

1 **3.17 TRANSPORTATION/TRAFFIC**

TRANSPORTATION/TRAFFIC - Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2 **3.17.1 Environmental Setting**

3 3.17.1.1 Onshore

4 Access to the Project area is gained from U.S. Highway 101 from either the El Capitan
 5 Canyon Road exit (from the south, northbound) or the Refugio SB exit (from the north,
 6 southbound) to Calle Real. Calle Real is a frontage road that runs adjacent and parallel
 7 to Highway 101 between El Capitan Canyon and Refugio Canyon. The LFCPF is
 8 located approximately 300 feet (91 m) off of Calle Real at a gated guard shack. The
 9 LFCPF is a private facility and no public access is allowed.

10 Traffic counts in SBC are generally measured by Level of Service (LOS) designations.
 11 However, according to the SBC Public Works Department, Transportation Division, no
 12 level of service numbers are available for this portion of Calle Real. However, due to the

1 low demand in the area, SBC assumes a LOS for that portion of Calle Real to be LOS A
 2 (Gary Smart, pers. comm., 2014).

3 Additionally, the California Department of Transportation (Caltrans) provides annual
 4 average daily traffic (AADT) counts and Peak Hour counts for the Highway 101 at the
 5 nearest Highway mile post (at El Capitan Canyon Ranch Road). Table 3.17-1 below
 6 provides applicable AADT and peak hour data for this portion of Highway 101.

**Table 3.17-1. Traffic Data for HWY 101 Milepost Number 33.852
 (Exit 117, El Capitan SB Park)**

Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
4,000	37,500	30,500	4,000	31,000	29,700

Source: Caltrans 2012

7 AADT usually represents the total volume for the year divided by 365 days. Peak Hour
 8 usually represents an estimate of the heaviest traffic flow which usually occurs between
 9 7 to 9 a.m. and 5 to 7 p.m. Peak Hour values indicate the volume in both directions. On
 10 roads with large seasonal fluctuations in traffic (such as Highway 101), the peak hour is
 11 the hour near the maximum for the year but excluding a few (30 to 50 hours) that are
 12 exceedingly high and are not typical of the frequency of the high hours occurring during
 13 the season. Peak Month ADT is the average daily traffic for the month of heaviest traffic
 14 flow, usually July or August.

15 3.17.1.2 Offshore

16 Vessel access to the offshore Project area generally occurs from local ports including
 17 Port Hueneme while platform personnel generally access the site via crew-boat
 18 departing from Ellwood Pier in SBC. The Project is located offshore of SBC within the
 19 Santa Ynez Unit located in the Santa Barbara Channel (Channel). Marine traffic in the
 20 Channel is comprised of military, commercial (fishing and shipping of oil and gas), and
 21 private (recreational) vessels. The existing offshore facilities consist of three platforms
 22 (Platforms Harmony, Heritage and Hondo) located in Federal waters, between
 23 approximately 5 and 8 miles (8 to 13 km) offshore.

24 A Traffic Separation Scheme (TSS) manages vessel traffic in the Project region. The
 25 TSS is a voluntary route of separate opposing flows of vessel traffic with an additional
 26 empty safety lane. TSSs are generally in international waters and must be approved by
 27 the International Maritime Organization (IMO) (NOAA 2006). The Channel TSS was
 28 established to facilitate the safe movement of ships into and out of the Channel and the
 29 POLA/Port of Long Beach (POLB) (IMO 2012). The TSS is recommended for use by all
 30 seagoing vessels, but is not necessarily intended for use by tugs, tows, or other small
 31 vessels that traditionally operate outside the usual traffic lanes or close to the shoreline.

1 For smaller oil and gas industry vessels using the Channel, the Joint Oil Fisheries
 2 Liaison Office (JOFLO) has established transportation corridors directly from offshore
 3 platforms to the onshore ports, harbors and piers from which crew and supplies are
 4 conveyed. The purpose of the JOFLO corridors is to provide a safe access route for oil
 5 and gas industry vessels in designated corridors as they approach and leave moorings,
 6 terminals, crew, supply, and harbor facilities, which reduces the potential for
 7 interference with commercial fishing vessels. Although the program is voluntary, a
 8 majority of the existing oil and gas vessel traffic to the Project platforms use the JOFLO
 9 corridors.

10 **3.17.2 Regulatory Setting**

11 3.17.2.1 Federal and State

12 Federal and State laws and regulations pertaining to this issue area and relevant to the
 13 Project are identified in Table 3.17-2.

Table 3.17-2. Laws, Regulations, and Policies (Transportation/Traffic)

U.S.	Ports and Waterways Safety Act	This Act provides the authority for the USCG's program to increase vessel safety and protect the marine environment in ports, harbors, waterfront areas, and navigable waters, including by authorizing the Vessel Traffic Service, controlling vessel movement, and establishing requirements for vessel operation.
CA	California Vehicle Code	Chapter 2, Article 3 of the Vehicle Code defines the powers and duties of the California Highway Patrol, which has enforcement responsibilities for the vehicle operation and highway use in the State.
CA	Other	The California Department of Transportation is responsible for the design, construction, maintenance, and operation of the California State Highway System and the portion of the Interstate Highway System in California.

14 3.17.2.2 Local

15 **Santa Barbara County.** The SBC's Comprehensive Plan, Circulation Element (2010)
 16 describes an Average Daily Traffic Count threshold for a 4 Lane Freeway in a Rural
 17 Area at 44,000 average daily trips. Section IV (Roadway Project and Intersection
 18 Consistency Standards for Determination of Project Consistency) of the Circulation
 19 Element states that a project's consistency with this section [the Circulation Element,
 20 2010] shall be determined as follows:

- 21 a) A project that would contribute ADTs to a roadway where the Estimated Future
 22 Volume does not exceed the policy capacity would be considered consistent with
 23 this Element.
- 24 b) For roadways where the Estimated Future Volume exceeds the policy capacity
 25 but does not exceed the Acceptable Capacity, a project would be considered
 26 consistent with this Element only if the number of ADTs contributed by the project

1 to the roadway was less than or equal to 2 percent of the remaining capacity of
2 that roadway or 40 ADT whichever is greater.

3 c) For roadways where the Estimated Future Volume exceeds the acceptable
4 capacity but does not exceed the Design Capacity, a project would be
5 considered consistent with this Element only if the number of ADTs contributed
6 by the project to the roadway does not exceed 25 ADT.

7 d) For roadways where the Estimated Future Volume exceeds the Design Capacity,
8 a project would be consistent with this Element only if the number of ADTs
9 contributed by the project does not exceed 10 ADT.

10 3.17.3 Impact Analysis

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

17 **Less than Significant with Mitigation.** The Project includes the retrieval and
18 replacement of existing cables in the onshore LFCPF and the offshore areas between
19 the Project platforms and between the platforms and the shoreline. Construction
20 activities would include a minor increase in vessel and commuter traffic during the short-
21 term. However, following the installation of the replacement cables, transportation
22 conditions would return to pre-Project levels. No increases in traffic or Estimated Future
23 Volume would occur. By law, all vessels are required to act in accordance with all
24 USCG requirements. ExxonMobil would also be required to submit a Notice to Mariners
25 (NTM) to the USCG (**MM TRANS-1: Notice to Mariners**), and Project vessels would be
26 required to adhere to existing oil and gas industry vessel corridors (including TSS and
27 JOFLO as appropriate) while traveling directly from offshore Project platforms to the
28 onshore ports, harbors, and piers from which crew and supplies are conveyed (**MM**
29 **TRANS-2: Vessel Traffic Corridors**). As such, the Project is consistent with all
30 applicable policies and plans. With implementation of **MM TRANS-1** and **MM TRANS-2**,
31 impacts associated with Project activities would be less than significant.

32 **MM TRANS-1: Notice to Mariners.** At least 15 days prior to construction,
33 ExxonMobil shall submit to the U.S. Coast Guard (USCG) Eleventh District, and
34 as required to the Captain of the Port, a Notice to Mariners to alert other
35 commercial and recreational boaters within the Project vicinity. In accordance
36 with USCG requirements and to alert nearby vessels, applicable work vessels
37 shall also “fly” the appropriate day shape(s) that specify that the vessel is
38 engaged in installation activities and that it has limited maneuverability.

1 **MM TRANS-2: Vessel Traffic Corridors.** Project vessels shall use established oil
2 and gas and/or Joint Oil Fisheries Liaison Office corridors to the maximum extent
3 feasible.

4 ***b) Conflict with an applicable congestion management program, including, but***
5 ***not limited to level of service standards and travel demand measures, or other***
6 ***standards established by the county congestion management agency for***
7 ***designated roads or highways?***

8 **Less than Significant Impact.** According to the SBC Public Works Department,
9 Transportation Division, no level of service numbers are available for this portion of
10 Calle Real. Although no SBC data are available for this area, the California Department
11 of Transportation (Caltrans) provides AADT counts for Highway 101 in the Project area
12 at 37,500 AADT (back peak month). This is below the SBC threshold of 44,000 ADT.
13 Based on the number of man hours required to complete Project activities, construction
14 at the LFCPF would not create enough daily trips to breach the SBC threshold. Impacts
15 associated with the Project are less than significant.

16 ***c) Result in a change in air traffic patterns, including either an increase in traffic***
17 ***levels or a change in location that results in substantial safety risks?***

18 **No Impact.** The Project does not include any proposed changes to air traffic. Nor does
19 it include any onshore or offshore design features that would modify or change an
20 existing transportation area. The Project is a replacement of existing cable system. As
21 such, following installation, maintenance and operation of the cables would return to
22 pre-Project conditions. No permanent to onshore or offshore traffic is proposed. No
23 impact would result.

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

26 **No Impact.** The Project does not include any onshore or offshore design features that
27 would modify or change an existing transportation area. No changes to roads,
28 walkways, bike paths, railroads, or offshore transportation corridors would occur. No
29 impact would result.

30 ***e) Result in inadequate emergency access?***

31 **Less than Significant with Mitigation.** Staging of onshore equipment would occur
32 primarily within the LFCPF and outside of existing emergency access corridors. Staging
33 at the bike path would be minimal and would occur near the existing closure area.
34 Emergency access would remain open at all times. Impacts associated with emergency
35 access for onshore construction activities are less than significant.

1 Offshore work activities at the platforms and on offshore vessels would be conducted
2 under existing safety plans as well as Project-specific safety plans. This includes
3 emergency access to personnel. Under Rule 33 CFR 147, 500 m is the radius of the
4 Platforms Heritage and Harmony safety zones for the vessels over 100 feet (30 m) long
5 that do not service the facilities. Safety zones surrounding Project platforms would
6 ensure that individuals not associated directly with Projects activities would have no
7 access to offshore construction areas. Offshore access to the Platforms would remain
8 clear in case of emergency.

9 Pursuant to **MM TRANS-1** (as noted above), ExxonMobil will be required to issue a
10 NTM in order to notify the USCG and any commercial or recreational vessels within the
11 Project area of Project activities. Work vessels will also “fly” the appropriate day
12 shape(s) that specify that the vessel is engaged in installation activities and that it has
13 limited maneuverability. These signals are shown by day in all weathers on vessels to
14 denote certain activities in which they are engaged. In restricted visibility, the
15 appropriate lights should also be displayed by day. Implementation of **MM TRANS-1** will
16 alert other vessels in the area of any potential hazards.

17 Pursuant to **MM TRANS-2** (as noted above), Project vessels will use established oil and
18 gas and/or JOFLO corridors to the maximum extent feasible. With implementation of
19 **MM TRANS-2**, responders would be given priority access during emergency situations.
20 Emergency access to and from the offshore environment would not be affected by
21 Project vessels. Impacts are less than significant.

22 ***f) Conflict with adopted policies, plans or programs regarding public transit,***
23 ***bicycle, or pedestrian facilities, or otherwise decrease the performance or safety***
24 ***of such facilities?***

25 **Less than Significant Impact.** The Project does not include any onshore or offshore
26 design features that would modify or affect public transportation corridors. Staging for
27 the southern portion of the tunnel would occur within a portion of the State Parks bike
28 path running between El Capitan and Refugio SBs. However, construction activities
29 would not close the bike path and would not require changes to the bike route. Bike
30 traffic would be directed outside of the staging area for safety purposes. Impacts would
31 be less than significant.

32 **3.17.4 Mitigation Summary**

33 ExxonMobil has proposed the following measures to be implemented during the Project
34 to reduce potential conflicts with other vessel operations in the area.

- 35 • MM TRANS-1: Notice to Mariners.
- 36 • MM TRANS-2: Vessel Traffic Corridors.