included in the General Plan:

- Maintain a minimum Level of Service (LOS) D.
- Coordinate and cooperate with airport operators, the County Department of Airports, the California Department of Transportation, Division of Aeronautics, affected cities, Edwards Air Force Base, NAWS China Lake and the Department of Defense on the ALUCP, review of land use applications, public education and encroachment issues.

Los Angeles County General Plan

The Los Angeles County General Plan Mobility Element provides an overview of transportation infrastructure and strategies for developing the transportation network in Los Angeles County (Los Angeles County Department of Regional Planning 2015). The Mobility Element includes two sub-elements: the Highway Plan and Bicycle Master Plan. These sub-elements establish policies for roadway and bikeway systems in unincorporated areas of Los Angeles County. The following policies in the General Plan Mobility Element are applicable to the Proposed Project:

- Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.

- Policy M 4.8: Provide and maintain appropriate signage for streets, roads and transit.

City of Bakersfield Metropolitan General Plan
The City of Bakersfield Metropolitan General Plan identifies circulation needs and issues within the City of Bakersfield and establishes goals, objectives, and policies based on the total circulation needs of the community. The following goals and policies are applicable to the Proposed Project:

- Provide a safe and efficient street system that links all parts of the area for movement of people and goods.
- Provide for safe and efficient motorized, non-motorized, and pedestrian traffic movement.
- Minimize the impact of truck traffic on circulation, and on noise sensitive land uses.
- Continue designation and signage of specific streets as official truck routes within incorporated areas (1-13}.
- Prohibit trucks from non-truck routes within incorporated areas except as necessary for direct property access for pick-up and delivery (1-13).

City of Arvin General Plan
The City of Arvin General Plan contains regulations pertaining to transportation that would be applicable to the Proposed Project. The following goal is applicable to the Proposed Project:

- Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. Prohibit projects that impede or make difficult bicycle and pedestrian access or that block through access on existing or potential bicycle and pedestrian routes.

3.17.3 Applicant Proposed Measures.

SCE has proposed measures to reduce environmental impacts. The significance of the impact is first considered prior to application of *applicant proposed measures* (APMs), and a significance determination is made. The implementation of the APMs is then considered as part of the Proposed Project when determining whether impacts would be significant and thus would require mitigation. These APMs would be incorporated as part of any CPUC project approval, and SCE would be required to adhere to the APMs as well as any identified mitigation measures. The APMs are included in the MMRP for the Proposed Project, and the implementation of the measures would be monitored and documented in the same manner as mitigation measures. The APMs that are applicable to the transportation analysis are provided in Table 3.17-5.

Table 3.17-5 Applicant Proposed Measures

APM	Requirements
TRA-1	SCE will implement traffic control measures consistent with those published in the Manual on Uniform Traffic Control Devices, as written and amended by Caltrans for the state of California (CA MUTCD) and using standard templates from the California Temporary Traffic Control Handbook (CATTCH) (California Inter-Utility Coordinating Committee 2018). These measures will be implemented as and where necessary as described in the CA MUTCD and/or CATTCH, or in ministerial permits.
TRA-2	Prior to construction, SCE will consult with the FAA regarding helicopter flight plans that will take place during construction. This consultation will include, but not be limited to: • Providing locations of helicopter construction staging and work areas. • Establishing designated flight corridors between staging and work areas • Means to ensure external load operations avoid occupied structures and roadways. • Locations of traffic control where external load operations will cross public roadways. • Locations where Congested Area Plans may be required for filing with the FAA. • Identifying any flight restrictions recommended/required by the FAA. The results of this coordination will be provided to the CPUC.
TRA-3	Where the proposed project work area encroaches upon a public right-of-way and reduces the existing pedestrian path of travel to less than 48 inches wide, alternate pedestrian routing will be provided during construction activities.

3.17.4 Environmental Analysis

Summary of Impacts

Table 3.17-6 presents a summary of the CEQA significance criteria and impacts on transportation that would occur during construction, operation, and maintenance of the Proposed Project.

Table 3.17-6 Summary of Proposed Project Impacts to Transportation

Would the proposed project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access)?	☐	☒	☐	☐

Impact Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Construction

Vehicle Trips and Access Routes

Project construction would generate additional vehicle travel on roadways from construction worker vehicles and truck trips associated with the delivery of equipment and materials and removal of excavated material and waste. Construction activities would include the movement of light, medium, and heavy-duty vehicles along I-5, state routes, and county- and city-maintained roadways. Project-related vehicles and equipment would generally travel from staging areas or contractor yards to work sites daily. Construction is scheduled to begin in June 2026 and last approximately 23 months. Construction would generate approximately 250 vehicle trips per day. Applicable policies and plans regarding vehicle trips and roadway circulation are presented in Table 3.17-7. During peak construction, vehicles would be dispersed through the regional road network because access to each work area would be provided from different access roads. Therefore, the short-term additional vehicle trips generated by construction activities would not be significant. Temporary closure of traffic lanes or roads would be required during installation or removal of structures located adjacent roadways and installation of overhead wire. Temporary lane and road closures could affect motor vehicle circulation during construction activities. APM TRA-1 requires the implementation of traffic control measures and a traffic control plan in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the California Temporary Traffic Control Handbook (CATTCH) (California Inter-Utility Coordinating Committee 2018). Implementation of traffic control measures would minimize disruptions to the road network during

construction. As analyzed in Table 3.17-7, the Proposed Project would not conflict with policies for safe and efficient streets. The impact would be less than significant. No mitigation is required.

Road, Bicycle, and Pedestrian Route Closures

Temporary lane, road, and bicycle route closures would occur on Proposed Project roadways during construction. The closures would be temporary and short-term, and access would be restored after construction. There are no pedestrian facilities within the vicinity of the Proposed Project alignment. While encountering pedestrian facilities is not anticipated, APM TRA-3 requires SCE to provide alternate pedestrian routes during construction where the Proposed Project reduces existing pedestrian pathways to less than 48 inches wide. As specified in APM TRA-1, a traffic control plan would be developed and implemented to include elements that would reduce impacts from lane, road, and bicycle route closures during construction.

Transit Network

Kern Transit Routes 100, 130, and 150 cross the Proposed Project alignment. Construction of the Proposed Project would require temporary lane and road closures that could result in temporary transit delays and reduce transit access where lane and road closures occur along the bus routes. The temporary transit delays and reduced transit access would be considered a significant impact on transit. As detailed in the Project Description, APM TRA-1 requires the implementation of a traffic control plan and measures in accordance with the CA MUTCD and CATTCH. While APM TRA-1 would reduce impacts on transit operations, temporary closures of bus stops or changes to bus routing would still result in a significant impact. Mitigation Measure Transportation 1 requires notification to Kern Transit at least 60 days prior to any bus stop closure or road closures that could affect bus routes. Because SCE would comply with APM TRA-1, which requires implementation of a traffic control plan and traffic control measures, and Mitigation Measure Transportation 1, which requires advance notification to Kern Transit for closures of any bus stops or detours a result of construction, the impact from conflict with transit operations would be less than significant with mitigation.

Railroad Network

The Proposed Project spans the UPRR and San Joaquin Valley Railroad tracks as well as the Bakersfield–Palmdale segment of the proposed High Speed Rail System. Conductor stringing that would occur across the railroad tracks could interfere with railroad operations, resulting in a significant impact. CPUC's General Order 26-D governs clearances for overhead structures on railroads, as discussed in Table 3.17-7. SCE would be required to comply with the clearance requirements specific in General Order 26-D. In accordance with APM TRA-1, SCE would implement railroad traffic control measures outlined in Section 8 of the CA MUTCD. Impacts would be less than significant.

Operation and Maintenance

The Proposed Project would replace the existing subtransmission line directly adjacent the Proposed Project. The Proposed Project would replace the existing structures with new structures, or the existing structures would be reused and/or modified to support the

installation of OPGW. The frequency of inspection and maintenance of the Proposed Project would be consistent with existing activities. Because the Proposed Project alignment would be directly adjacent the existing subtransmission line, the Proposed Project would not create any new conflicts with operation of roadways, bicycle routes, pedestrian facilities, or transit routes. Lane or road closures may be required for maintenance activities, as similar to maintenance of the existing subtransmission line. Maintenance activities that require lane, road, or bicycle route closures would implement traffic control measures in accordance with TRA-1. There are no pedestrian facilities in the vicinity of the Proposed Project that would be impacted by operation and maintenance activities. Operation and maintenance activities could occur along Kern Transit bus routes and across railways. While maintenance activities that conflict with bus routes and railroads would be infrequent and temporary, conflict could occur that would result in a significant impact. Mitigation Measure Transportation-1 would require the notification of local jurisdictions prior to any maintenance activities that would conflict with transit operations. The use of regional roadways by workers and heavy trucks during operation and maintenance would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the impact would be less than significant.

Plan, Program, and Policy Consistency Analysis

The Proposed Project is located within the city of Bakersfield, city of Arvin, and unincorporated Kern and Los Angeles counties. Bike and public transit routes occur within the vicinity of alignment. Programs, plans, policies, and ordinances that are applicable to the circulation systems in the Proposed Project area include the following:

- Los Angeles County General Plan
- Kern County General Plan
- City of Bakersfield General Plan
- City of Arvin General Plan

Table 3.17-7 lists the local transportation programs and plans and their associated policies relevant to the circulation system along the Proposed Project alignment along with an analysis of possible conflicts resulting from the construction, operation, and maintenance of the Proposed Project.

Table 3.17-7 Applicable Transportation Programs, Plans, and Policies

Local transportation program or plan	Policy	Analysis
Kern County General Plan	Coordinate and cooperate with airport operators, the County Department of Airports, the California Department of Transportation, Division of Aeronautics, affected cities, Edwards Air Force Base, NAWS China Lake and the Department of Defense on the ALUCP, review of land use applications, public education and encroachment issues.	During Proposed Project construction, SCE would coordinate with the FAA regarding helicopter flight plans. SCE would also coordinate with local jurisdictions and Caltrans to obtain encroachment permits for lane or roadway closures. The Proposed Project is not within the vicinity of the Edwards Air Force Base or NAWS China Lake. The Proposed Project would be consistent with the policy.
Los Angeles County General Plan	Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities	SCE would coordinate with Caltrans to obtain encroachment permits and for the timing of lane and road closures. SCE would also consult with Caltrans to secure necessary permits to install and remove conductors and install OPGW and remove ground wire where the alignment crosses highways. The Proposed Project is consistent with the policy.
	Provide and maintain appropriate signage for streets, roads, and transit.	In accordance with APM TRA-1, SCE would install appropriate traffic control devices, including signage, during construction consistent with CATTCH and CA MUTCD. The Proposed Project is consistent with the policy.
City of Bakersfield	Provide a safe and efficient street system that links all parts of the area for movement of people and goods	The Proposed Project would require bicycle route, lane, and road closures for overhead cable removal and installation activities. APM TRA-1 requires the implementation of a traffic control plan and traffic control measures in accordance with CA MUTCD and CATTCH to reduce hazards to the street system from temporary bicycle route, lane, and road closures. There are no dedicated pedestrian facilities in the vicinity of the Proposed Project. Therefore, the Proposed Project would not create a hazard to pedestrians. The Proposed Project is consistent with the policy.

Local transportation program or plan	Policy	Analysis
	Provide for safe and efficient, motorized, non-motorized, and pedestrian traffic movement	The Proposed Project would require bicycle route, lane, and road closures for overhead cable removal and installation activities. APM TRA-1 requires the implementation of a traffic control plan and traffic control measures in accordance with CA MUTCD and CATTCH to reduce hazards to the street system from temporary bicycle route, lane, and road closures. There are no dedicated pedestrian facilities in the vicinity of the Proposed Project. However, if the Proposed Project reduces the existing pedestrian path of travel to less than 48 inches wide, TRA-3 requires alternate pedestrian routing during construction activities. The Proposed Project is consistent with the policy.
	Minimize the impact of truck traffic on circulation, and on noise sensitive land uses	The Proposed Project would generate approximately 250 truck trips daily during construction. The truck trips would be dispersed throughout the regional road network. The truck trips would be temporary and limited to one area at a time along the alignment for a short duration. SCM TRA-1 would implement traffic control measures in accordance with CA MUTCD and CATTCH to minimize the impact of construction traffic on circulation. SCE would perform routine maintenance on the subtransmission line. The Proposed Project would not generate new truck traffic during operation and maintenance activities. The Proposed Project would not conflict with this policy.
	Prohibit trucks from non-truck routes within incorporated areas except as necessary for direct property access for pick-up and delivery.	Trucks would be prohibited from non-truck routes within the City of Bakersfield, to the extent feasible. Trucks would require the use of non-truck routes for the delivery of materials and equipment to work areas along the Proposed Project alignment. The Proposed Project would not conflict with this policy.

Local transportation program or plan	Policy	Analysis
City of Arvin	Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. Prohibit projects that impeded or make difficult bicycle and pedestrian access or that block through access on existing or potential bicycle and pedestrian routes.	There are no dedicated pedestrian facilities in the vicinity of the Proposed Project. However, if the Proposed Project reduces the existing pedestrian path of travel to less than 48 inches wide, TRA-3 requires alternate pedestrian routing during construction activities.
CPUC General Order No. 26-D	The minimum overhead clearance above railroad and street railroad tracks, which are used or proposed to be used for transporting freight cars, shall be twenty-two (22) feet six (6) inches. Structures constructed prior to the effective date of this order may be maintained at such clearances as was lawful at the time of construction.	The Proposed Project would be designed to meet the vertical clearance requirements for railroads. The Proposed Project would not conflict with this policy.

Required APMs and MMs: APM TRA-1, MM Transportation - 1

Mitigation Measure

Mitigation Measure Transportation-1: Transit Notification
Notification shall be given to the relevant local transit agency no less than 60 days prior to construction within 20 feet of any bus stop or detours of any bus route. The notification shall include the following: The location and timing of construction activities within proximity to the bus stop The location and timing of road closures along the bus route(s) and proposed detours The affected bus route(s) and bus stop(s) Name and contact information for a responsible individual who can address any questions and meet with the transit agency to resolve any conflicts with bus operations
Applicable locations: Project areas that could affect bus routes
Performance Standards and Timing: **Before construction:** Local transit agency is notified no less than 30 days before construction. **During construction:** Signs are posted at affected bus stops no less than 7 days before closures. **After construction:** N/A

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Construction

CEQA Guidelines section 15064.3(b) identifies *vehicle miles traveled* (VMT) as the most appropriate measurement of transportation impacts. VMT measures the amount and distance a vehicle travels to and from a project. Higher VMT indicates increases in greenhouse gas emissions, poorer air quality, and potential collisions with other vehicles and wildlife. Increases in VMT also negatively impact other road users (e.g., pedestrians, transit users, bicyclists) (OPR 2018). In accordance with the *Technical Advisory on Evaluating Transportation Impacts in CEQA,*

section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote 1) reduction of GHG emissions; 2) development of multimodal transportation networks; and 3) a diversity of land uses. Per CEQA Guidelines Section 15043.3(b.3):

> If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

In accordance with CEQA Guidelines section 15043.3(b.3), a qualitative analysis of construction traffic would be appropriate for the Proposed Project. The Proposed Project would generate temporary vehicle trips during construction. As discussed in Chapter 2, Project Description (Section 2.4.15 Construction Traffic), construction crews would be transported to and from construction work areas in construction vehicles or helicopters. Temporary workers needed for construction are expected to reside in Kern County and Los Angeles communities adjacent the Proposed Project alignment, including the city of Bakersfield and the city of Alvin. Workers are not expected to commute for long distances to reach the Proposed Project area because they would be residing in areas along the Proposed Project alignment.

Construction of the Proposed Project would generate a daily VMT of 1,598 for worker vehicles. VMT created by construction of the Proposed Project would be temporary. Construction of the Proposed Project would not generate any permanent VMT, and there would be no net increase in VMT once construction is complete. The impact would be less than significant. No mitigation is required.

Operation and Maintenance

The Proposed Project would be unattended, and operation of the subtransmission line would not generate VMT. SCE maintenance and inspection activities would be substantially the same in intensity, frequency, duration, and type as existing maintenance and inspections activities for the existing subtransmission line. Because the Proposed Project would not result in any new or increased VMT relative to the existing substransmission line, the Proposed Project would not conflict with CEQA Guidelines section 15064.3 subdivision (b), and the impact would be less than significant.

Required APMs and MMs: None required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction

Conductor Stringing

The Proposed Project would involve conductor stringing across roads, railroads, and highways along the alignments. Activities that pose a risk of falling objects would occur overhead of public and private roadways, residential properties, driveways, parking lot entrances, and parks. Conductor stringing across roadways during construction could cause a hazard to vehicles, pedestrians, and bicyclists in the area. Hazards to trains could occur where conductor stringing would occur across railroads. The Proposed Project would temporarily increase hazards in these areas during construction as helicopters carrying loads and stringing conductor could drop materials on the road during work.

APM TRA-1 requires SCE to implement traffic control measures consistent with the CA MUTCD and CATTCH, where necessary. A traffic control plan would be developed in accordance with APM TRA-1, which would include traffic control measures such as positioning flaggers or installing signage to minimize hazards during conductor stringing. If access to private driveways must be temporarily closed during construction activities, SCE would coordinate the timing of such activities with the affected property owners. SCE would consult with the FAA to develop helicopter flight plans that would include measures to ensure load operations avoid occupied structures and roadways and identify locations of traffic control where external load operations would cross public roadways. Implementation of helicopter flight plans would reduce hazards from helicopter use during construction.

As discussed above, conductor stringing across railroads would be conducted in accordance with CPUC's General Order 26-D which details the required overhead and side clearances for railroads. Mitigation Measure Transportation-2 requires SCE to coordinate with railroad companies for construction activities that would impact railroad operations. Compliance with General Order 26-D and implementation of Mitigation Measure Transportation 2 would reduce hazards to trains from conductor stringing. Impacts would be less than significant. No mitigation is required.

Road and Lane Closures

Overhead cable removal and installation activities would require temporary road and lane closures. The circulation system could be disrupted from lane closures during construction activities, including pedestrian pathway and bikeway closures, which would temporarily increase traffic hazards. The increased traffic hazard from lane closures may be significant. However, in accordance with APM TRA-1, SCE would be required to implement traffic control measures consistent with the CA MUTCD and the CATTCH. Hazards from temporary lane and road closures would be less than significant.

Road Damage
The use of heavy construction equipment could damage the surface of roadways adjacent staging areas, where there would be a higher volume of heavy construction vehicle entry and exit. Damage to roadways would create a road hazard should the damaged area not be repaired, which would result in a significant impact. Mitigation Measure Transportation-2 requires SCE to assess road conditions adjacent staging areas before construction and to repair any damages caused by the Proposed Project no more than 30 days after activities in the staging area are complete. If any damage creates a substantial transportation hazard, the damages must be adequately marked and repaired within 48 hours. Impacts from roadways damage would be less than significant with implementation of Mitigation Measure Transportation 3. The impact would be less than significant with implementation of Mitigation Measure Transportation-3.

Helicopter
Construction of the Proposed Project would require the use of light, medium, and heavy helicopters to reach construction areas with limited access. Helicopters would be used for the duration of construction activities (i.e., dropping of construction crew members and materials, assembling and lifting structure sections, and dropping off and pickup conductor and conductor pull rope). Any of the Proposed Project staging yards could potentially be used as helicopter fly yards. Refer to Section 2.4.2 of Chapter 2: Project Description for further details on helicopter use and access.

The use of helicopters for up to 2 years could impact air traffic patterns. Helicopters would be carrying loads over congested areas, which could increase safety risks, causing a significant impact. APM TRA-2 requires SCE to consult with the FAA regarding helicopter flight plans that would take place during construction. The consultation with the FAA would include establishing flight corridors between staging and work areas, identifying locations where Congested Area Plans may be required and any flight restrictions recommended/required by the FAA, and determining locations of traffic control where external load operations would cross public roadways. Impacts to air traffic would be less than significant. No mitigation is required.

Operation and Maintenance
The Proposed Project would not involve changes to public roadway design. The presence of the overhead transmission line would not create any hazards to vehicles, pedestrians, or bicyclists. Inspection or maintenance activities for the Proposed Project would be similar to existing conditions. Operation and maintenance of the Proposed Project would not increase hazards to bicyclists or pedestrians. All substation improvements would occur within the existing fenced substation yard and off of area roads; therefore, the substation improvements would not increase traffic hazards. Operation and maintenance activities for the proposed project would be similar as those conducted for the existing facilities.

Helicopters would be utilized during operation and maintenance activities for transporting workers, delivery of equipment and materials to work sites, structure placement, hardwater installation, and conductor and OPGW stringing operations. Helicopter flights for inspection of

the Proposed Project facilities would not impact the volume of air traffic or air traffic safety in the area. SCE would be required to consult with the FAA regarding helicopter flight plans for operation and maintenance activities, in accordance with APM TRA-2. Impacts would be less than significant. No mitigation is required.

Required APMs and MMs: APM TRA-1, APM TRA-2, MM Transportation– 2

Mitigation Measure

Mitigation Measure Transportation- 2 Roadway Damage
SCE shall conduct a Pre-Construction Road Condition Assessment along roadways adjacent to all staging areas to document any existing roadway damage to the asphalt or concrete curbs. SCE shall submit photos and coordinates of any existing roadway damage to the CPUC, Caltrans, and Kern County no less than 30 days prior to construction. If roadways adjacent to staging areas are damaged by construction activities, the damaged area(s) shall be documented and repaired no more than 60 days following construction activities. If the damage could cause a substantial transportation hazard, the location shall be marked appropriately and repaired within 48 hours. Any roadway damages shall be repaired to pre-project conditions and following applicable Caltrans and Kern County repair standards.
Applicable Locations: Public roadways where construction would occur
Performance standards and timing: **Before construction:** Existing roadway damages are assessed and SCE submits documentation to the CPUC, Caltrans, and Kern County no less than 30 days prior to construction. **During construction**: Any roadway damage that could cause a substantial traffic hazard is marked and repaired within 48 hours. **After construction:** Any roadway damage that would not cause a substantial traffic hazard is repaired no more than 60 days after construction.

d) Result in inadequate emergency access?

Construction

Construction of the Proposed Project would require overhead cable removal and installation activities across roadways. These roadways would require temporary lane and road closures during stringing to reduce potential hazards to vehicle traffic. The temporary closure of roadways could restrict emergency access, which may result in significant impacts. APM TRA-1 requires the preparation and implementation of a traffic control plan that would include traffic control measures for emergency vehicle access, such as emergency-vehicle traffic control signals and traffic detours. Mitigation Measure Transportation-3 requires SCE to notify local emergency service providers before construction and provide them with key information identifying where lane closures and detour routes could occur, including the approximate timing of construction activities that may impact traffic and emergency access. Impacts on emergency access would be less than significant with implementation of Mitigation Measure Transportation-4. The impact would be less than significant with mitigation.

Operation and Maintenance

Temporary road and lane closures may occur during operation and maintenance activities that could restrict emergency vehicle access, including activities such as repairing conductors, replacing structures and towers, and conducting emergency repairs. Operation and maintenance activities for the proposed project would be similar to those conducted for the existing facilities. APM TRA-1 requires SCE to implement traffic control measures in accordance with CATTCH and CA MUTCD. Additionally, Mitigation Measure Transportation-4 would require SCE to notify local emergency service providers at least one week prior to any lane or road closures. Impacts would be less than significant with mitigation.

Required APMs and MMs: APM TRA-1, MM Transportation– 3

Mitigation Measure

Mitigation Measure Transportation- 3 Notify Emergency Personnel of Road Closures.
SCE shall notify local emergency personnel (i.e., fire departments, police departments, ambulance, and paramedic services) at least 1 week prior to lane or road closures. The notice shall include location(s), date(s), time(s), and duration of closure(s) and a contact number for SCE Project personnel.
Applicable locations: All Project areas
Performance standards and timing: **Before construction**: Notify emergency service providers of lane closures and detour routes no less than 1 week before any lane or road closures. **During construction:** N/A **After construction:** N/A

3.17.5 References

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