Hueneme Road Widening Project

VENTURA COUNTY, CALIFORNIA
DISTRICT 7–VEN–Hueneme Road
HIPL-5952(215), VEN011202

Final Environmental Assessment

Prepared by the
State of California, Department of Transportation
and County of Ventura

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

May 2026

General Information about This Document

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Environmental Assessment with Finding of No Significant Impact for the proposed project located in Ventura County. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Environmental Assessment circulated to the public for 60 days between November 14, 2025 and January 14, 2026. Comments received during this period are included in Appendix E. Changes made to the document since the draft document circulation are shown with a vertical line in the margin. Minor editorial changes and clarifications are not shown. Additional copies of this document and the related technical studies are available for review at 800 South Victoria Avenue #L1620, Ventura, CA 93009, Monday-Friday from 8:00 a.m. to 5:00 p.m. This document may be downloaded at the following website:

https://publicworks.venturacounty.gov/2025/09/04/environmental-impact-report-hueneme-widening/.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to the County, Attn: Matt Hespenheide, Engineering Manager, Roads & Transportation, 800 South Victoria Avenue, Ventura, CA 93009; (805) 654-2187 (Voice).

SCH# 2023080368

07-VEN-Hueneme Road
HIPL-5952(215)
VEN011202

Widen Hueneme Road between Edison Drive and Rice Avenue in Ventura County

Final Environmental Assessment

Submitted Pursuant to: (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation
and
Ventura County

Kelly Ewing-Toledo
Kelly Ewing-Toledo
Deputy District Director
California Department of Transportation
NEPA Lead Agency

05/07/2026
Date

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

Hueneme Road Widening Project

The California Department of Transportation (Caltrans), in cooperation with the County of Ventura, has determined that Alternative 3 will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Kelly Ewing-Toledo

05/07/2026
Date

Kelly Ewing-Toledo
Deputy District Director
California Department of Transportation
NEPA Lead Agency

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Chapter 1 Proposed Project

1.1 INTRODUCTION

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded or otherwise approved by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

Caltrans, as assigned by FHWA, in cooperation with the County of Ventura (County) proposes to widen an approximate 1.93-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a 2-lane roadway to a 4-lane roadway with buffered bike lanes, a paved median, and turn lanes (project) (see **Figure 1.2-1** and **Figure 1.2-2**). The purpose of the project is to improve vehicle and bicycle travel and safety between the Cities of Oxnard and Camarillo. The project is listed in the Southern California Association of Governments (SCAG) 2025 Federal Transportation Improvement Program (FTIP) for the fiscal years 2025/2026-2027/2028. Caltrans, as assigned by the FHWA, is the lead agency under NEPA. The County is the lead agency under CEQA.

1.2 PURPOSE AND NEED

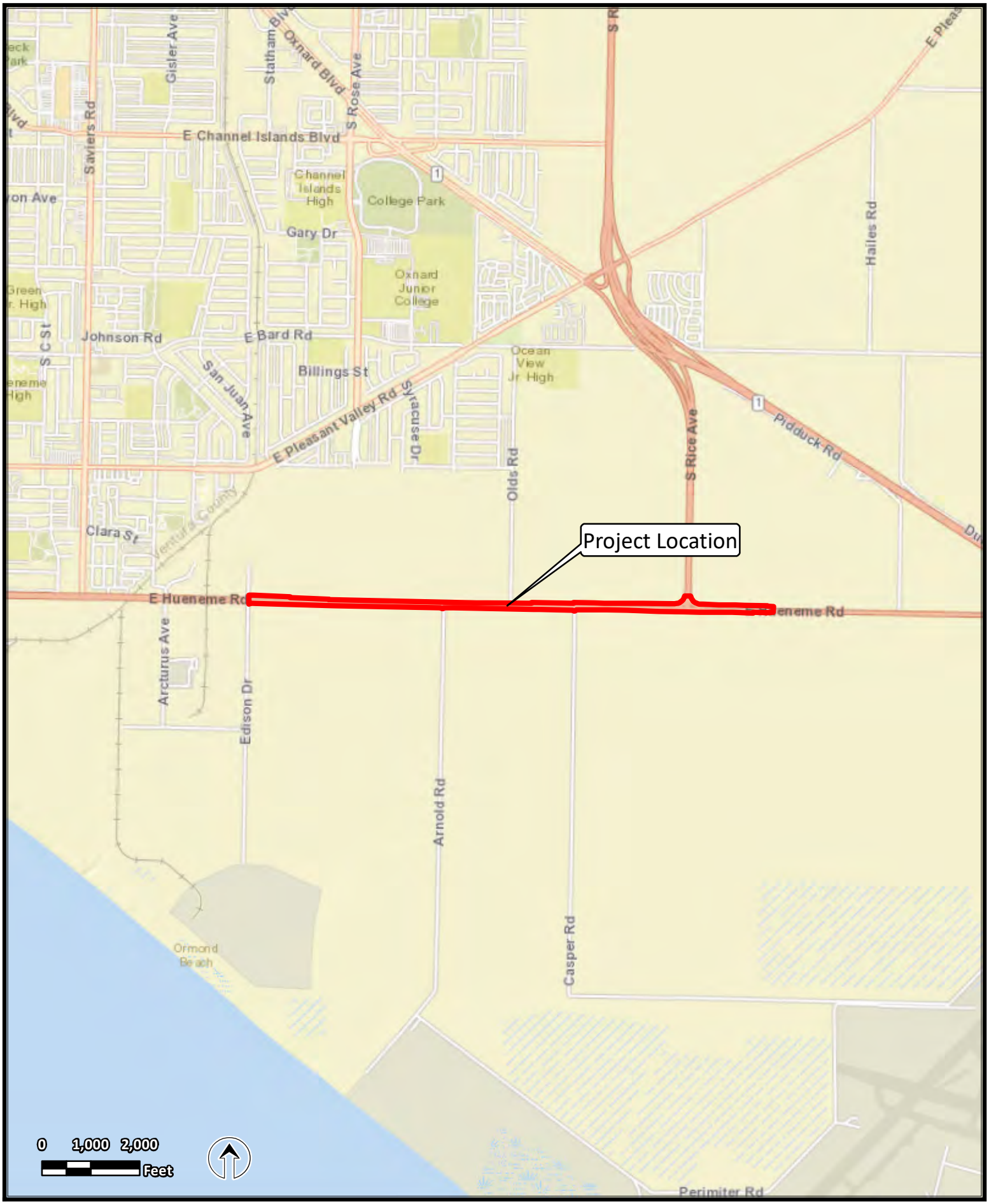
1.2.1 Purpose

The purpose of this project is to:

- Increase regional connectivity between Port Hueneme and City of Camarillo for drivers and bicycle riders by reducing congestion and delay.
- Enhance vehicle and bicycle travel and safety on Hueneme Road between Edison Drive and Rice Avenue by converting a 2-lane roadway to a 4-lane roadway with buffered bike lanes, a paved median, and turn lanes.
- Complete vehicle and bicycle improvements consistent with the County of Ventura General Plan (General Plan) including meeting the goals of the County's Comprehensive Transportation Plan (CTP) identifying the need for pedestrian and bike facility improvements such as Class II bike lanes.
- Improve the freight movement corridor on Hueneme Road from Oxnard City Limits to Rice Avenue by widening the roadway and providing a buffer between opposing traffic and to accommodate movements of agricultural vehicles and equipment.

Sources: ESRI 2022.

FIGURE 1.2-1 REGIONAL LOCATION
Hueneme Road Widening Project



Sources: ESRI 2022.

FIGURE 1.2-2 PROJECT LOCATION
Hueneme Road Widening Project

1.2.2 Need

Hueneme Road within the project corridor is a 2-lane roadway with heavy traffic flows during peak hours. Motorists on Hueneme Road through the project area experience traffic congestion during the peak travel periods. The unsignalized intersections in the project area during these times operate at a level of service (LOS) C in the morning, and LOS D in the afternoon. According to the Traffic Impact Study, by 2050 the LOS at the unsignalized intersections would continue to deteriorate and operate at LOS C, D and F during peak travel periods (Kimley-Horn, 2023). For travelers passing through from the coast to State Route 1 (SR-1) and beyond, this area would continue to act as a bottleneck without the project.

The existing roadway requires emergency access vehicles, agricultural vehicles, bicyclists, and any other vehicle in the area to share a 2-lane roadway with minimum shoulders. Widened roadway shoulders would provide additional lateral clearance and emergency access. The addition of bicycle lanes, a paved median, and turn lanes would also allow for safer travel along the corridor for all types of vehicles.

In 2007, the Ventura County Transportation Commission (VCTC) adopted the Ventura Countywide Bicycle Master Plan (VCBMP) to establish a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. Currently, Hueneme Road is a part of the Ventura County Regional Bike Network and there are Class II bicycle lanes provided to the west and the east of the project area. Currently there are no Class II bicycle lanes within the project area creating a gap in the route, and according to the VCTC Bicycle Master Plan Hueneme Road is rated as a segment with the “most stress bicycling.”

Hueneme Road serves as the primary freight route to and from the Port of Hueneme. The Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area, and the U.S. Port of Entry to California’s central coast region. Freight truck and rail movement to and from Port Hueneme is critical to its continued viability. According to the 2008 SCAG Cities of Port Hueneme/Oxnard Truck Traffic Study recommended widening Hueneme Road to a full 4-lane divided arterial street between Ventura Road and Rice Road.

1.2.3 Independent Utility and Logical Termini

Federal regulations (23 Code of Federal Regulations [CFR] 771.111(f)) require that “independent utility” and “logical termini” be established for a transportation improvement project evaluated under National Environmental Policy Act (NEPA). The project limits were defined based on providing an independent and logical set of improvements. A project is defined as having independent utility if it meets the project purpose in the absence of other improvements in the project limits. Logical termini are defined as rational end points for transportation improvement and analysis of the potential environmental

impacts of a proposed project. The project alternatives would address the purpose and need without the need for additional improvements; therefore, the project has independent utility.

The logical termini for the project have been identified to accommodate the roadway widening. The project limits extend to City of Oxnard limits to the west, and Rice Avenue to the east. The western limits of the project would be constructed to match the existing roadway already constructed by the City of Oxnard. The eastern boundary would allow truck traffic to more efficiently turn onto Rice Avenue to reach SR-1.

1.3 PROJECT DESCRIPTION

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. Two alternatives are being considered for evaluation as part of this proposed project. The proposed alternatives include a No Build Alternative and one Build Alternative.

Project Background

A Traffic Engineering Performance Assessment was performed to develop the purpose and need of the project. In addition, Hueneme Road has been identified in past and recent regional transportation plans and studies as a candidate for road widening. In 2005, the County's Subsequent Environmental Impact Report for Focused General Plan Update amended the Public Facilities map to reflect the road widening of the Regional Road Network to accommodate projected traffic flows for the year 2020. In addition, the 2009 Ventura County Congestion Management Plan identified roadway improvements which included Hueneme Road from Oxnard City limits to Rice Avenue. The General Plan also includes the County's plan for Transportation and Mobility and identifies Hueneme Road as "approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals."

In 2007, the VCTC adopted the VCBMP to establish a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. Hueneme Road is to include Class II Bicycle Lanes as part of this master plan. In addition, The Ventura County Comprehensive Transportation Plan (VCCTP) was adopted in 2013 and identified the need for pedestrian and bike facility improvements and funding. The VCCTP found that the bike and pedestrian infrastructure were relatively well developed within the cities but were not well connected across jurisdictional boundaries, like Hueneme Road. In 2017, VCTC released Ventura County Bicycle Wayfinding Plan to identify regional bicycle routes, inform prioritization of locations for bike infrastructure improvements, and develop a consistent bicycle wayfinding sign design for regional bike routes throughout the County. Hueneme Road is part of the County's "Coast Route to Westlake Village" and the "Coast Route." Hueneme Road is also rated by the plan as a segment with "most stress bicycling."

Existing Setting

According to the General Plan, Hueneme Road is identified as an Other Principal Arterial and Major Collector and a city of Port Hueneme and City of Oxnard Commercial Vehicle Route within the project area (Ventura County, 2020). Between Edison Drive and Rice Avenue, Hueneme Road includes two vehicle travel lanes, one in the eastbound direction and one in the westbound direction. At the western terminus of the project, Hueneme Road intersects with Edison Drive; the current configuration includes four vehicle travel lanes on Hueneme Road west of Edison Drive, two vehicle travel lanes on Hueneme Road east of Edison Drive, and two vehicle travel lanes on Edison Drive to the north and south of Hueneme Road (see **Figure 1.2-1** and **Figure 1.2-2**).

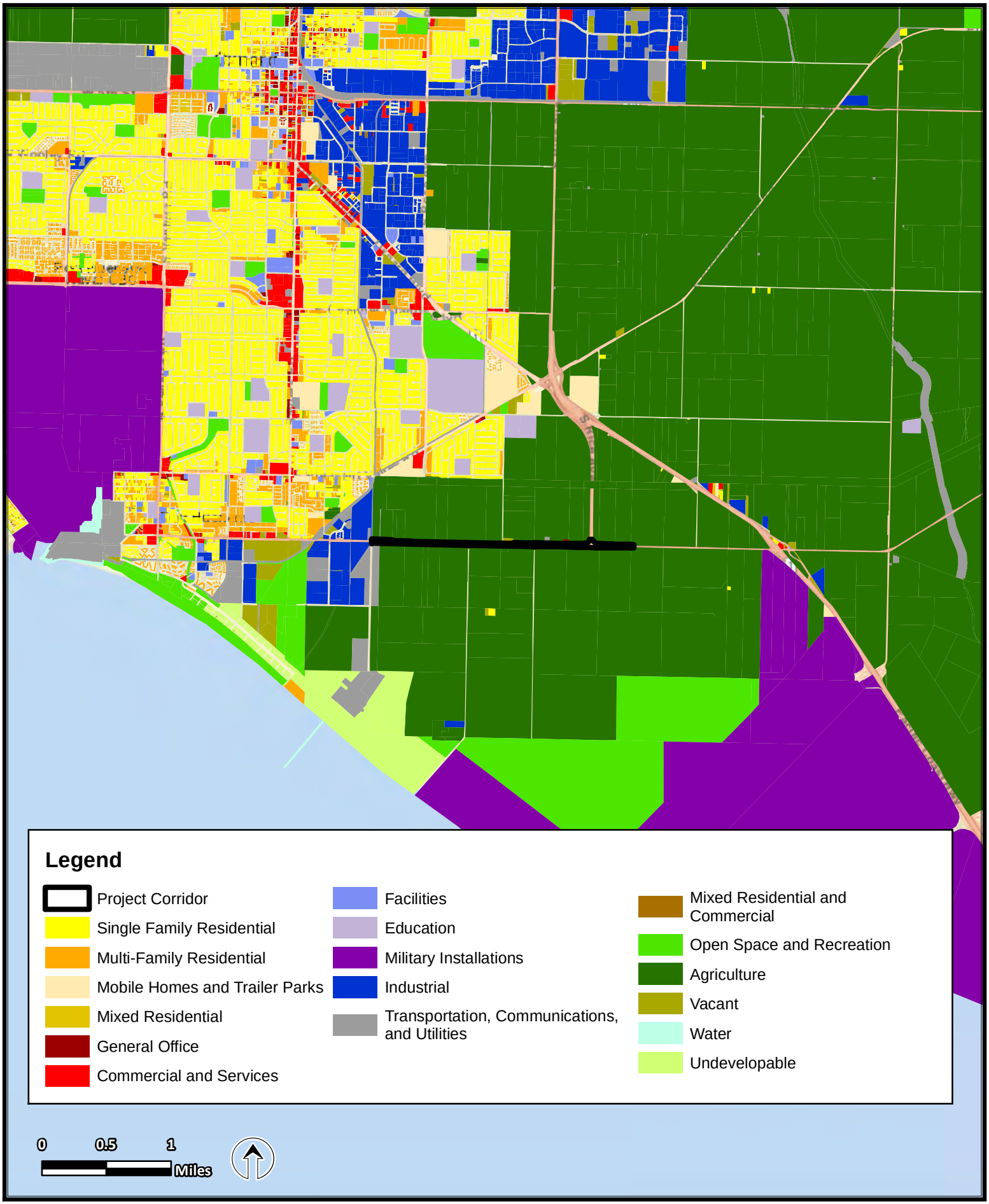
There are dedicated left-turn lanes in each direction at the intersection of Hueneme Road and Edison Drive. At the eastern terminus of the project, Hueneme Road intersects with Rice Avenue, creating a “T” intersection, where Rice Avenue dead-ends at Hueneme Road and the existing through lanes turn into left- and right-turn lanes. The current configuration includes four vehicle travel lanes on Rice Avenue, north of the “T” intersection, two vehicle travel lanes on Hueneme Road west of Rice Avenue, and two vehicle travel lanes of Hueneme Road east of Rice Avenue. There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. There is an existing non-contiguous drainage ditch located on the north side of Hueneme Road that is approximately four feet deep. In the project area, stormwater sheet flows from north to south. There are 12 drainage features in the project area, including 11 linear drainages and a cattail marsh (drainage basin).

There are utility poles on the north and south sides of the roadway. According to the General Plan, adjacent land uses consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential (see **Figure 1.3-1**). The California Department of Conservation (CDOC) has identified Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land in and adjacent to the project area (California Department of Conservation, 2022).

1.4 PROJECT ALTERNATIVES

1.4.1 No-Build (No-Action) Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the study area limits. This alternative would maintain the current configuration of the roadway segments and local intersections within the project limits. The No Build alternative would not address the purpose and need of the proposed Project and serves mainly as a baseline to compare with the Build Alternative under NEPA.



Sources: SCAG 2019; ESRI 2022.

FIGURE 1.3-1 LAND USE
Hueneme Road Widening Project

1.4.2 Build Alternative

The project would include four 12-foot through lanes (two in the eastbound direction and two westbound direction), a 14-foot paved median, two 6-foot bike lanes on either side of the roadway with a 2-foot buffer between the bicycle lanes and the traffic lanes, and two 4-foot wide shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue, for a total typical width of 86 feet. All existing left-turn lanes would be retained as part of the project. The widened roadway would taper to the existing configuration of one travel lane in each direction approximately 1,200 feet east of Rice Avenue.

The existing centerline aligns with the current centerline at both Edison Drive and Rice Avenue. Between these intersections, the roadway shifts up to approximately 14 feet southward to accommodate widening improvements and avoid conflicts with overhead utilities located along the north side. Construction of the widened roadway would require a maximum ground disturbance of approximately 12 to 14 inches to install the new roadbed. Widening of the roadway would result in approximately 339,000 square feet (or 7.8 acres) of increased impervious surface area. It is anticipated that the existing drainage ditch on the north side of the roadway, which is currently maintained by the County, would be shifted north to accommodate the widening of the road. The limits of the relocated ditch, which would continue to be maintained by the County, would not extend beyond the new County right of way (ROW) line. The centerline is intentionally adjusted to minimize impacts to adjacent property owners, thereby reducing the need for property acquisitions and avoiding disruption to existing physical improvements such as agricultural access roads and fencing.

Construction of the project is anticipated to last approximately 12 months. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations, including six private wells that will need to be relocated. The power poles along Hueneme Road are located within County ROW; however, coordination and preplanning would be needed with Southern California Edison (SCE) to relocate the poles prior to widening the roadway and the relocations are likely to take place outside of the estimated 12-month construction duration.

Additionally, there are Frontier Communications (Telecommunications) facilities on the SCE overhead poles and underground lines along Hueneme Road. Sempra Utilities (Gas Company) has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where drainage and/or water facilities are relocated. Signal pole relocations would require ground disturbance at a maximum depth of 16 feet. The project would not include the relocation of any water lines, recycled water lines, or sewer mains. However, two Pleasant Valley Water District well stations would need to be relocated (see **Table 1.4-1**).

Table 1.4-1: Utility Conflicts

Feature/Utility	Build Alternative
Water/Irrigation Facility Relocations	10
Traffic Signal Modifications	3
Power Pole Relocations	41

The project may include conforming 23 driveways located within the project area to the new roadway configuration. Construction would be staged to provide continuous access to each private parcel at all times. In addition, at least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. During the 12-month construction period, night work may be required.

The proposed improvements would require ROW and temporary construction easements (TCE). The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties. This would include approximately 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acre of Urban and Built-Up Land and Other Land. Additionally, the project would require TCE from 3.73 Acres of Farmland of Statewide Importance, 3.53 acres of Prime Farmland, and 0.14 acres of Urban and Built-Up Land and Other Land.

Permanent ROW acquisition required to complete the project would include sliver takes from parcels adjacent to the project area; no full acquisitions are anticipated. The roadway widening would require removal of four buildings, including one fruit stand, one auxiliary building, one residence, and one garage. Vegetation removal would be required to accommodate the widening, and approximately 329 black poplar (*Populus nigra*) trees, currently being used as a windbreak, would also need to be removed. Tree removal would result in a vertical ground disturbance of approximately two feet below existing grade; a stump grinder would be used to remove the trunk and roots. In addition, six wells would be impacted as a result of the project. These wells may be relocated. Two additional wells would be relocated if they are impacted by the project.

This project contains a number of standardized project measures which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

1.5 COMPARISON OF ALTERNATIVES

For the purposes of the comparison of alternatives, four alternatives were identified: one No Build Alternative and three Build Alternatives.

- No Build Alternative
- Alternative 1 – Widening on Both Sides
- Alternative 2 – Widening on One Side
- Alternative 3 – Hybrid (Build Alternative)

The selection of an alternative for the project was based on how well an alternative satisfied the purpose of the project and met the specific project objectives identified compared to other alternatives. After comparing and weighing the benefits and impacts of all feasible alternatives, such as impacts to parcels, utilities, and ability to satisfy the purpose and need, the Project Development Team (PDT) has identified Alternative 3 as fulfilling the purpose and need of the project. The No-Build Alternative would not satisfy the purpose of the project and would result in greater traffic and air quality impacts than that of the Build Alternative. Alternative 1 was eliminated from further discussion due to greater utility impacts, and Alternative 2 was eliminated from further discussion due to greater ROW impacts. Therefore, Alternative 3 remains the only Build Alternative considered in this Environmental Analysis. Final identification of a preferred alternative will occur after the public review and comment period. In addition, the consideration of alternatives included the following factors.

- Level of change needed to the approved mobility network and redevelopment plans.
- Level of effect on the environment and need to reduce adverse effects.
- Overall project cost, after purpose and objectives are considered.

If Caltrans, as assigned by the FHWA, determines the NEPA action does not significantly impact the environment, Caltrans will issue a Finding of No Significant Impact. If it is determined that the project is likely to have a significant effect on the environment, an Environmental Impact Statement will be prepared.

1.6 IDENTIFICATION OF A PREFERRED ALTERNATIVE

After comparing and weighing the benefits and impacts of all feasible alternatives, such as impacts to parcels, utilities, and ability to satisfy the purpose and need, the PDT has identified Alternative 3 (the Build Alternative) as fulfilling the purpose and need of the project. The No-Build Alternative would not satisfy the purpose of the project and would result in greater traffic and air quality impacts than that of the Build Alternative. Alternative 1 was eliminated from further discussion due to greater utility impacts, and Alternative 2 was eliminated from further discussion due to greater ROW impacts. After the public circulation period, all comments were considered, and Caltrans selected a preferred alternative to make the final determination of the project’s effect on the environment.

1.7 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

1.7.1 Alternative 1 – Widening on Both Sides

Alternative 1 would widen Hueneme Road approximately 20 feet on both sides. The roadway fill embankments would range from close to existing to approximately five feet. Drainage would need to be extended, and existing roadside ditches would need to be relocated. The project would require upgrading and modifying three traffic signals. This alternative would acquire approximately the same right of way width from each property owner. This would require 9.1 acres of property acquisition from 29 separate parcels. In addition, Alternative 1 would require the removal of one building structure. Hueneme Road is a major utility corridor, with SCE utility poles at close proximity to the roadway. A total of 58 poles would need to be relocated. Three intersections would require modifications to traffic signals, but Alternative 1 would only require modifications to half of the intersections. Water purveyors have three water facilities within the project area that would need to be protected in place, and four facilities that would need to be relocated. The total new impervious areas would be 7.46 acres. Alternative 1 was eliminated from further consideration primarily due to greater utility and drainage impacts. Widening the roadway on both sides would result in an increased number of utilities, such as power poles, and drainage ditches that would need to be relocated.

1.7.2 Alternative 2 – Widening on One Side

Alternative 2 would widen the roadway approximately 38 feet on one side where the impacts would be less adverse. In general, the project would widen one side of the roadway; however, the existing roadway shoulder and shoulder backing on the opposite side of the road would be brought to County standards. From the Oxnard City limits to the Rice Avenue intersection, Hueneme Road would be widened to the south. This alternative would require 9.9 acres of ROW acquisition from 29 parcels. In addition, Alternative 2 would require the removal of one building structure and the relocation of 63 SCE utility poles. Three intersections would require modifications to traffic signals. Water purveyors have six water facilities within the project area that would need to be protected in place, and two facilities that would need to be relocated. Furthermore, total new impervious areas would be 6.71 acres. Alternative 2 was eliminated from further consideration primarily due to greater parcel and utility impacts. Widening the roadway on one side would result in greater utility impacts, such as power poles, and require increased ROW acquisitions from parcels on the widened side of the roadway.

1.8 PERMITS AND APPROVALS NEEDED

The project would require permits, licenses, agreements, and certifications from the Ventura County Air Pollution Control District (VCAPCD), Natural Resources Conservation

Services (NRCS), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and City of Oxnard (see **Table 1.8-1**).

Table 1.8-1: Permits and Approvals

Agency	Permits, Licenses, Agreements, and Certifications	Status
VCAPCD	Air Pollution Control Permit	Not Initiated
NRCS	Farmland Protection Policy Act (FPPA) Form AD1006	Complete
CDFW	Section 1602 LSA Streambed Alteration Agreement	Not Initiated
RWQCB	Porter-Cologne Act Waste Discharge Requirements	Not Initiated
City of Oxnard	Encroachment Permit	Not Initiated
FHWA	Air Quality Conformity Determination	Complete

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

2.1 RESOURCE TOPICS DISMISSED FROM ANALYSIS

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

2.1.1 Parks and Recreational Facilities

There are no parks or recreational facilities within or adjacent to the project area. The closest park is located approximately 0.5-mile northwest of the project area. The project would not result in population growth or generate increased demand for recreational facilities. Therefore, the project would result in no impact on parks and recreational facilities.

2.1.2 Coastal Zone

According to the California Coastal Commission, the coastal zone typically extends inland 1,000 yards (and up to five miles in abundant coastal estuarine, habitat, or recreational areas) from the median high-tide line (California Coastal Commission, 2012). The project area is located approximately 1.2 miles northeast of the Pacific Ocean and is not within the coastal zone. Therefore, the project would result in no impact on coastal zones.

2.1.3 Wild and Scenic Rivers

There are no Wild and Scenic Rivers in proximity to the project area. The nearest wild and scenic river is Sespe Creek, located approximately 19 miles northeast of the project area (National Wild and Scenic River System, n.d.). Therefore, the project would result in no impact on Wild and Scenic Rivers.

2.1.4 Timberlands

The project is not zoned for forest land and does not include timberland production. Therefore, the project would result in no impact on agriculture and forestry resources.

2.1.5 Hydrology and Floodplain

There would be no impact on the 100-year floodplain because the project is not located within a 100-year floodplain. Therefore, the project would result in no impact on hydrology and floodplain.

2.1.6 Paleontology

The project area is mapped within Holocene alluvial fan deposits, fine facies, consisting of clay with interbedded sand and gravel deposited in flood plains and alluvial fans (Clahan, 2003). Holocene alluvial fan deposits are considered to be of low potential for paleontological resources. Although Holocene deposits can contain remains of plants and animals, they are generally too young to preserve fossils. Ground disturbance for the Build Alternative is estimated to be approximately one foot below ground surface (bgs) for road widening and 16 feet bgs for signal pole relocations. Although the thickness of the Holocene alluvial fan deposits within the Project is unknown, it is unlikely that excavations will impact underlying sediments with higher potential for paleontological resources. Therefore, the likelihood of encountering paleontological resources during ground disturbance for the Build Alternative is low. Therefore, the project would result in no impact on paleontological resources.

2.1.7 Natural Communities

The Biological Review Exemption prepared by Caltrans determined that there was no effect on critical habitat within or adjacent to the project area. Therefore, the project would have no impact on natural communities.

2.1.8 Plant Species

The Biological Review Exemption prepared by Caltrans determined that there was no effect on plant species within or adjacent to the project area. Therefore, the project would result in no impact on plant species.

2.1.9 Section 4(f)

There are no historic sites, parks and recreational resources, wildlife or waterfowl refuges, which meet the definition of a U.S. Department of Transportation Act Section 4(f) (Section 4(f)) resource, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f).

2.2 HUMAN ENVIRONMENT

2.2.1 Existing and Future Land Use

The following section is based on the Community Impact Assessment (CIA) prepared for the project (GPA Consulting, 2024). This section describes the existing and future regional land use in the immediate project area and surrounding vicinity.

The project area is located on the existing Hueneme Road in the County, between the Cities of Port Hueneme and Oxnard. The project area is mostly surrounded by farmland with some single-family residences and industrial and commercial properties lining Hueneme Road. The project footprint includes a 0.5-mile buffer around the project area

and is split between the Cities of Oxnard and Port Hueneme and unincorporated County (see **Figure 2.2-1**).

Existing Land Use

The project area is located within and adjacent to Hueneme Road, between Edison Drive and Rice Avenue within the County. As roadway facilities, the on-site roadways do not have a land use or zoning designation based on the General Plan Land Use Map and Zoning Map, respectively. According to the General Plan Circulation Element Roadway Classifications, Hueneme Road is labeled as "Other Principal Arterial" and functions as a "Major Collector Road." Rice Avenue and Olds Road are designated as "Major Collector Roads." Edison Drive, Arnold Road, and Casper Road are designated as "Local Streets."

According to the General Plan, adjacent land uses consist of Agriculture Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential (Ventura County, 2020). Additionally, the land surrounding the project area is zoned as Agriculture Exclusive, 40-acre minimum size lot (AE-40) (Ventura County, 2020). More information on the roadways in the project area can be found in Section 2.2.8. Existing development along Hueneme Road includes Teto's Produce, East Farms, Solimar Farms, Laubacher Berry Farms, and Southland Sod Farms. Anacapa Fresh Logistics is located immediately to the east of the project area.

The project area is generally bound by South J Street to the west, SR-1 to the east, East Pleasant Valley Road to the north, the coastline to the southwest and Perimeter Road and Point Magu Naval Air Station to the southeast. Most of the land surrounding the project area is used for agricultural purposes. The northernmost and westernmost boundaries of the project area include residences and businesses that have the potential to be affected by the project.

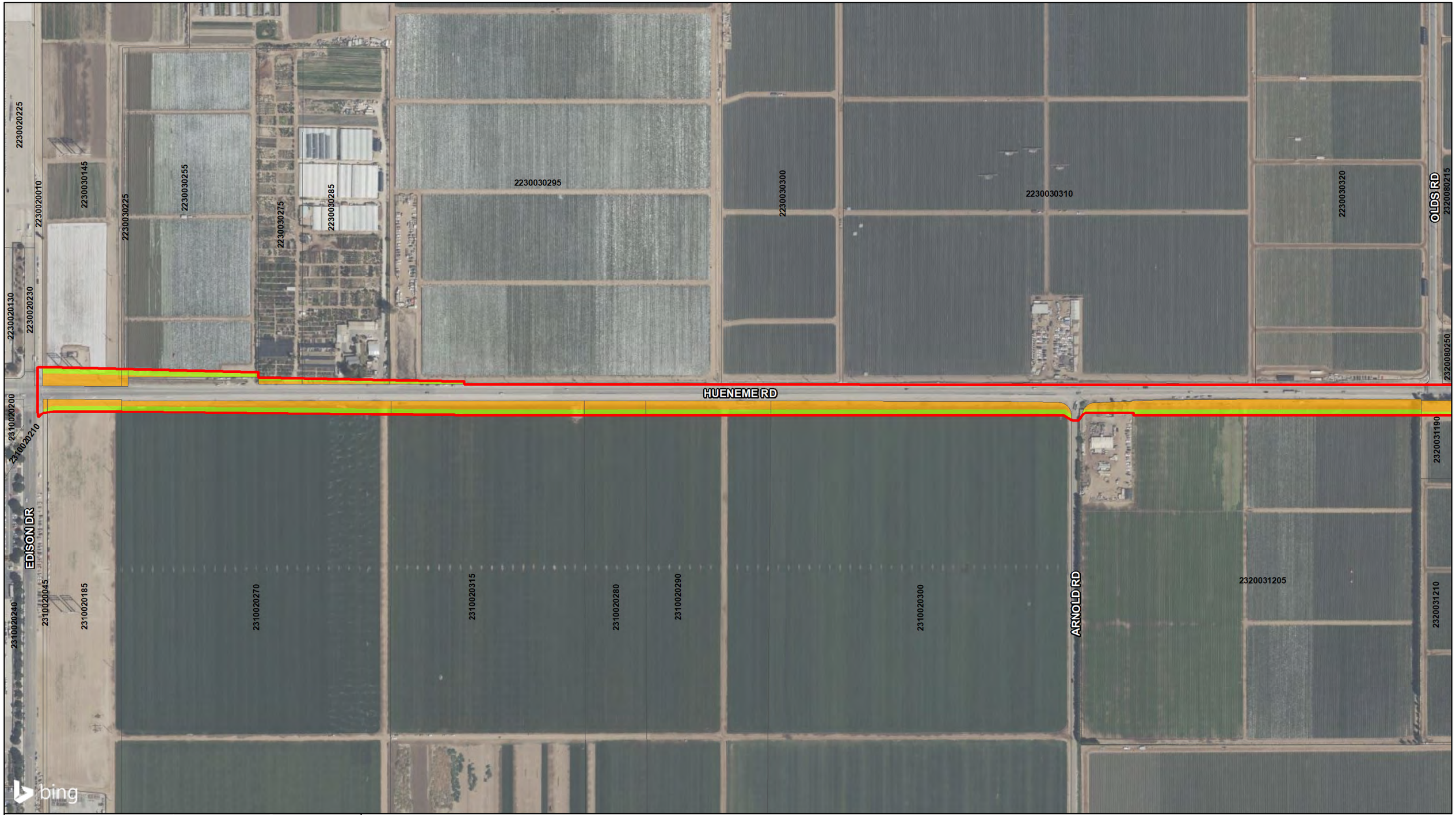
Current and Future Developments

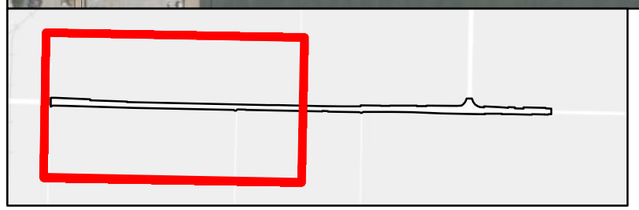
There are no proposed developments within the project area; however, there are 56 proposed commercial developments within three miles that are in various stages of the construction/approval process (see **Table 2.2-1**).

The current development trends within this area include the construction of a parking lot and several housing complexes, promoting development and redevelopment of vacant or underutilized land.

Future Land Use

According to the County's Zoning Map, Hueneme Road, Edison Drive, Rice Avenue, Olds Road, Arnold Road, and Casper Road are roads/County ROW, meaning that they do not have a designated land use type. Within the County, transportation is not considered a land use. Other approved land development and transportation infrastructure projects under consideration by the County are in the vicinity of the project area (see **Table 2.2-1**).



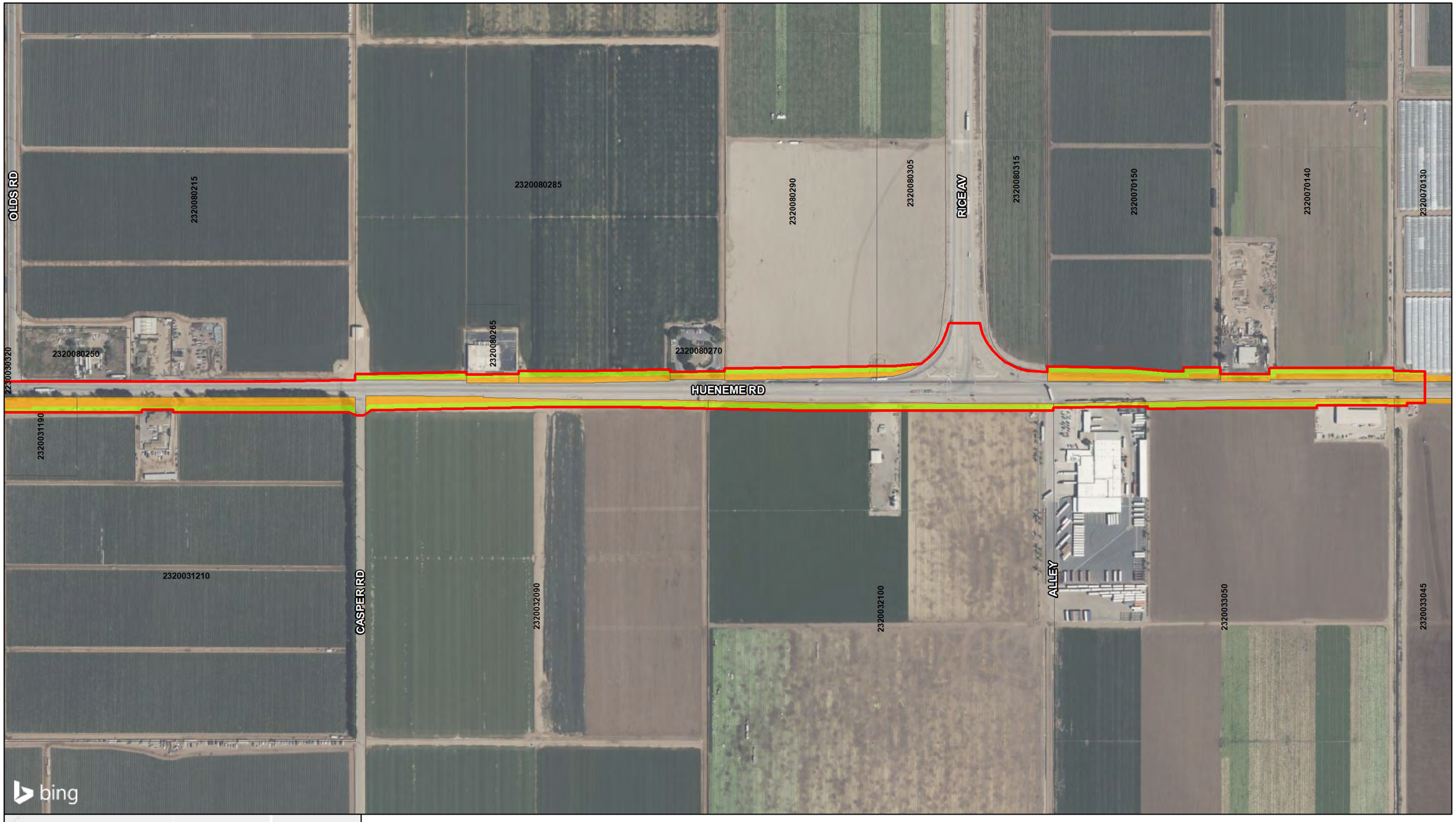


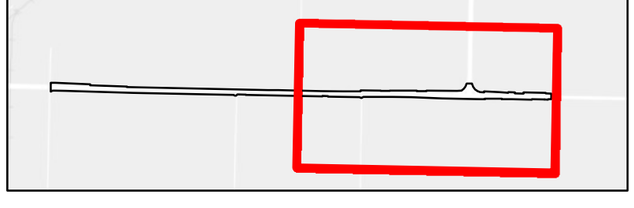
Project Footprint
Parcels
Proposed ROW
Proposed TCE

N

0 100 200 400
Feet

FIGURE 2.2-1 PROJECT FOOTPRINT (Sheet 1 - West)
Hueneme Road Widening Project





Project Footprint
Parcels
Proposed ROW
Proposed TCE

N

0 100 200 400 Feet

FIGURE 2.2-1 PROJECT FOOTPRINT (Sheet 2 - East)
Hueneme Road Widening Project

Table 2.2-1: Current and Future Development Projects

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Vehicle Storage	This project is an outdoor vehicle storage on vacant 34-acre lot, to be screened from view from roadway. The development includes 240 square foot security guard office trailer, light fixtures, and perimeter fence with landscape screening.	This project is located one mile west of the project area.	This project is currently under construction.	City of Oxnard
Daya Enterprises Gas Station	This project includes the construction of a 3,000 square foot convenience store and fueling station.	This project is located 0.7 mile west of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Pantoja Trucking	This project includes the construction of a warehouse/shipping facility with outdoor vehicle storage and offices.	This project is located 0.6 mile west of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Pantoja Trucking	This project includes the construction of a 2.81-acre undeveloped lot to accommodate overflow truck parking for the operation of an existing freight yard.	This project is located 1.6 mile west of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
6001 Arcturus Avenue Outdoor Storage Yard Project	This project includes a proposal to operate a surface storage and parking facility to store shipping containers, tractors, trailers, trucks, automobiles, and other port related storage material on a 9-acre site	This project is located 0.6 mile southwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Arcturus Cold Storage	This project includes the construction of a 103,705 square foot, steel-framed cold storage building with 36 truck loading docks and 270 truck/container storage spaces, container storage area with 90 containers stacked three levels high, and a 48-space vehicle parking lot.	This project is located 0.3 mile south of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Garden City Labor Camp Apartment Complex	This project includes demolition of five of eight structures and construction of two apartment buildings to accommodate 24 studios and six 1-bedroom restricted special needs affordable units and one manager unit. Three remaining structures will accommodate maximum capacity of 77 beds for farmworker housing.	This project is located 0.4 mile northwest of the project area.	This project is currently under construction.	City of Oxnard

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Cypress Place at Garden City	This project includes all-affordable 150 dwelling unit apartment complex on 5.22-acre site. 3-story buildings with units ranging between 572 and 1,012 square feet in size. The project includes a learning center and maintenance buildings.	This project is located 0.4 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Duplex with Attached Dwelling Unit	This project includes a 2,943 square foot duplex with a 984 square foot detached garage that has an attached 2nd floor 984 square foot attached dwelling unit.	This project is located 0.4 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Single Family Home with an Attached Dwelling Unit	This project includes the conversion of an existing 1,840 square foot church to a 1,296 square foot single family dwelling, with an attached 408 square foot garage, and an attached 586 square foot attached dwelling unit.	This project is located 0.6 mile northwest of the project area.	A building permit has been issued. Timing of construction has not been determined.	City of Oxnard
Cypress Court Tiny Home Duplex	This project includes the development of 30 dwelling units consisting of 15 1-bedroom units, 3 studio units, and 12 loft units ranging from 383 to 511 square feet in size.	This project is located 0.5 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Pleasant Valley Plaza	This project includes a remodel of exiting shopping center, construction of a new 11,392 square foot commercial/retail building with related site improvements to parking, landscaping, lighting, signage, etc.	This project is located 0.9 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Etting Road Affordable Apartments	This project includes the construction of 58 affordable apartment units for farmworkers and veterans.	This project is located 1.1 miles north of the project area.	This project is currently under construction	City of Oxnard
Dansk Phase 2	This project includes the development of 46 unit, 2-story apartment building on 1.05 acres. Requested zone change, General Plan amendment and Planned Development overlay.	This project is located 1.2 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Albany Apartments	This project includes the development of 19 residential apartment units on three combine lots of approximately 53,975 square feet.	This project is located 1.7 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Detached Dwelling	This project includes the construction of a detached 2-story, 1,500 square foot single family residence with five total garage spaces on a 16,700 square foot developed lot with two existing homes.	This project is located 2.3 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Wireless facility	This project includes the construction of a new 70-foot tall mono-eucalyptus tree and associated equipment ground enclosure in the parking lot of a regional commercial shopping center (Port Place Shoppes).	This project is located 2.7 miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Fast Food - Ives Avenue	This project includes the demolition of existing events center (existing monument sign and public art will remain on site) Development of 2,533 square-foot fast food restaurant with drive thru related improvements (parking, trash enclosure, sidewalks, patios, landscaping).	This project is located 2.2 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Mister Softee Mobile Food Commissary	To allow for the renovation and tenant improvement of an existing 8,400 square foot warehouse building on a 23,286 square foot parcel. The project includes the conversion of a 4,290 square feet of existing tenant space into a new mobile food commissary and will also include a 530 square foot of truck wash area and 222 square foot trash enclosure within 9,458 square feet of existing yard space.	This project is located 2.7 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
C Street Apartments	This project includes an 18-unit apartment complex on a 0.85-acre site.	This project is located three miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Billboard Lofts	This project includes the construction of a 5-story building to include 51 condominiums and 4,024 square feet of commercial space.	This project is located 3.3 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined	City of Oxnard
C Street Apartments	This project includes the construction of a 5-story, 175-unit apartment building. The structure will be a podium structure with parking and retail space on ground floor with four levels of studio, 1-bed and 2-bed units.	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
19 Unit Apartment Complex	This project includes a 19-unit, 4-story apartment complex on a 21,000 square foot vacant site (0.48 acre). The complex includes 1- to 3-bedroom units on upper floors with parking on ground level.	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
637/643 South C Street Apartment	This project includes a 57,274-square foot 5-story mixed use apartment building with 36 residential units (four affordable), 20 parking spaces, 1,619 square feet of non-residential space and open space on a 0.32-acre project site.	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
613 South C Street Apartment	This project includes a 26,308-square foot 5-story mixed use apartment building with 20 residential units (two affordable), 12 parking spaces, 656 square feet of non-residential space, and 1,053 square feet of open space on a 0.16-acre project site	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
SA Recycling	This project includes the demolition and reconfiguration of an existing recycling outdoor operation on a 2-acre site and relocation of a 2,400-square foot modular office building. On and off-site improvements include perimeter curb, gutter, sidewalk landscaping, and new vehicular entrances.	This project is located 3.4 miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Central Terrace Apartments	This project includes construction of a 5-story building, 88-unit podium style apartment building.	This project is located 3.4 miles northwest of the project area.	This project is currently under construction.	City of Oxnard
Aspire Apartments	This project includes construction of a 5-story building, 88-unit podium style apartment building.	This project is located 3.4 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
5th Street Banquet Hall	This project includes converting a portion of an existing office building to an assembly hall and event facility and constructing a 2,274-square foot addition.	This project is located 3.6 miles northwest of the project area.	This project is currently under construction.	City of Oxnard
Wireless facility	This project includes a new 70-foot tall mono-eucalyptus tree and associated equipment ground enclosure in the railroad ROW near the northeast corner of the intersection of 5th Street and Rose Ave.	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Roosevelt Duplex	This project includes a new 4,000-square foot attached duplex.	This project is located 3.7 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Castro Residence	This project includes construction of a1,768-square foot single family residence with two car garage.	This project is located 3.8 miles north of the project area.	Active	City of Oxnard
105 South Roosevelt Multi-Family	This project includes construction of a 2-story 1,760-square-foot residential building on an existing 8,400-square-foot R-2 lot.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Single-Family Residence	This project includes construction of a 2,115-square-foot single-family residence with an attached 2-car garage on a 6,925square-foot lot located within the La Colonia Neighborhood.	This project is located 3.7 miles north of the project area.	This project is under construction.	City of Oxnard
Urban Lofts	This project includes a 20-unit, 5-story apartment building on 0.16 acres and includes a ground floor commercial unit.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Navigation Center	This project includes an active homeless shelter and 56-unit supportive housing project.	This project is located 3.8 miles north of the project area.	This project is under construction.	City of Oxnard
Sandpiper Apartments	This project includes a 56-unit, 5-story apartment building on 0.32 acres and includes two ground floor commercial units.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Cooper Rd Mixed-use	This project includes a 2-story 5,671-square foot, mixed-use building consisting of 1,437 square feet of commercial space on the first floor, two 2-bedroom apartments on the second floor, and a 4-car garage parking on a 7,640 square foot lot.	This project is located 3.95 miles north of the project area.	This project is under construction.	City of Oxnard

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Las Cortes Phase 3	This project includes 129 affordable units on 8.2 acres, within the Las Cortes Planned Residential Group.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Wireless Facility	This project includes 12 antennae on 65-foot-tall mono-pine tree and associated equipment in a ground enclosure.	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Tentative Parcel Map	This project includes subdivision of an existing 3.33-acre parcel that contains three existing industrial buildings for industrial condominium purposes. The proposed subdivision will provide shared access, parking, and landscaping.	This project is located 3.6 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Union Pacific Railroad (UPRR) Modular Office	This project includes construction of a 1,200-square-foot modular office building for Union Pacific Railroad (UPRR), with access off Third Street.	This project is located 3.65 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
First & A Street Apartments	This project includes the construction of a 34,452.2-square foot 5-story mixed-use apartment building with 53 residential units (six affordable), 27 parking spaces, and 6,970.9 square feet of open space on a 0.48-acre project site.	This project is located 3.65 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Rice Avenue Grade Separation	This project includes the construction of a grade separation on Rice Avenue, where it crosses over State Route 34 (SR-34) and the UPRR tracks. The project stretches approximately 800 feet north and south of the crossings and includes sidewalks and bike paths in each direction.	This project is located 3.4 miles north of the project area.	The project is currently in final design. Timing of construction has not been determined.	City of Oxnard Capital Improvement Plan (CIP)
Stormwater Conveyance Improvements along Oxnard Boulevard	This project includes installing an approximately 250-foot-long concrete v-ditch along Oxnard Boulevard to the north of Pleasant Valley Road and replacing the existing wall along the drainage channel.	This project is located 1.3 miles north of the project area.	This project is anticipated to be funded by the end of Fiscal Year (FY) 2024.	City of Oxnard CIP

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
4th Street Mobility Improvements	This project includes widening sidewalks, replacing and upgrading streetlights, installing Class I and IV bike lanes along 4th Street from Oxnard Boulevard to C Street, and improving a bus stop at 4th Street and B Street. The project includes installation of restrooms adjacent to parking structure and upgrades to the OTC, which will include bike lockers, improved walkways and better overall accessibility and visibility.	This project is located 3.7 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Bard Road Corridor Bicycle & Pedestrian Improvements	This project includes installing high visibility crosswalks, advance warning flashing beacons, advance stop bars, green bike conflict striping, leading pedestrian interval timing, traffic signal retro-reflective backplates, and median improvements to improve turning movement safety.	This project is located 1.2 miles north of the project area.	This project is anticipated to be funded by the end of FY 2025.	City of Oxnard CIP
Blackstock and Pleasant Valley Estates Neighborhood Storm drain Improvements	This project includes Blackstock and Pleasant Valley Estates Neighborhood Storm drain Improvements projects.	This project is located one mile north of the project area.	This project is anticipated to be funded by the end of FY 2027.	City of Oxnard CIP
Etting Road Bicycle & Pedestrian Facilities Installation	This project includes installing new Class II street bike lanes, sidewalks, crosswalks, flashing pedestrian beacons, and American with Disabilities Act (ADA) improvements along Etting Road.	This project is located one mile north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Five Points Intersection Modernization	This project includes analyzing short-, medium-, and long-term needs at this intersection. The project requires coordination with various traffic signal entities including California Public Utilities Commission, Ventura County Railroad, Port of Hueneme, Caltrans Division of Rail, VCTC and others. Immediate improvements at the intersection include rewiring of the intersection and signal head replacement.	This project is located 3.1 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Ramona Preschool Pedestrian Crossing Enhancements	Install curb extensions, crosswalks, flashing pedestrian beacons, signage, and ADA improvements at intersections adjacent to Ramona Preschool.	This project is located 3.9 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
6859 Arnold Road	This project includes the removal of approximately 1.52 acres located within the County Coastal Zone from the existing CUP area. The project includes the addition of approximately 3.19 acres to the CUP area to accommodate an additional fire access road and compost expansion area.	This project is located 1.5 miles south of the project area.	This project is in preparation for hearing.	Ventura County Resource Management Agency
202 Ocean Drive	This project includes a new mixed-use 3-story structure on a 20- by 70-foot generally level 1,400-square-foot vacant corner lot. The project consists of 280 square feet of ground level retail/office space including a 62-square foot single occupancy accessible restroom, second and third floor dwelling totaling 1,350 square feet, roof deck and terraces totaling 1,010 square feet, and a 140-square foot stacked 2-car carport with ground level access.	This project is located 2.8 miles west of the project area.	On Appeal	Ventura County Resource Management Agency
157-159 Los Angeles Avenue	This project includes subdividing an existing 2-family home into two condominium units in the Residential Beach Harbor (RBH) Zone and the Very High Density Residential Coastal Area Plan land use designation in the Unincorporated Area of Silverstrand Beach. The existing 1,960-square-foot duplex is being split into two parcels; Unit 1 is 997 square feet and proposed Unit 2 is 963 square feet. Each unit has two covered parking spaces.	This project is located 2.8 miles west of the project area.	Coastal Commission Review	Ventura County Resource Management Agency
136 Los Angeles Avenue	This project includes a new 357-square-foot 1-story attached dwelling unit. The project include remodeling the existing 785-square-foot 1-story residence and 141-square-foot garage, new windows and doors, new roofing, demolishing the 21-square-foot entry porch roof; a new 15-square-foot entry stoop and 10-square-foot stoop, adding a 247-square-foot near-grade patio, new 200-amp electrical service and rewire, and new plumbing and HVAC.	This project is located 2.8 miles west of the project area.	Approved	Ventura County Resource Management Agency
317 Rossmore Drive	This project includes merging two properties to address a setback issue of an illegal porch addition.	This project is located 3.3 miles west of the project area.	Approved	Ventura County Resource Management Agency

Source: (City of Oxnard, 2024; Ventura County, 2024; WKE, Inc., 2023; City of Oxnard, 2022; Ventura County, 2024)

2.2.2 Consistency with State, Regional, and Local Plans and Programs

The following section is based on the CIA prepared for the project (GPA Consulting, 2024). This section describes the adopted plans within the study area and goals, policies, or objectives that would be applicable to the project.

Affected Environment

Federal Plans

Federal Transportation Improvement Program

All federally-funded projects must be included in an FHWA-approved FTIP. The Project is included in the 2025 FTIP under Project ID# VEN011202, "Hueneme Road from Oxnard City Limits to Rice Road – Widen from Two to Four Lanes (Phase I)" (Southern California Association of Governments, 2025). Information on goals and policies that are applicable to the project is provided below (see **Table 2.2-2**).

Table 2.2-2: Consistency with Federal, State, Regional, and Local Plans

Policy/Goal	Build Alternative	No Build Alternative
Federal Transportation Improvement Program		
Policy Guideline: Each project in the County Transportation Improvement Program submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with the Moving Ahead for Progress in the 21st Century Ac. Each FTIP project must show consistency with the project's design concept, and timely implementation as reflected in the adopted RTP/SCS.	**Consistent.** The project is identified in the 2025 FTIP as project VEN011202. The project is consistent with the design concept and timely implementation as reflected in the adopted RTP/SCS. Therefore, the project is consistent with this policy guideline.	**Inconsistent.** The No Build Alternative would not achieve transportation improvements included within the FTIP.
Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy		
Goal 1: Build and maintain an integrated multimodal transportation network.	**Consistent.** The project is identified in the 2023 RTP/SCS as project VEN011202. The project is consistent with the design concept and timely implementation as reflected in the adopted RTP/SCS. The Build Alternative would maximize mobility and accessibility in that region by improving operational efficiency on Hueneme Road. Therefore, the project is consistent with this policy guideline.	**Inconsistent.** The No Build Alternative would not achieve transportation improvements that would maximize mobility and accessibility in the region.

Policy/Goal	Build Alternative	No Build Alternative
Ventura County General Plan		
CTM-1: To ensure design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods. **CTM-2:** To facilitate the safe, efficient, and cost-effective movements of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal systems.	**Consistent.** The Build Alternative would improve operational efficiencies and promote alternative forms of transportation on Hueneme Road, which would serve a large majority of residents location in the Cities or Oxnard and Port Hueneme, including surrounding residences, businesses, and institutions. Hueneme Road is a major east-west transportation route that is used primarily for interregional, and intraregional travel of people and carrying of goods throughout the County. The Project improvements would benefit Hueneme Road as a regional-serving facility. The Project would remedy deficiencies and improve operational efficiencies. Therefore, the Build Alternative would be consistent with these goals and policies.	**Inconsistent.** The No Build Alternative would not achieve transportation improvements that would provide for reliable public facilities and infrastructure or strategically improve congested intersections and corridors.
Save Open Agricultural Resources Ordinances		
SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development.	**Consistent.** The County does not consider transportation as a land use type, which means construction of the Build Alternative would not conflict with existing zoning or result in rezoning or land use change requirements.	**Consistent.** The No Build Alternative would not convert any agricultural land and would not alter existing zoning or land uses.

State Plans

Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

In April 2024, the Regional Council of SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2024-2050 RTP/SCS presents the transportation vision for this region through the year 2050, provides a long-term investment framework for addressing the region's transportation and related challenges, identifies and analyzes transportation needs, and creates a basis for project priorities (Southern California Association of Governments, 2024). The project is included in the 2024-2050 RTP/SCS under RTP ID# VEN011202, "Hueneme Road from Oxnard City Limits to Rice Road – Widen from Two to Four Lanes (Phase I)."

Local Plans

Ventura County General Plan

The General Plan is a policy document that sets forth goals, policies, and directions the County will take to achieve the vision of the community. The General Plan elements include Land Use and Community Character, Housing, Circulation, Transportation and

Mobility, Public Facilities, Services, and Infrastructure, Conservation and Open Space, Hazards and Safety, Agriculture, Water Resources and Economic Vitality.

The General Plan Circulation, Transportation and Mobility Element directs the transportation system to provide for the safe and efficient movement of people and goods in and around the County through a variety of transportation modes. The element stives to encourage a multi-modal transportation system that serves the mobility needs of all residents while reflecting on the rural nature of the County (Ventura County, 2020).

- **CTM-1**: To ensure design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.
- **CTM-2**: To facilitate the safe, efficient, and cost-effective movements of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal systems.

Save Open Space and Agricultural Resources Ordinances

The Save Open Space and Agricultural Resources Ordinances (SOAR) is a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development. The County does not consider transportation as a land use type, which means construction of the project would not conflict with existing zoning or result in rezoning or land use change requirements.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, the County would not conduct roadway widening and additional improvements along Hueneme Road between Edison Drive and Rice Avenue. This alternative would not achieve any transportation improvement and would therefore be inconsistent with applicable federal, state, regional, and local plans (see **Table 2.2-2**).

Build Alternative

The Build Alternative would improve roadway operation and increase the reliability and operational efficiency for the community and the transportation of goods along Hueneme Road. Additionally, the project would include bicycle lanes to promote alternative forms of transportation for the community. The project is consistent with the applicable federal, state, regional, and local plans and programs adopted for the area, including goals and policies for improving traffic and circulation (see **Table 2.2-2**). Therefore, the Build Alternative would not result in adverse impacts on consistency with federal, state, regional, and local plans.

Avoidance, Minimization, and/or Mitigation Measures

Adverse impacts on consistency with state, regional and local plans and programs are not anticipated. Therefore, no avoidance, minimization, and/or mitigation measures are required.

2.2.3 Farmlands

Regulatory Setting

NEPA and the FPPA (7 United States Code [USC] 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as the FHWA, to coordinate with the NRCS if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

Affected Environment

Farmlands

The following section is based on the Farmland Evaluation (GPA Consulting, 2024) and CIA (GPA Consulting, 2024) prepared for the project. This section describes the farmlands in the immediate project area and surrounding vicinity. Agricultural land is rated by the CDOC according to soil quality and irrigation status. Important Farmland is rated under the following classifications:

- Prime Farmland: Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.
- Unique Farmland: Land other than Prime Farmland that is used for the production of specific high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, and other fruits and vegetables.
- Farmland of Statewide Importance: Land that does not meet the criteria for Prime or Unique Farmland is considered to be Farmland of Statewide Importance for the production of food, feed, fiber, forage, and oilseed crops.
- Farmland of Local Importance: Land that are listed as Prime or Statewide Farmland that are not irrigated, and land for growing dryland crops, such as beans, grain, dryland walnuts, or dryland apricots.
- Grazing Land: Land on which the vegetation is suited to the grazing of livestock.

According to the General Plan, approximately 27 percent of the land area in the County is agricultural land. The CDOC has identified Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land in and adjacent to the project area (see **Figure 2.2-2**) (California Department of Conservation, 2022).

Environmental Consequences

No Build Alternative

The No Build Alternative would not include transportation improvements within the study area and would not result in any change to land use. Therefore, there would be no impact on farmland.

Build Alternative

Construction of the Build Alternative would require the permanent conversion of approximately 9.2 acres of land mapped as Important Farmland to roadway use (see **Table 2.2-3** and **Figure 2.2-3**). All acquired farmland would be permanently incorporated into the transportation facility.

Table 2.2-3: Farmland Conversion Impacts

Alternatives	Land Converted (acres)	Prime and Unique Farmland (acres)	Percent of Farmland in County	Percent of Farmland in State	Farmland Conversion Impact Rating
Build Alternative	9.2 acres	7.63	0.0006	0.0000003	105

Source: Form NRCS-AD-1006 (Farmland Conversion Impact Rating).

Implementation of the Build Alternative would not render the surrounding agricultural area unfarmable. The project improvements would primarily be built within existing roadway; however, planned property acquisitions would affect some adjacent parcels.

As stated above, agricultural land covers approximately 27 percent of the land area in the County, and the Build Alternative would result in the permanent conversion of less than 0.01 percent of farmland in the County to non-agricultural use. The remaining farmland would remain available for agricultural use. Under FPPA, projects are required to complete Form AD-1006 to assess important factors other than agricultural value of land when determining whether further action is required for a project (see **Appendix H**). The Build Alternative rated a combined score of 105 points on Form AD-1006, which is below the threshold of 160 points, meaning further coordination with NRCS is not required.

The Build Alternative would result in the conversion of 7.63 acres of Prime or Unique Farmland, or approximately 0.84 percent of farmland from parcels within the project area to non-farmland uses (see **Table 2.2-4**). These ROW acquisitions would consist of sliver takes across the affected parcels of land that is typically not used for farming. The Build Alternative would not require the removal of row crops. Therefore, the Build Alternative would not result in adverse impacts on farmland.

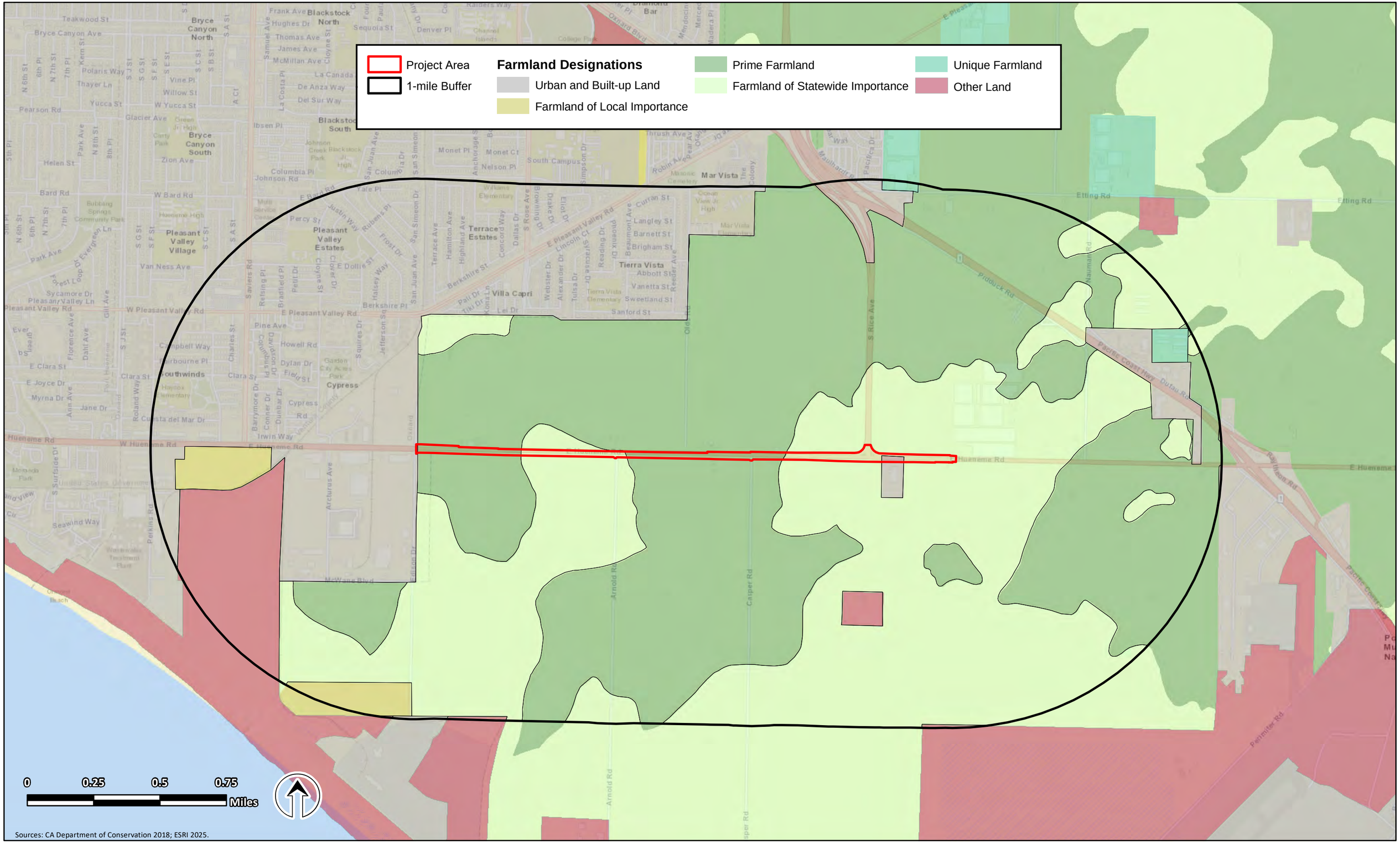


FIGURE 2.2-2.FARMLAND WITHIN ONE MILE
Hueneme Road Widening Project

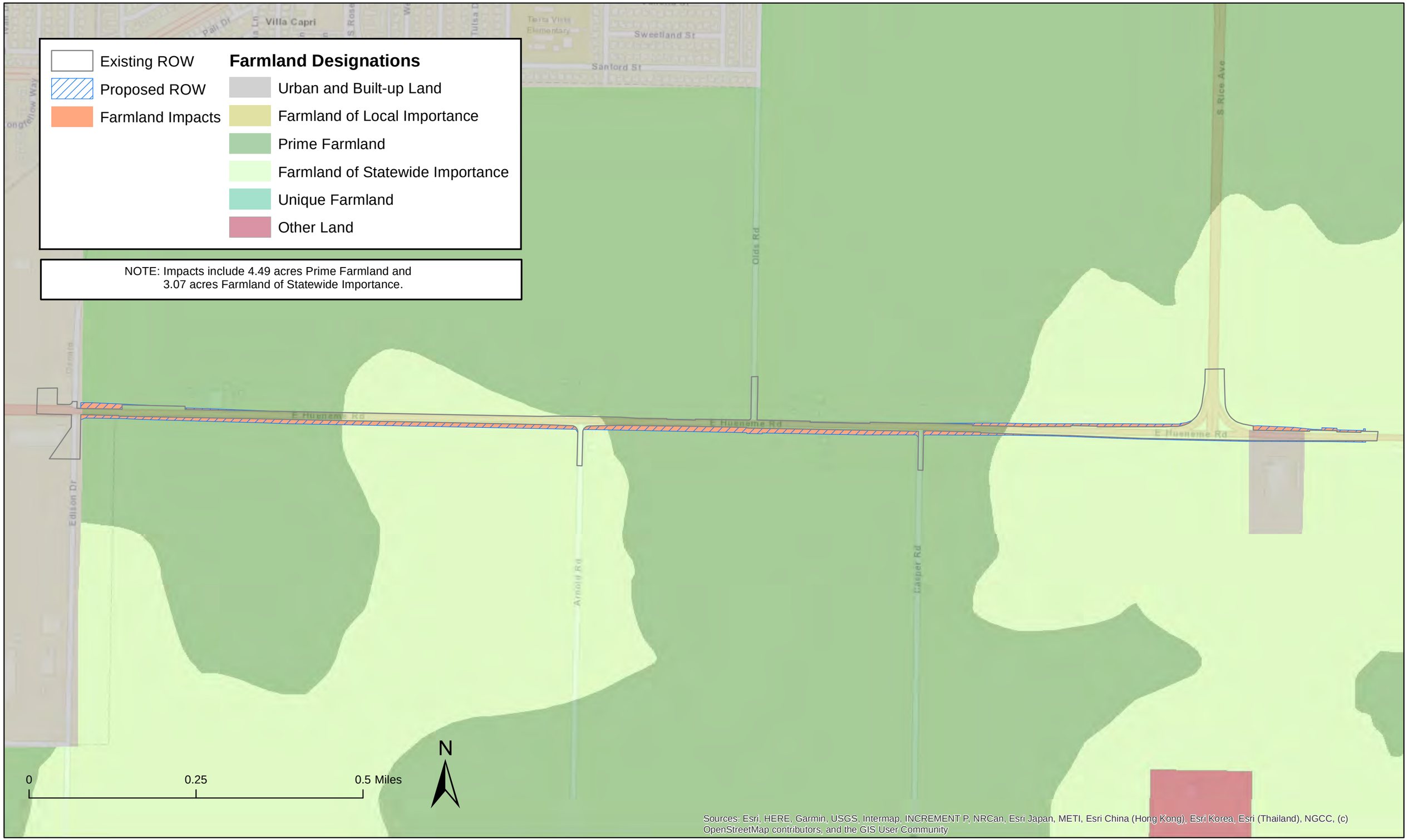


FIGURE 2.2-3 ESTIMATED FARMLAND IMPACTS
Hueneme Road Widening Project

Table 2.2-4: Right of Way Acquisitions

Assessor's Parcel Number	Land Use Designation	California Department of Conservation Important Farmland Classification	ROW Area (Acres)	Total Parcel Area (Acres)	Remaining Acreage after ROW	Percentage of Land Remaining (Percent)
223-0-030-145	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.3111	26.06	25.75	98.81
231-0-020-300	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.8516	69.77	68.92	98.78
232-0-031-205	Agricultural	Prime Farmland and Farmland of Statewide Importance	1.1317	39.07	37.94	97.10
232-0-032-090	Agricultural	Prime Farmland and Farmland of Statewide Importance	0.4918	78.55	78.06	99.37
232-0-070-130	Agricultural	Prime Farmland and Farmland of Statewide Importance	0.4216	73.12	72.70	99.42
223-0-030-285	Agricultural-Urban Reserve	Prime Farmland	0.0550	9.8	9.75	99.44
223-0-030-320	Agricultural-Urban Reserve	Prime Farmland	0.0152	35.29	35.27	99.96
232-0-080-215	Agricultural	Prime Farmland	0.0359	36.57	36.53	99.90
232-0-080-290	Agricultural	Prime Farmland and Farmland of Statewide Importance	0.3011	30.66	30.36	99.02
223-0-030-225	Agricultural-Urban Reserve	Prime Farmland	0.0236	0.74	0.72	96.81
223-0-030-255	Agricultural-Urban Reserve	Prime Farmland	0.0236	14.35	14.33	99.84
231-0-020-045	Urban	Urban and Built-Up Land	0.0134	0.96	0.95	98.61
231-0-020-185	Urban	Prime Farmland and Farmland of Statewide Importance	0.1645	17.05	16.89	99.04
231-0-020-270	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.5906	61.11	60.52	99.03
231-0-020-315	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.5596	44.47	43.91	98.74
231-0-020-280	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.1827	14.09	13.91	98.70

Assessor's Parcel Number	Land Use Designation	California Department of Conservation Important Farmland Classification	ROW Area (Acres)	Total Parcel Area (Acres)	Remaining Acreage after ROW	Percentage of Land Remaining (Percent)
231-0-020-290	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.3691	28.18	27.81	98.69
232-0-031-190	Agricultural	Prime Farmland	0.2653	2.03	1.76	86.93
232-0-031-210	Agricultural	Prime Farmland	0.8467	38.82	37.97	97.82
232-0-080-285	Agricultural	Prime Farmland and Farmland of Statewide Importance	0.3538	72.41	72.06	99.51
232-0-080-265	Agricultural	Prime Farmland	0.0941	1.34	1.25	92.98
232-0-080-270	Agricultural	Farmland of Statewide Importance	0.0870	0.93	0.84	90.65
232-0-080-305	Agricultural	Farmland of Statewide Importance	0.0586	13.43	13.37	99.56
232-0-070-150	Agricultural	Farmland of Statewide Importance and Urban and Built-Up Land	0.3812	34.57	34.19	98.90
232-0-070-140	Agricultural	Farmland of Statewide Importance and Urban and Built-Up Land	0.2936	34.52	34.23	99.15
232-0-033-045	Agricultural	Farmland of Statewide Importance	0.8270	79.09	78.26	98.95
232-0-033-050	Agricultural	Farmland of Statewide Importance and Urban and Built-Up Land	0.2911	77.68	77.39	99.63
232-0-032-100	Agricultural	Farmland of Statewide Importance	0.2119	77.93	77.72	99.73
223-0-030-275	Agricultural-Urban Reserve	Prime Farmland	0.0446	4.97	4.93	99.10
223-0-030-295	Agricultural-Urban Reserve	Prime Farmland and Farmland of Statewide Importance	0.0121	83.98	83.97	99.99
232-0-080-315	Agricultural	Farmland of Statewide Importance and Urban and Built-Up Land	0.0002	12.7	12.70	99.99
Total Important Farmland Acreage			9.3 acres	1114.2 acres	1104.9 acres	99.16

Source: (California Department of Conservation, 2022), (ParcelQuest, 2023), (GPA Consulting, 2023)

Avoidance, Minimization, and/or Mitigation Measures

Adverse impacts on farmlands are not anticipated. Therefore, no avoidance,

minimization, and/or mitigation measures are required.

2.2.4 Growth

Regulatory Setting

The FHWA Technical Advisory T 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, states that the "…social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified."

The following section is based on the CIA (GPA Consulting, 2024) prepared for the project. This section describes growth in the immediate project area and surrounding vicinity.

Study Area

A community impacts study area encompasses the area in which the direct and/or indirect impacts associated with the project are likely to occur. Ideally, the study area should include all land, buildings, roadways, and transit facilities that could be directly and/or indirectly impacted by the project. The definition of a study area and topics to be included in a CIA are determined based on the potential impacts and issues. Caltrans accepted the study area boundary on August 21, 2024.

The study area for the CIA includes all persons, lands, buildings, and environment located that may be affected by the Build Alternative (see **Figure 2.2-4**). The following census tracts were utilized as the basis for understanding the demographics of the CIA study area: Tract 47.15; Tract 45.03; Tract 45.07; and Tract 45.08. The study area is generally bound by South J Street to the west, SR-1 to the east, East Pleasant Valley Road to the north, the coastline to the southwest and Perimeter Road and Point Magu Naval Air Station to the southeast (CIA study area).

The study area includes at least a 0.5-mile radius around the project area to address potential construction and operational impacts the project could have on surrounding facilities. Most of the study area includes agricultural lands. The northernmost and westernmost boundaries of the study area include residences and businesses that have the potential to be affected by project construction and operation. Census tract 47.15 includes a large amount of area well beyond the 0.5-mile radius surrounding the project area.

The use of smaller census block groups in lieu of the larger census tracts for 47.15 was considered. However, the available data differs between census block groups and census tracts, with census block groups generally having less and/or outdated data available.

Regional Study Area

A study area is often compared with the surrounding region to gain perspective and identify similarities, differences, and relationships between the two areas. Generally, a region is defined as the jurisdiction that is larger than, and includes, the study area, although some circumstances may dictate deviations from this standard.

Projected Population, Household, and Employment Estimates

From 2013 to 2022, the population in the County increased by 1.6 percent; however, the average population in the study area decreased by eight percent (see **Table 2.2-5**). From 2013 to 2022, the number of households increased by 3.2 percent in the County and decreased by 0.6 percent in the study area. From 2013 to 2022, the employment rate for the population 16 years and older increased by 5.2 percent in the County and increased by 2.6 percent in the study area. These growth trends indicate that the study area has a slightly lower growth rate than the County.

Current and Future Development Trends

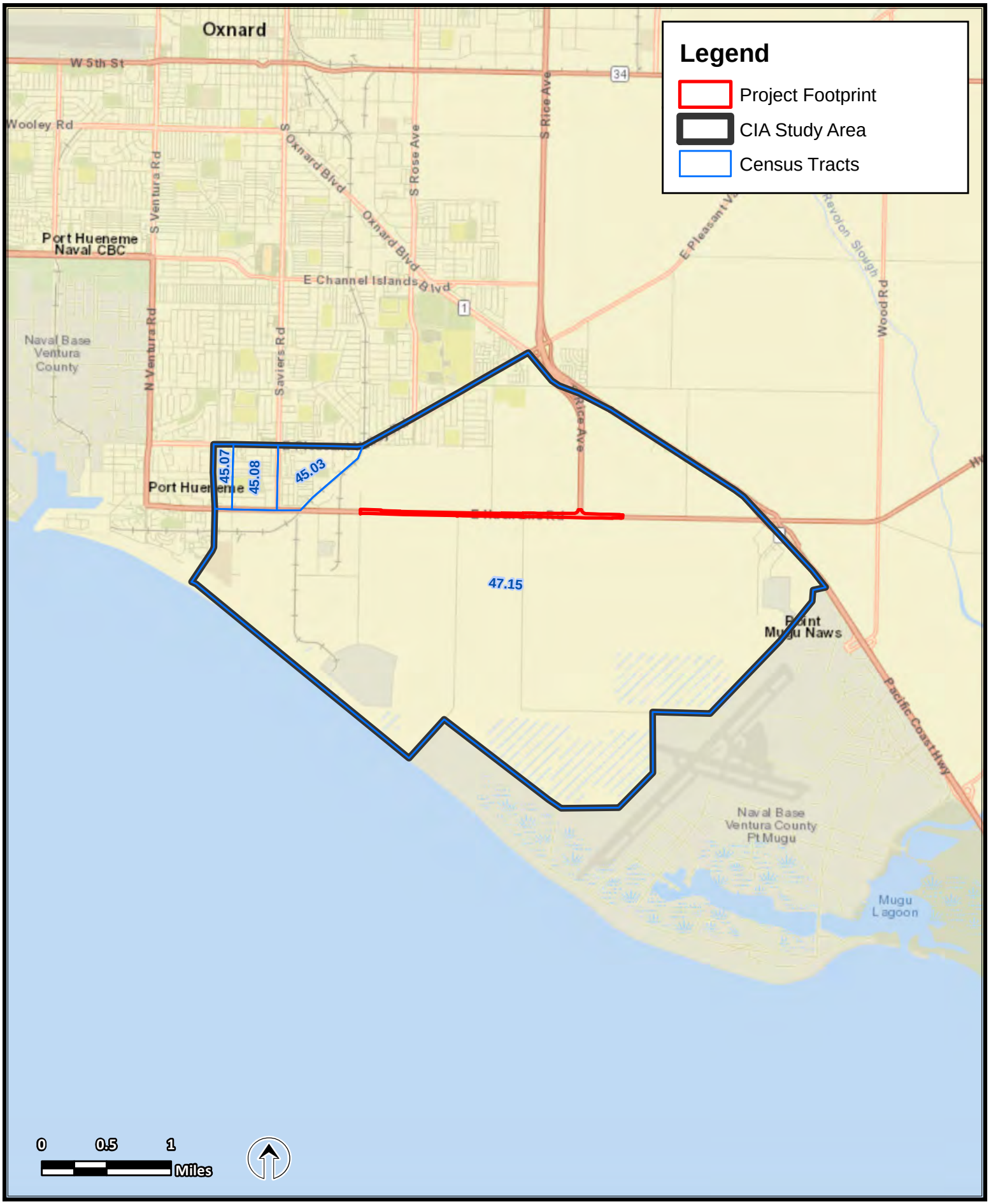
11 commercial projects are under development within one mile of the project area, including several apartment buildings and a parking lot (see **Table 2.2-1**). The study area does not include a substantial number of current and future development projects.

Table 2.2-5: Population and Housing Growth

Study Area	Population			Households		
	2013	2022	Percent Change	2013	2022	Percent Change
Regional Study Area						
Ventura County	829,017	842,009	1.6	267,076	275,653	3.2
Study Area						
Census Tract 45.03	4,815	4,720	-2.0	1,020	1,054	3.3
Census Tract 45.06	7,425	-	-7.6	1,473	-	-5.5
Census Tract 45.07	-	3,153		-	667	
Census Tract 45.08	-	3,708		-	724	
Census Tract 47.15	5,457	4,670	-14.4	1,220	1,135	-6.9
Study Area Average	5,899.0	4,062.8	-8.0	1,237.7	895.0	-0.6

Source: (United States Census Bureau, 2013a) (United States Census Bureau, 2022a) (United States Census Bureau, 2013b) (United States Census Bureau, 2022b)

Notes: In 2020 Census Tract 45.06 split to make up the existing Census Tracts 45.07 and 45.08. Census Tract 45.06 makes up the same geographic area as the current Census Tracts 45.07 and 45.08.



Source: ESRI 2023.

Figure 2.2-4 PROPOSED CIA STUDY AREA
Hueneme Road Widening Project

Table 2.2-6. Employment Rate

Location	2013 (Number)	2022 (Number)	Percent Change (2013 to 2022)	2022 (Percent Employed)
Regional Study Area				
Ventura County	389,297	409,387	5.2	93.8
Study Area				
Census Tract 45.03	1,983	2,301	16.0	92.9
Census Tract 45.06	3,077	-	-8.0	-
Census Tract 45.07	-	1,182		96.8
Census Tract 45.08	-	1,648		93.8
Census Tract 47.15	2,534	2,137	-15.7	87.2
Study Area Average	2531.3	1817.0	2.6	92.7

Source: (United States Census Bureau, 2022)*, (United States Census Bureau, 2013)*

Notes: In 2020 Census Tract 45.06 split to make up the existing Census Tracts 45.07 and 45.08. Census Tract 45.06 makes up the same geographic area as the current Census Tracts 45.07 and 45.08.

First Cut Screening

A “First-Cut Screening” was conducted pursuant to the Caltrans’ Guidance for Preparers of Growth related, Indirect Impact Analyses, to assess what influence implementation of the project might have on growth and development in the area. The following is based on the above referenced guidance.

Construction of the Build Alternative would not result in long-term changes to travel times, travel cost, or accessibility to employment, businesses and/or services in the immediate project location or project vicinity. During construction of the Build Alternative, no vacant lands that are currently inaccessible would become permanently accessible and, therefore, more likely to be developed following construction of the project.

Workforce requirements associated with the construction of the project are expected to result in most workers coming from the local area. However, if a workforce influx were to occur, it would be temporary in nature and would cease upon completion of construction.

The project is in an agricultural region with minimal opportunity for development. Adjacent land uses consist of Agriculture, Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential (Ventura County, 2020). The parcels within the project limits from which ROW is anticipated to be acquired are primarily agricultural. Agricultural land is highly protected within the County and is not susceptible to development.

Although the Build Alternative would improve traffic operations throughout the project area, the project would not create new opportunities for access to areas that are not already afforded access under the existing conditions of the roadway; therefore, the Build Alternative would not substantially change accessibility to adjacent and nearby properties.

The existing road plays a key role for tourists and commercial traffic (e.g., goods movement) along the roadway corridor. Continued growth in the region is anticipated in the future, creating an even greater need for improvement of the operation (e.g., LOS of the roadway. The project would include widening Hueneme Road to make it more efficient and to reduce associated congestion in the immediate project area.

Forecasted increased traffic volumes, in conjunction with the current capacity of the existing roadway, are expected to result in the associated signalized and unsignalized intersections operating at unacceptable levels of service by design year 2050 for PM peak hours. Under design year (2050), all signalized intersections would operate acceptably under the No Build Alternative. Unsignalized intersections would have insufficient capacity for the 2050 traffic demand and consequently result in deficient operations at LOS D and LOS F during PM peak hours. Under the Build Alternative, all signalized intersections would remain at LOS A, with improvements in volume-to-capacity (V/C) Ratio for design year (2050). V/C ratio is a measure of how well a road or intersection can handle traffic volume. All other intersections on Hueneme Road would continue to operate acceptably under the Build Alternative. Without planned improvements, it is anticipated that increased daily traffic will increase delays and diminish operations within the project area if the project is not implemented.

While the project would improve traffic operations at the project intersections, it is not expected that the degree of improvement would result in a change in traffic patterns or travel behavior such that it would result in development in the immediate vicinity of the roadway as compared to the existing roadway conditions.

The project is located on an existing roadway facility near existing roadways, providing access to existing development. The project has been designed to accommodate present and projected increases in traffic volumes resulting from previously implemented and planned development in the area; therefore, project-related growth is not anticipated as a result of the project.

2.2.5 Community Character and Cohesion

Regulatory Setting

NEPA of 1969, as amended, established that the federal government must use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (Title 42 USC Section 4331(b)2)) (United States Congress, 1969). FHWA, in its implementation of NEPA (Title 23 USC Section 109(h)) directs that final decisions regarding projects are to be made in the best overall public interest. This requires considering adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Affected Environment

The following section is based on the CIA prepared for the project (GPA Consulting, 2024). This section describes the community characteristics and cohesion in the immediate project area and surrounding vicinity.

Most of the land surrounding the project area is used for agricultural purposes. The northernmost and westernmost boundaries of the project area include residences and businesses that have the potential to be affected by the project.

Community cohesion is defined as the degree to which residents have a "sense of belonging" and a level of commitment to their neighborhood, or a strong attachment to neighbors, groups, and institutions, usually because of a continued association over time. Because the industrial and agricultural operations in the project area are located together in distinct neighborhoods, it is assumed the community members have a strong sense of belonging and a high level of commitment to their neighborhood; therefore, community cohesion in the project area is assumed to be high.

Population and Housing

Demographic data were collected from the 2022 American Community Survey (ACS) 5-year Estimate for the analysis discussed next (United States Census Bureau, 2022a). The ACS 5-year Estimates were used because the data are more reliable than other ACS estimates (e.g., the 1- and 3-year Estimates) and data were available for smaller geographies. Data were collected for U.S. Census Tracts within the study area. Data was also collected for the County as points of reference for demographic trends.

Regional Population Characteristics

The CIA study area includes approximately 1.9 percent of the total existing population within the County. The average household size within the project area is 4.5 people compared to three for the County. The median age in the CIA study area is substantially lower at 29.1 compared to the median age for the County at 39. Additionally, the average median household income for the CIA study area is $67,621.5 compared to $102,141 for the County (see **Table 2.2-7**).

Table 2.2-7: Demographic Characteristics

	Total Population	Median Age	Median Household Income	Average Household Size
Regional Study Area				
Ventura County	842,009	39.0	102,141	3.0
CIA study area				
Census Tract 45.03	4,720	30.9	77,778	4.46
Census Tract 45.07	3,153	26.4	55,094	4.45
Census Tract 45.08	3,708	23.6	49,875	5.12

Census Tract 47.15	4,670	35.4	87,739	4.04
CIA study area Average	4062.8	29.1	67,621.5	4.5

Source: (United States Census Bureau, 2022a) (United States Census Bureau, 2022b) (United States Census Bureau, 2022c)

Racial demographics within the study area also varied substantially compared to the County. Minority populations within the study area were substantially higher with a much larger Hispanic or Latino population compared to the County (see **Table 2.2-8**). Bolded entries into the table represent populations five percent or more greater than the County.

Table 2.2-8: Ethnicity and Race Characteristics

Location	White Alone (Percent)	Black or African American Alone (Percent)	Hispanic or Latino (Percent)	American Indian and Alaska Native Alone (Percent)	Asian Alone (Percent)	Native Hawaiian and Other Pacific Islander Alone (Percent)	Some Other Race Alone (Percent)	2 or More Races (Percent)
Regional Study Area								
Ventura County	43.5	1.7	43.6	0.2	7.1	0.2	0.4	3.3
CIA Study Area								
Census Tract 45.03	7.8	1.7	**73.0**	0	**17.2**	0	0	0.3
Census Tract 45.07	5.0	0.9	**91.2**	**0.4**	1.5	0	0	1.0
Census Tract 45.08	2.6	0	**96.2**	**0.5**	0.7	0	0	0
Census Tract 47.15	9.9	**2.5**	**77.1**	0.1	7.1	**1.8**	**0.5**	1.0
Study Area Average	6.3	1.3	**84.4**	**0.3**	6.6	0.5	0.1	0.5

Source: (United States Census Bureau, 2022d)

The CIA study area has a greater Hispanic or Latino population than the County average (see **Table 2.2-8**). Additionally, the study area has a higher American Indian or Alaskan Native population and Native Hawaiian and Other Pacific Islander population compared to the County average. The minority percentage in the CIA study area is greater than the County average (see **Table 2.2-9**).

Table 2.2-9: Minority and Low-Income Populations

Regional Study Area	Total Population	Minority Percentage	Median Household Income
Ventura County	842,009	56.5	102,141
CIA Study Area			
Census Tract 45.03	4,720	92.2	77,778
Census Tract 45.07	3,153	95.0	55,094
Census Tract 45.08	3,708	97.4	49,875
Census Tract 47.15	4,670	90.1	87,739
CIA study area Average	4062.8	93.7	67,621.5

Source: (United States Census Bureau, 2022e)

Neighborhoods/Communities/Community Character

The project area is within a rural agricultural portion of the Cities of Oxnard and Port Hueneme and unincorporated Ventura County. Within this land most of the land is under agricultural use; however, there are some single-family residences associated with the agricultural land. Additionally, there are more suburban neighborhoods located nearby the project area in the City of Oxnard.

Hueneme Road identified as an Other Principal Arterial and Major Collector and a City of Port Hueneme and City of Oxnard Commercial Vehicle Route within the project area. Rice Avenue is another larger roadway that intersects with the project area. Additionally, the project is near SR-1, which is a major north-south highway through the state of California. Gold Coast Transit operates bus routes that run through the project area. There are no existing bicycle lanes in the project area, but there are several planned bikeways. Transportation facilities are discussed further in Section 2.2.8.

The project area is primarily made up of agricultural businesses, including Teto's Produce, East Farms, Solimar Farms, Laubacher Berry Farms, and Southland Sod Farms. In addition, Anacapa Fresh Logistics is located immediately to the east of the project area.

Housing

The character of a community is generally defined by geography, demographics, institutions, neighborhood groups and organizations, businesses, access and circulation, and public services and facilities. The character of the project area is that of a rural, agricultural community where members of the community are geographically spread further apart, and most of the jobs and community facilities are provided in the more urbanized areas of adjacent cities and communities.

The housing units within the study area comprise 1.3 percent of the total housing units in the County. The percentage of occupied housing units in the study area is similar to the

County; however, the percentage of owner-occupied units is 23.9 in the study area compared to 64.1 for the County. Additionally, the median home value in the study area is $483,975 compared to $738,700 for the County (see **Table 2.2-10**).

Table 2.2-10: Housing Characteristics

Location	Total Housing Units	Occupied Housing Units (Percent)	Owner Occupied (Percent)	Median Home Value
Ventura County	293,491	94.0	64.1	738,700
Census Tract 45.03	1,076	98.0	40.0	490,900
Census Tract 45.07	761	88.0	10.7	355,300
Census Tract 45.08	749	97.0	19.2	609,400
Census Tract 47.15	1,231	92.2	61.7	480,300
Study Area Average	954.3	93.8	32.9	483,975.0

Source: (United States Census Bureau, 2022d) (United States Census Bureau, 2022f)

Environmental Consequences

No Build Alternative

The No Build Alternative would not include transportation improvements and would not result in changes to housing, community character, or population. Therefore, the No Build Alternative would have no impact on community character and cohesion.

Build Alternative

The Build Alternative would require partial land acquisitions from adjacent properties and would include the widening of Hueneme Road. Because the Build Alternative would include improvements to existing roadways and to the circulation system, the project would not be expected to divide existing neighborhoods or affect community cohesion. However, the conversion of agricultural land to transportation could result in changes to community character. During construction, residents could be impacted by detours, local road closures, dust, noise, and heavy construction equipment traffic on existing roadways. However, prior to construction, the County would work with local authorities and follow the traffic notification procedure to minimize these impacts. In addition, construction would not displace any residential units or non-residential properties.

During construction, noise from equipment and vehicles, traffic from construction vehicles, dust from earth moving activities, exhaust from construction vehicles and equipment, and visual impacts from construction equipment and debris could result in temporary impacts on community character and cohesion. However, measures **CIA-1**, **AQ-1** through **AQ-14**, and **NOI-1** would be implemented to minimize air quality and noise impacts associated with construction.

The Build Alternative would not provide new access to an undeveloped area, nor would it influence development opportunities by expanding capacity. The Build Alternative would

result in an overall beneficial impact on the community, reducing traffic and increasing safety for all modes of transportation. The Build Alternative would be constructed along an existing transportation corridor and would not divide existing neighborhoods/communities. Therefore, the Build Alternative would not result in adverse impacts on community character and cohesion.

Avoidance, Minimization, and/or Mitigation Measures

In addition to measures outlined in Section 2.3.5 and Section 2.3.6, the following measure would be implemented under the Build Alternative to minimize impacts on community character and cohesion:

CIA-1 Following construction, Temporary Construction Easement (TCE) areas would be restored to their original conditions or similar.

2.2.6 Relocations and Real Property Acquisition

Regulatory Setting

In cases where the County receives federal funding, and in accordance with the Caltrans Right of Way Manual, the County uses Caltrans guidance as a tool for relocations and real property acquisition in a manner that is in compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Code of Federal Regulations.

Caltrans' Relocation Assistance Program (RAP) is based on the Uniform Act and Title 49 CFR Part 24. The purpose of the RAP is to ensure that persons displaced by a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see **Appendix B** for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see **Appendix A** for a copy of Caltrans' Title VI/Non-Discrimination Policy Statement.

Affected Environment

The following discussion incorporates the results of the Relocation Impact Memorandum (RIM) prepared for the project (Hamner, Jewell, & Associates, 2025). Preparation of the RIM included a complete review of the project to determine the potential relocation impact due to ROW acquisition. The sources used in the RIM include information from County Public Works and its consultants, visual field surveys; and available public property data.

Hueneme Road is a major transportation corridor to connect the region. Within this area, most of the land is undeveloped and under agricultural use, but there are several interspersed residential properties associated with the agricultural land. The project area

is also adjacent to the Cities of Port Hueneme and Oxnard and the unincorporated County. Community information is discussed further under Section 2.2.5.

Environmental Consequences

No Build Alternative

The No Build Alternative would not include transportation improvements within the study area and would not require relocations or acquisition of property. Therefore, the No Build Alternative would have no impact on real property.

Table 2.2-11: TCE by Parcel

APN	TCE Area (Acre)	Total Parcel Area (Acre)	Remaining Area after TCE (Acre)	Percentage of land Remaining (Percent)
2320070150	0.3416	35.1366	34.7951	99.03
2320070140	0.2982	35.0824	34.7841	99.15
2320070130	0.0331	71.8151	71.7821	99.95
2320080285	0.5068	72.8284	72.3216	99.30
2320080270	0.0575	0.9291	0.8716	93.81
2320080290	0.2936	30.8000	30.5064	99.05
2320080305	0.0614	13.3656	13.3043	99.54
2320080265	0.0551	1.3771	1.3220	96.00
2230030225	0.0137	0.7413	0.7276	98.15
2230030255	0.2632	14.3725	14.1093	98.17
2230030145	0.1667	26.3062	26.1394	99.37
2230030275	0.0463	4.9581	4.9118	99.07
2230030295	0.0788	85.6134	85.5346	99.91
2230030285	0.0915	9.8022	9.7107	99.07
2310020270	0.5198	61.7075	61.1877	99.16
2310020290	0.2408	27.8858	27.6449	99.14
2310020300	0.5819	69.4200	68.8381	99.16
2310020045	0.0057	0.9452	0.9394	99.39
2310020185	0.1427	17.0793	16.9366	99.16
2310020280	0.1188	14.1095	13.9908	99.16
2310020315	0.3732	44.6303	44.2571	99.16
2320031205	0.6094	39.0751	38.4657	98.44
2320031210	0.5369	39.0778	38.5409	98.63
2320031190	0.1259	2.0206	1.8947	93.77
2320032090	0.6628	78.7534	78.0906	99.16
2320033050	0.5074	78.5238	78.0163	99.35

APN	TCE Area (Acre)	Total Parcel Area (Acre)	Remaining Area after TCE (Acre)	Percentage of land Remaining (Percent)
2320033045	0.0137	79.9476	79.9339	99.98
2320032100	0.6661	79.6255	78.9593	99.16
Total	**7.4128**	**1035.9293**	**1028.5164**	**99.28**

In addition, four commercial/business displacements would be required as part of the project (see **Table 2.2-12**); these properties are described in greater detail below.

Table 2.2-12: Estimated Displacements

Non-Residential Displacements	Build Alternative	No Build Alternative
Commercial Businesses	4 (partial acquisition)	0
Industrial/Manufacturing Businesses	0	0
Agricultural/Farms	0	0
TOTAL UNITS	4	0

Build Alternative

The majority of properties within the project area are operational farms growing crops. The Build Alternative would temporarily impact parcels along the roadway corridor, requiring TCEs of approximately 7.4 acres during the construction period to facilitate access to construction work areas. A total of 28 parcels would require TCEs (see **Table 2.2-11**). Access to these properties would be maintained and restored to their owners following construction.

There is a fruit/produce stand located on APN 223-0-030-285 adjacent to Hueneme Road. This property would be impacted by ROW acquisition needs and would require relocation. During public outreach, the fruit stand owner participated in the meetings; it is possible the fruit stand will be relocated on the same parcel and continue operating in the same location. This owner of the fruit stand will be entitled to relocation assistance. The produce stand may be eligible to choose a fixed payment in lieu of moving payments per Caltrans ROW Manual Section 10.05.16.00 and in accordance with 49 Code of Federal Regulations (CFR) 24.305. A small business displacee may be eligible to choose a fixed payment “in lieu” of the payments for actual moving and related expenses, and actual reasonable reestablishment expenses provided by 49 CFR 24.303 and 24.304. There are four criteria for eligibility of the “in-lieu” payment as described in Section 10.05.16.00 of the Caltrans ROW Manual. 49 CFR 24.305 states the business cannot be relocated without a substantial loss of its existing clientele or net earnings.

There is a flower/plant nursery located on APNs 223-0-030-275 & 285; there are potted plants located on the ground next to the Hueneme Road frontage. It appears the plants

can be easily moved to other locations on the property to remove them for the proposed ROW acquisition area. There is a “residence” type building located on the property; however, construction and operation of the project is not anticipated to impact this building. Although it is not anticipated that the nursery business as a whole will need to relocate, the owners of the plants may be entitled to relocation assistance.

There is a garage structure located on APN 232-0-070-140; the garage structure is very near the ROW line which delineates the private parcel and County road facility. The garage appears to be used for storage of personal property; there is no identified residential occupancy. This structure is in conflict with the widening of Hueneme Road. During the ROW acquisition process, the property owner will be compensated for the loss of this structure. Additionally, the owner of the items that will need to be removed from within the structure would qualify for relocation assistance for moving and related expenses. The property owner may have or develop a replacement structure on the same property for storing the displaced items at another location on the property. Self-storage units are available within the vicinity of Oxnard to use for storage of removed items in the event that offsite storage space is required.

The property located on APN 232-0-080-250 includes storage of vehicles and trailers in an area immediately adjacent to Hueneme Road. The vehicles and trailers appear to be mobile and can be easily moved from the acquisition area within the same parcel. Additionally, there is an auxiliary building located on this property east of the parked vehicles and trailers. This building would not be impacted by construction and operation of the project and would not require relocation assistance. The owners of the vehicles and trailers may be entitled to Relocation Assistance associated with moving their personal property to another location.

In accordance with County requirements, during the ROW phase of the project, all impacted structures will be identified and documented through field surveys and ROW mapping. Each item will be evaluated to determine whether it falls within the required acquisition area or will be impacted by construction activities. The County will notify all affected property owners in writing explaining the need for the acquisition. Coordination meetings will be held to discuss timing, access, and potential compensation options.

The County’s policy and standard practice are to avoid relocation assistance whenever feasible. In compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and Caltrans Right of Way procedures, the County performs appraisals to determine the fair market value of the acquisition area, including compensation for any affected structures. A written offer will be presented to the property owner outlining the acquisition terms. Property owners are given the option to remove or relocate minor structures within their existing property boundaries at their own discretion prior to construction, or the County may arrange for removal through the project contractor as part of site clearing activities.

The Build Alternative would also require ROW from 30 adjacent properties in the project area. Permanent ROW acquisition required to complete the project would include sliver takes from parcels adjacent to the project area; no full acquisitions are anticipated (see **Table 2.2-4**). As stated above, agricultural land covers approximately 27 percent of the land area in the County, and the Build Alternative would result in the permanent conversion of less than 0.01 percent of farmland in the County to non-agricultural use. The remaining farmland would remain available for agricultural use. Under FPPA, projects are required to complete Form AD-1006 to assess important factors other than agricultural value of land when determining whether further action is required for a project (see Appendix H). The Build Alternative rated a combined score of 105 points on Form AD-1006, which is below the threshold of 160 points, meaning further coordination with NRCS is not required.

The Build Alternative would result in the conversion of 7.63 acres of Prime or Unique Farmland, or approximately 0.84 percent of farmland from parcels within the project area to non-farmland uses. These ROW acquisitions would consist of sliver takes across the affected parcels of land that is typically not used for farming. The Build Alternative would not require the removal of row crops. Therefore, the Build Alternative would not result in adverse impacts on farmland.

All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (see **Appendix B**). All displacees will be treated fairly, consistently, and equitably, in accordance with the Uniform Act. Relocation resources shall be available to all displacees free of discrimination. Therefore, the Build Alternative would not result in adverse impacts on relocations or real property acquisition.

Avoidance, Minimization, and/or Mitigation Measures

REL-1 Displacees will be provided with relocation assistance in accordance with the Uniform Act.

2.2.7 Utilities/Emergency Services

Affected Environment

Descriptions of the utilities in the project area are based on the information in the project plans and online sources.

Energy

Electricity is supplied to the project area by SCE. SCE operates 125,000 miles of distribution and bulk transmission lines, delivering power to 15 million people in 50,000 square miles across central, coastal, and southern California (Southern California Edison, n.d.). The company’s energy supply comes from natural gas, hydroelectric, nuclear, solar,

and fuel sources. SCE owns and operates several overhead and underground transmission and distribution lines in the project area. The overhead poles are located along Hueneme Road.

Sempra Utilities provides natural gas to the project area. Sempra is one of the largest energy distributors in the world, serving nearly 40 million consumers in the U.S., Mexico, and global energy markets (San Diego Gas and Electric Company, n.d.). Within the project area, there is a gas transmission main along Hueneme Road near Edison Drive.

Water and Wastewater

United Water Conservation District (UWCD) provides water services within the project area. The primary sources of water include the Oxnard Basin, Pyramid Lake, or Castaic Lake (United Water Conservation District, 2021). Calleguas Municipal Water District (CMWD), Ocean View Municipal Water District (OVMWD), U.S. Navy, and City of Oxnard also run water and sewer lines parallel to Hueneme Road. On the north side of Hueneme Road, UWCD operates a 12-inch water line, the City of Oxnard operates a 36-inch recycled water line, CMWD operates a 48-inch brine line, and the U.S. Navy operates a 12-inch sewer line. On the south side of Hueneme Road, OVMWD operates a 16-inch water line and the City of Oxnard operates a 20-inch recycled water line. VCPWA also permits wells in the project area that adjacent property owners use as a primary water supply.

Storm Drains

Stormwater drains into one of the 11 drainages within the project area. These drainages convey mixed flows from roadway and agricultural runoff into one of four culverts, then discharging these flows from the project area into the larger stormwater conveyance system (Kasraie Consulting, 2024).

Telephone, Cable, and Fiber Optics

There are several telephone, cable, and fiber-optic lines within the project area, which run along the north and south sides of Hueneme Road. These lines are operated by AT&T and Verizon. In addition, telecommunications facilities are located on the SCE overhead poles.

Environmental Consequences

No Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on utilities or emergency services.

Build Alternative

The Build Alternative would not impact emergency access services or access to community facilities. During construction, at least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. Due to traffic volumes in the area, night work is anticipated to avoid traffic impacts during construction. The project may temporarily impact travel time; however, once construction is complete the project would improve vehicle and bicycle travel and safety, improve the freight movement corridor, increase connectivity for bicycle riders, and complete vehicle and bicycle improvements consistent with the General Plan on Hueneme Road from Edison Drive to Rice Avenue.

Construction of the project is anticipated to last approximately 12 months. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. The power poles along Hueneme Road are located within County ROW; however, coordination and preplanning would be needed with Southern California Edison to relocate the poles prior to widening the roadway and the relocations are likely to take place outside of the estimated 12-month construction duration. Additionally, there are Frontier Communications facilities on the SCE overhead poles and underground lines along Hueneme Road. Sempra Utilities has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where drainage and/or water facilities are relocated. Signal pole relocations would require ground disturbance at a maximum depth of 16 feet. The project would not include the relocation of any water lines, recycled water lines, or sewer mains. However, the project would require the relocation of six well stations. Well and other utility relocations would be scheduled and coordinated with utility providers and property owners so continuous service would be provided to the affected parcels. With implementation of avoidance and minimization measures, impacts on utilities would be minimized.

As required by California state law, Underground Service Alert of Southern California would be contacted a minimum of two working days before initiating fieldwork (**UTL-1**). **UTL-1** would be implemented to notify utility owners and reduce potential conflicts. Therefore, the Build Alternative would not result in adverse impacts on utilities and emergency services.

Avoidance, Minimization, and/or Mitigation Measures

UTL-1 The location of underground utilities would be confirmed prior to proposed construction activities by contacting the Underground Service Alert of Southern California. If necessary, the County of Ventura (County) would

work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities.

2.2.8 Transportation

Regulatory Setting

This section discusses effects to transportation and circulation resulting from the project, including single-occupancy vehicle traffic, high-occupancy vehicle traffic (if applicable), tolling (if applicable), mass transit, and active transportation opportunities, both during construction (construction impacts) and after completion of the project (long-term or operational impacts).

This section of the document focuses on travel forecasting required by federal laws related to the general design of federal-aid highways and interstate facilities (23 USC 109), as well as regulations related to air quality conformity (40 CFR 93). The method of forecasting included in this section relies on travel demand models to predict future traffic data which includes vehicle speed, volume, and mix (i.e., passenger cars vs. light and heavy-duty trucks, etc.), which are then used as inputs to air quality conformity modeling required by the federal Clean Air Act (CAA) and FHWA's Traffic Noise Model for the noise analysis performed under 23 CFR 772.

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 USC 217). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 USC 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

The following section is based on the Traffic Impact Study (TIS) (Kimley-Horn, 2023) and TIS Addendum prepared for the project (Kimley-Horn, 2025). The methodology used for the TIS and TIS Addendum are based on the *Ventura County Initial Study Assessment Guidelines,* dated April 26, 2011.

Primary Roadways

The project area includes a 1.8-mile segment of Hueneme Road from Rice Avenue to Edison Drive with various existing and proposed transportation facilities (see **Table 2.2-13**).

Table 2.2-13: Primary Roadways

Roadway	Direction	Roadway Classification
Hueneme Road	East/West	Other Principal Arterial/Major Collector
Rice Avenue	North/South	Major Collector
Edison Drive	North/South	Local Road
Arnold Road	North/South	Local Road
Olds Road	North/South	Major Collector
Casper Road	North/South	Local Road

Source: (Ventura County, 2020)

Hueneme Road

Hueneme Road serves as an east-west transportation route covering approximately 7.5 miles. It is classified as an Other Principal Arterial and functions as a Major Collector Road. Within the project area, Hueneme Road features two travel lanes for vehicles, with one lane available in each direction. Additionally, dedicated left-turn pockets are provided at intersections along this roadway. The posted speed limit in this section of Hueneme Road is set at 55 miles per hour (mph).

Rice Avenue

Rice Avenue serves as a north-south transportation route spanning approximately 5.5 miles. It is designated as a Major Collector Road. Within the project area, Rice Avenue features four vehicle travel lanes, with two lanes dedicated to each direction of traffic. A flush median is present between the travel lanes. At the eastern boundary of the project area, Rice Avenue intersects Hueneme Road, forming a "T" intersection. At this junction, the existing through lanes transition into exclusive right- and left-turn lanes. The posted speed limit along this segment of Rice Avenue is established at 55 mph.

Edison Drive

Edison Drive is a north-south Local Street that covers a distance of approximately one mile. Within the project area, Edison Drive consists of two vehicle travel lanes, with one lane available for traffic in each direction. Additionally, dedicated left turn pockets are provided at intersections and major driveways along Edison Drive.

At the western boundary of the project area, Edison Drive intersects Hueneme Road. The current configuration of this intersection includes four vehicle travel lanes on Hueneme Road to the west of Edison Drive, while east of Edison Drive Hueneme Road has two vehicle travel lanes. The posted speed limit within this segment of Edison Drive is set at

25 mph.

Arnold Road

Arnold Road is a north-south Local Street with a length of approximately 1.5 miles. Within the project area, Arnold Road features two vehicle travel lanes, with one lane designated for each direction of traffic. To the north, Arnold Road intersects with and terminates at Hueneme Road, forming a "T" intersection. The posted speed limit within this segment of Arnold Road is set at 25 mph.

Olds Road

Olds Road is a north-south Major Collector Road covering approximately one mile. Within the project area, Olds Road is configured with two vehicle travel lanes, with one lane allocated for traffic in each direction. Notably, dedicated bicycle lanes begin at Sanford Street. Additionally, there are dedicated left-turn pockets at specific locations, including Ocean View Junior High School and Etting Road. Around Ocean View Junior High School, flush medians are provided between the travel lanes to enhance safety. In the southern part of the project area, Olds Road intersects Hueneme Road and forms a "T" intersection where it ends. The posted speed limit along this section of Olds Road is set at 25 mph.

Casper Road

Casper Road is a north-south Local Road with a length of approximately 1.5 miles. Within the project area, Casper Road is configured with two vehicle travel lanes, with one lane designated for traffic in each direction. To the north, Casper Road intersects and terminates at Hueneme Road, forming a "T" intersection. The posted speed limit within this segment of Casper Road is set at 25 mph.

Existing Roadway Conditions

Existing and forecast conditions (No Build Alternative) for Hueneme Road and the surrounding roadways within the project area show several segments operating at LOS C or lower during one or both peak hour periods (see **Table 2.2-14**). Existing peak levels of service at signalized intersections range from LOS A to LOS D. Peak hour LOS at unsignalized intersections are LOS C or LOS D.

Bicycle and Pedestrian Facilities

The Ventura County Regional Bikeway Wayfinding Plan (VCRBWP) identifies existing and planned bicycle and pedestrian facilities in the County (Ventura County Transportation Commission, 2017). Hueneme Road is part of the Ventura County Regional Bike Network, and the route was identified in the VCRBWP. In addition, limited pedestrian facilities are currently provided along the roadway corridor within the project area.

Methodology

The methodology used for the traffic analysis is based on the *Ventura County Initial Study Assessment Guidelines,* dated April 26, 2011. The purpose of the traffic analysis was to conduct a planning level analysis of the corridor, using the County's guidelines. The project is located along a 1.93-mile portion of Hueneme Road between Edison Drive and Rice Avenue. Five study intersections were identified for analysis in the traffic studies, and are listed below:

1. Edison Drive & Hueneme Road (signalized intersection)
2. Arnold Road & Hueneme Road (minor road stop-controlled intersection)
3. Olds Road & Hueneme Road (signalized intersection)
4. Casper Road & Hueneme Road (minor road stop-controlled intersection)
5. Rice Avenue & Hueneme Road (signalized intersection)

In addition, five road segments were identified for analysis in the traffic studies, and are listed below:

1. Edison Drive south of Hueneme Road
2. Hueneme Road between Arnold Road and Olds Road
3. Hueneme Road east of Rice Avenue
4. Hueneme Road west of Edison Drive
5. Rice Avenue north of Hueneme Road

A minimal number of trips are expected to travel east to SR-1 at the Hueneme Road on/off ramp intersection and beyond; however, those projected trips were not enough to warrant further intersection or road segments analyses.

Environmental Consequences

No-Build Alternative

A traffic model was used to predict future traffic conditions for the project area under the Build and No Build Alternatives. Year 2023 was used as the baseline existing conditions, year 2030 was used as the opening year, and year 2050 was used as the design year. The No Build Alternative would not result in any traffic or transportation improvements, or improvements in bicycle facilities in the project area. This alternative would not reduce circulation issues currently forecasted for the project area. The Hueneme Road and Casper Road intersection is currently operating at LOS D and will continue to deteriorate without the project, eventually resulting in LOS F in 2050 PM peak hours. LOS F is considered "failing" by standards of the County.

Build Alternative

Under the Build Alternative, Hueneme Road would be widened; all existing left-turn lanes and their existing storage capacities are adequate and would be retained as part of the project. Under the Build Alternative, the project would include four 12-foot through lanes (two in each direction) a 14-foot paved median, and one 6-foot Class II Bicycle lane on either side of Hueneme Road. The Build Alternative would meet the purpose of the project, which includes serving existing transportation demand, improve the freight movement corridor, and improve multimodal travel and safety. It is anticipated that at least one lane would be open in each direction for the duration of construction and temporary detour roads would not be required. However, there could be temporary delays during the construction period because of construction equipment and vehicles traveling on roadways in the project area.

Project construction would last approximately 12 months and would involve various construction-related activities, including the movement of workers to and from the site, heavy equipment deliveries, and material transport. Construction of the Build Alternative could result in reduced access and increased congestion from temporary construction traffic and staging during short-term periods. Construction equipment traffic accessing the project area would follow the same routes used by construction personnel, primarily via Hueneme Road, which is the main access point for the project area. This could temporarily increase congestion along Hueneme Road.

Intersections

During operation, the Build Alternative would reduce congestion and improve roadway operations on Hueneme Road, as well as the surrounding area. The projected LOS for the Build Alternative in opening year (2030) and design year (2050), in comparison to the No Build Alternative was modeled for the project (see **Table 2.2-14** and **Table 2.2-15**). Under the Build Alternative, all three signalized intersections would operate at an acceptable LOS C or better. Any additional signal operational analysis to substantiate queue length and/or merging areas should be analyzed during the design phase to validate the planning level analysis conducted in the TIS Addendum. The two unsignalized intersections would see an improvement in LOS under the Build Alternative when compared to the No Build Alternative.

In comparison to existing conditions, design year (2050) delay or V/C and LOS at most intersections would not substantially change. The Hueneme Road/Arnold Road intersection would improve from LOS D to LOS C in the PM peak hour under the Build Alternative. The Hueneme Road/Casper Road intersection would improve from LOS D to LOS C in the PM peak hour under the Build Alternative. Because traffic conditions would improve under the Build Alternative, the project would not result in adverse impacts on intersections within the project area.

Roadway Segments

During operation, the Build Alternative would reduce congestion and improve roadway operations on Hueneme Road, as well as the surrounding area**.**

Table 2.2-16 shows the Build Alternative for opening year (2030) and design year (2050), in comparison with the No Build Alternative. In the Build Alternative, compared to the No Build Alternative, operations as measured by LOS improved or stayed the same. In the segments where LOS stayed the same, there is an increase in average daily traffic (ADT) under the Build Alternative.

In comparison to existing conditions, design year (2050) ADT and LOS on some roadway segments would substantially change. Edison Drive south of Hueneme Road would remain LOS A. Hueneme Road between Arnold Road and Olds Road would worsen from LOS C to LOS D under No Build conditions and improve from LOS C to LOS A under Build conditions. Hueneme Road east of Rice Avenue would remain LOS C under No Build conditions and improve from LOS C to LOS A under Build conditions. Hueneme Road west of Edison Drive and Rice Avenue north of Hueneme Road would remain LOS A under Build and No Build conditions. Because traffic conditions would improve under the Build Alternative, the project would not result in adverse impacts to roadway segments within the project area.

Avoidance, Minimization, and/or Mitigation Measures

Adverse Impacts on transportation are not anticipated. Therefore, no avoidance, minimization, and/or mitigation measures are required.

Table 2.2-14: No-Build Alternative Intersection Level of Service

Intersection			AM Peak Hour (Existing Conditions 2023)		PM Peak Hour (Existing Conditions 2023)		AM Peak Hour (No Build 2030)		PM Peak Hour (No Build 2030)		AM Peak Hour (No Build 2050)		PM Peak Hour (No Build 2050)	
#	East/West	North/South												
Signalized Intersections			**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**
1	Hueneme Road	Edison Drive	0.50	A	0.67	B	0.51	A	0.67	B	0.53	A	0.67	B
3	Hueneme Road	Olds Road	0.50	A	0.66	B	0.51	A	0.67	B	0.53	A	0.69	B
5	Hueneme Road	Rice Avenue	0.46	A	0.71	C	0.46	A	0.73	C	0.48	A	0.78	C
Unsignalized Intersections			**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**
2	Hueneme Road	Arnold Road	23.4	C	33.1	D	23.8	C	33.1	D	25.1	D	33.3	D
4	Hueneme Road	Casper Road	19.3	C	30.9	D	20.4	C	34.4	D	23.7	C	54.3	F

Source: (Kimley-Horn, 2023)
Delay is expressed in seconds per vehicle

Table 2.2-15: Build Alternative Intersection Level of Service

Intersection			AM Peak Hour (Existing Conditions 2023)		PM Peak Hour (Existing Conditions 2023)		AM Peak Hour (Build 2030)		PM Peak Hour (Build 2030)		AM Peak Hour (Build 2050)		PM Peak Hour (Build 2050)	
#	East/West	North/South												
Signalized Intersections			**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**
1	Hueneme Road	Edison Drive	0.50	A	0.67	B	0.28	A	0.38	A	0.29	A	0.38	A
3	Hueneme Road	Olds Road	0.50	A	0.66	B	0.30	A	0.71	C	0.31	A	0.73	C
5	Hueneme Road	Rice Avenue	0.46	A	0.71	C	0.28	A	0.48	A	0.30	A	0.52	A
Unsignalized Intersections			**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**	**Delay (s)**	**LOS**
2	Hueneme Road	Arnold Road	23.4	C	33.1	D	19.9	C	21.4	C	21.0	C	21.5	C
4	Hueneme Road	Casper Road	19.3	C	30.9	D	17.2	C	20.7	C	19.7	C	26.9	D

Source: (Kimley-Horn, 2023)
Delay is expressed in seconds per vehicle

Table 2.2-16: Build and No-Build Alternative Roadway Segments Level of Service

Segment			Classification	No Build # of Lanes	ADT (Existing Conditions 2023)	LOS (Existing Conditions 2023)	ADT (No Build 2030)	LOS (No Build 2030)	ADT (No Build 2050)	LOS (No Build 2050)	Build # of Lanes	ADT (Build 2030)	LOS (Build 2030)	ADT (Build 2050)	LOS (Build 2050)
#	Street Name	Location													
1	Edison Drive	South of Hueneme Road	Class I	2	1,720	A	1,740	A	1,780	A	2	1,740	A	1,780	A
2	Hueneme Road	Between Arnold Road and Olds Road	A	2	15,100	C	15,580	C	16,290	D	4	16,010	A	16,760	A
3	Hueneme Road	East of Rice Avenue	Class I	2	12,160	C	13,030	C	14,380	C	4	13,250	A	14,620	A
4	Hueneme Road	West of Edison Drive	Class I	4	15,180	A	15,630	A	16,300	A	4	16,050	A	16,760	A
5	Rice Avenue	North of Hueneme Road	Class I	4	5,430	A	6,600	A	8,730	A	4	6,540	A	8,680	A

Source: (Kimley-Horn, 2023) (Kimley-Horn, 2023)

2.2.9 Visual/Aesthetics

Regulatory Setting

NEPA establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). FHWA, in its implementation of NEPA (23 USC 109[h]), also directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Affected Environment

This section is based on the Visual Impact Assessment (VIA) Memorandum prepared by GPA in July 2023 (GPA Consulting, 2023). The VIA Memorandum identified visual resources in the project area, analyzed the amount of change that would occur as a result of the project, and how the affected public would respond to or perceive the changes.

The project area is in a rural setting. The Santa Monica mountain range is visible from the roadway to the east of the project area. The roadway is surrounded primarily by agricultural land uses. There are a few residences, two fruit stands, a plant nursery, farm equipment storage, and other commercial properties located along the corridor that contain mostly sparse, ornamental vegetation. Most of the land surrounding the corridor consists of low-profile crops and power lines running along the north side of Hueneme Road from Edison Drive to Rice Avenue. In addition to the low-profile crops located in the surrounding area, there are several rows of black poplar trees tightly packed together located along Hueneme Road between Olds Road and Caspar Road that are currently used as a wind break for the crops in the surrounding area. Most of these trees range from approximately 20 feet to 90 feet tall. There is also sparse, weedy vegetation scattered throughout the existing corridor along the roadway.

Primary viewers that could be impacted by the project include viewers from the road and viewers of the road. Viewers from the road include those traveling along Hueneme Road in vehicles, on bicycles, or on foot. Viewers of the road could include any individuals who can see any portion of the project area from surrounding locations, including adjacent residences, commercial properties, or agricultural land.

The dominant view along Hueneme Road is the roadway corridor, as well as the surrounding agricultural land. North of Hueneme Road there are views of mostly agricultural crops as well as some residences and commercial properties. East of Hueneme Road there are views of a mountain range, agricultural crops, several residences, and commercial properties.

Viewer exposure along Hueneme Road would be expected to vary depending on the time of day. During morning and afternoon “rush hour” periods, there are more vehicles along

the corridor. Viewers from the road would likely have a higher awareness of changes in the visual setting, since they likely travel on the roadway often; however, they are expected to have a lower sensitivity to changes, since they are using the corridor for transportation purposes and moving at a speed of approximately 55 mph. Viewers from the residences located near the intersection would likely have a higher exposure and higher sensitivity to changes since they live near the intersection and have higher awareness and sensitivity to changes in visual setting, since they are familiar with the existing landscape.

Environmental Consequences

No-Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on visual/aesthetics.

Build Alternative

Construction-related activities within the project area would be visible to viewers from residential and agricultural uses, local roadways, and Hueneme Road. During construction of the Build Alternative, there would be temporary visual impacts associated with onsite storage of construction materials and debris, and other construction activities that would be visible to viewers in the area; however, the materials would be removed once construction is complete.

Proposed changes to the existing intersections would include widening the roadway traffic signal modifications at the intersections, drainage pipe and drainage inlet relocations, culvert extensions and relocations, power pole relocations, and irrigation and water facility relocations. Although utilities would need to be modified and relocated, there would be no new vertical elements introduced in the project area that would block existing views.

The Build Alternative would require the demolition of four structures located in the project area. This could alter the existing views of the project area; however, demolition of these structures would not detract from existing views because they are only a small portion of the existing corridor, and the removal of the existing structures would not diminish the overall visual character of the existing agricultural setting.

Approximately 329 black poplar trees, currently used as a windbreak, would be removed from the project area to allow for the widening of the roadway and there are currently no plans to replace these trees. Tree removal would not detract from existing views because most of the trees that would be removed do not enhance visual character. In addition, most of the tree removal would take place between Olds Road and Caspar Road, which is only a small segment of the project area. Tree removal would expose more agricultural

crops as well as a building structure. Similar views are already present along portions of the corridor and would not affect the visual character. The removal of these trees would also provide a clearer view of the existing background, which includes the mountain range to the east of the project area.

Hueneme Road is an existing roadway, and the project would not include any additional lighting; therefore, it would not be expected to increase light and glare in the project area. Therefore, the Build Alternative would not result in adverse impacts on visual/aesthetics.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in substantially adverse impact on visual/aesthetics; therefore, no avoidance, minimization, or mitigation measures are required.

2.2.10 Cultural Resources

Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that protect cultural and paleontological resources, and that are also applicable to the project.

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” and “traditional cultural properties.” Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 CFR 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the FHWA, the ACHP, the California State Historic Preservation Officer (SHPO), and Caltrans went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 USC 327).

Affected Environment

The following discussion incorporates the results on the Historical Resources Evaluation Report (HRER) (GPA Consulting, 2024a), Archaeological Survey Report (DUKE Cultural Resources Management, LLC, 2024), and Historic Property Survey Report (HPSR) (GPA Consulting, 2024b) prepared for the project.

Methodology

Area of Potential Effects

The Area of Potential Effects (APE) for the project was established in consultation with Caprice "Kip" Harper, Professionally Qualified Staff (PQS) Principal Investigator–Prehistoric Archaeology, Co-Principal Investigator–Historical Archaeology, and PQS Principal Architectural Historian, and Steve Novotny, District Local Assistance Engineer on October 30, 2023. An APE is defined as the geographic area or areas within which an undertaking may directly or indirectly result in changes in the character or use of historic properties if such properties exist (36 CFR 800.4(a) (1)).

The APE was delineated to include the boundaries within which it can be reasonably expected that the project has the potential to affect historic properties, should any be present. The APE includes the maximum anticipated project footprint, or Area of Direct Impact (ADI), which denotes the area where all construction activity, TCE, or ROW acquisition would occur. The horizontal extent of the APE totals 49.6 acres, of which 38.1 acres is within the ADI. The vertical extent of the APE ranges from the height of the tallest proposed feature (relocated power poles, similar to existing height) to the maximum depth of ground disturbance (approximately 16 feet at the location of approximately three signal pole relocations).

Records Searches and Research

A records search was requested from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on February 2, 2023. The purpose of this search was to determine the proximity of previously documented cultural resources to the project area. The records search includes a review of all recorded historic and prehistoric cultural resources situated within a 1-mile radius of the APE, as well as a review of known cultural resource surveys and excavation reports. The Built Environment Resource Directory (BERD) with inventories of the NRHP, the California Register of Historical Resources (CRHR), the California State Historic Resources Inventory, and California Historical Landmarks were also reviewed to identify cultural resources within the APE.

The records search identified 25 previous cultural resource studies, with one study mis-mapped, making the true total 24. Of the 24 studies, 11 are within the 1-mile radius of the APE and 13 are within or directly adjacent to the APE. The records search identified a total of 14 previously recorded cultural resources (13 historic-era built environment

resources and one historic-era archaeological isolate). Of the 14 resources, three are within the APE (see **Table 2.2-17**).

Table 2.2-17: Previously Identified Built Environmental Resources in the APE

MR #	Primary #	Historic Name	Description	Location
-	56-150027	Old Ocean View School (no longer extant)	Site of Old Ocean View School (no longer extant)	2275 East Hueneme Road (no longer extant)
1	56-150028	Eastwood House	Single-family residence constructed ca. 1900	2281 East Hueneme Road
2	56-150029	Stanley Pidduck House	Single-family residence constructed in 1916	2292 East Hueneme Road

Of the three previously recorded built environment resources within the APE, two are extant: the Eastwood House (P-56-150028) and the Stanley Pidduck House (P-56-150029). Both extant properties were previously evaluated by Caltrans in 1996 with updated information and analysis from San Buenaventura Research Associates (for Ventura County) in 2014.

These resources were previously evaluated by Caltrans for eligibility in 1996; however, they were both determined ineligible on the NRHP and CRHR. Additionally, two resources, located at 1531 East Hueneme Road and 2463 East Hueneme Road, were both identified as potential resources, but they were both determined ineligible for the NRHP and CRHR in the HRER.

The February 7, 2023, SCCIC records search indicated that one known archaeological resource was located within a 1-mile radius around the APE (see **Table 2.2-18**).

Table 2.2-18: Archaeological Resources within One Mile of the APE

Resource Primary #	Age	Description	Approximate Distance from APE
P-56-100061	Prehistoric Isolate	Fragment of Basket Hopper Mortar	0.9 miles north

Field Surveys

A field survey was conducted on January 11, 2024, to identify buildings and/or structures located within the APE that were more than 45 years of age and would require evaluation for historic significance. The buildings and structures were reviewed to determine properties exempt from evaluation, as defined in Attachment 4 of the Section 106 PA. After review, two properties within the APE (1531 East Hueneme Road [MR # 3], a Folk Victorian residence and farm, and 2463 East Hueneme Road [MR #4], a post-war telephone company building) were identified as requiring evaluation for historical significance and eligibility for listing in the NRHP and CRHP.

A Phase I pedestrian field survey was conducted on January 11, 2024, to identify potential archaeological resources found in the area. Most of the area within the project's ADI is

paved and/or highly disturbed due to agricultural uses. No archaeological resources were discovered during the field survey.

Historic Group Consultation

Letters were sent on January 23, 2024 to the City of Oxnard Planning & Environmental Services Division and the County Planning Department. On January 23, 2024, an email was received from Dillan Murray, Ventura County Cultural Heritage Program Planner identified four “potential Cultural Heritage Sites” in the immediate area that were evaluated in a reconnaissance-level survey completed in December 2014. Two of the potential Cultural Heritage Sites are in the APE and the remaining two are outside the APE. Mr. Murray also provided language from the General Plan and Municipal Code regarding historical and cultural resources procedures. He also requested digital copies of any historic or cultural resource studies resulting from this project.

An email was also received from Joe Pearson, City of Oxnard Planning and Environmental Services Manager, stating that they did not have any additional information regarding potential or identified historic properties in the project area.

Native American Consultation

The Native American Heritage Commission (NAHC) was contacted on January 19, 2023 for a search of the Sacred Lands File and a list of Native Americans to contact for the project. The NAHC responded on February 7, 2023, and indicated no Native American cultural resources are within the project location and recommended contact with 10 individuals from eight Native American groups in the area.

On January 18, 2024, contact was initiated with eight Native American tribes for information regarding the presence of sensitive Native American cultural resources or other sensitive resources within the project area, consistent with Section 106 of the NHPA.

Mr. Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, requested that if “the opportunity for monitoring comes up then he would like to decide then if the tribe needs to be out there and/or if they have time to monitor.” Caltrans did not receive any other requests for consultation under Section 106. Coordination with Native American groups will be ongoing throughout the project development process.

Environmental Consequences

No Build Alternative

Under the No Build Alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on cultural resources.

Build Alternative

Historical Resources

There are no historic properties, or historical resources present in the project area. The four Cultural Heritage Sites identified by the Section 106 Environmental Review would not be affected by the project. Therefore, no historic properties would be affected by the Build Alternative. Section 4(f) provides protection for historic properties. There are no historic properties present within the APE; if the project limits were to extend further than the survey limits, additional surveys would be required (**CUL-3**). Therefore, there are no Section 4(f) historic sites affected by the Build Alternative.

Archaeological Resources

Since the project area is largely disturbed, it is not expected that archaeological resources would be encountered during construction; however, the Build Alternative does require ground-disturbing activities that could potentially unearth unknown resources. If any cultural and/or archaeological resources are discovered, measure **CUL-1, CUL-2,** and **CUL-4** would be implemented. No Sacred Lands are documented in the NAHC's database. However, 10 Native American individuals from eight tribes were contacted regarding the project.

Conclusion

There are no built environmental resources or archaeological resources within the APE that are eligible for inclusion in the NRHP and CRHR. If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. With implementation of avoidance measures to address unanticipated discovery of cultural resources during construction, the Build Alternative would not result in adverse impacts on cultural or archaeological resources. The Build Alternative, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of No Historic Properties Affected.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented under the Build Alternative to minimize impacts on cultural resources:

CUL-1 If human remains are discovered, California Health and Safety Code (HSC) Section 7050.5 states that further disturbances and activities must stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner would notify the Native American Heritage Commission (NAHC), who, pursuant to Public Resource Code (PRC) Section 5097.98, would then notify the Most Likely Descendent (MLD). At

this time, the person who discovered the remains would contact Claudia Harbert, Environmental Branch Chief–Cultural Resources, Caltrans District 7, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 would be followed as applicable.

CUL-2 If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Secure the area
3. Notify the Engineer

Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized.

If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

CUL-3 If project limits are extended beyond the current survey limits, additional surveys would be required.

CUL-4 If previously unidentified cultural materials are un-earthed during construction, work be halted in that area until a qualified archaeologist can assess the nature and significance of the find.

2.3 PHYSICAL ENVIRONMENT

2.3.1 Water Quality and Stormwater Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source (a discrete conveyance such as a pipe or a man-made ditch) unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. The State Water Resources Control Board (SWRCB) and the RWQCBs administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and municipal separate storm sewer systems.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the United States Army Corps of Engineers.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" the definition of which is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the CWA.

The SWRCB and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with the CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or waste discharge requirements), the CWA requires the establishment of Total Maximum Daily Loads (TMDL). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, issues water board orders on matters of statewide application, oversees water quality functions throughout the state by approving Basin Plans, TMDLs, NPDES permits, and regulates projects spanning more than one water board region. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using

planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of stormwater discharges, including municipal separate storm sewer systems. A municipal separate storm sewer system is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that is designed or used for collecting or conveying stormwater.”

Construction General Permit

The State Water Board has also issued a statewide Construction General Permit (CGP) that regulates stormwater discharges from construction sites that result in a disturbed soil area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the CGP. Construction activity that results in soil disturbances of less than one acre is subject to this CGP if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Plans to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP.

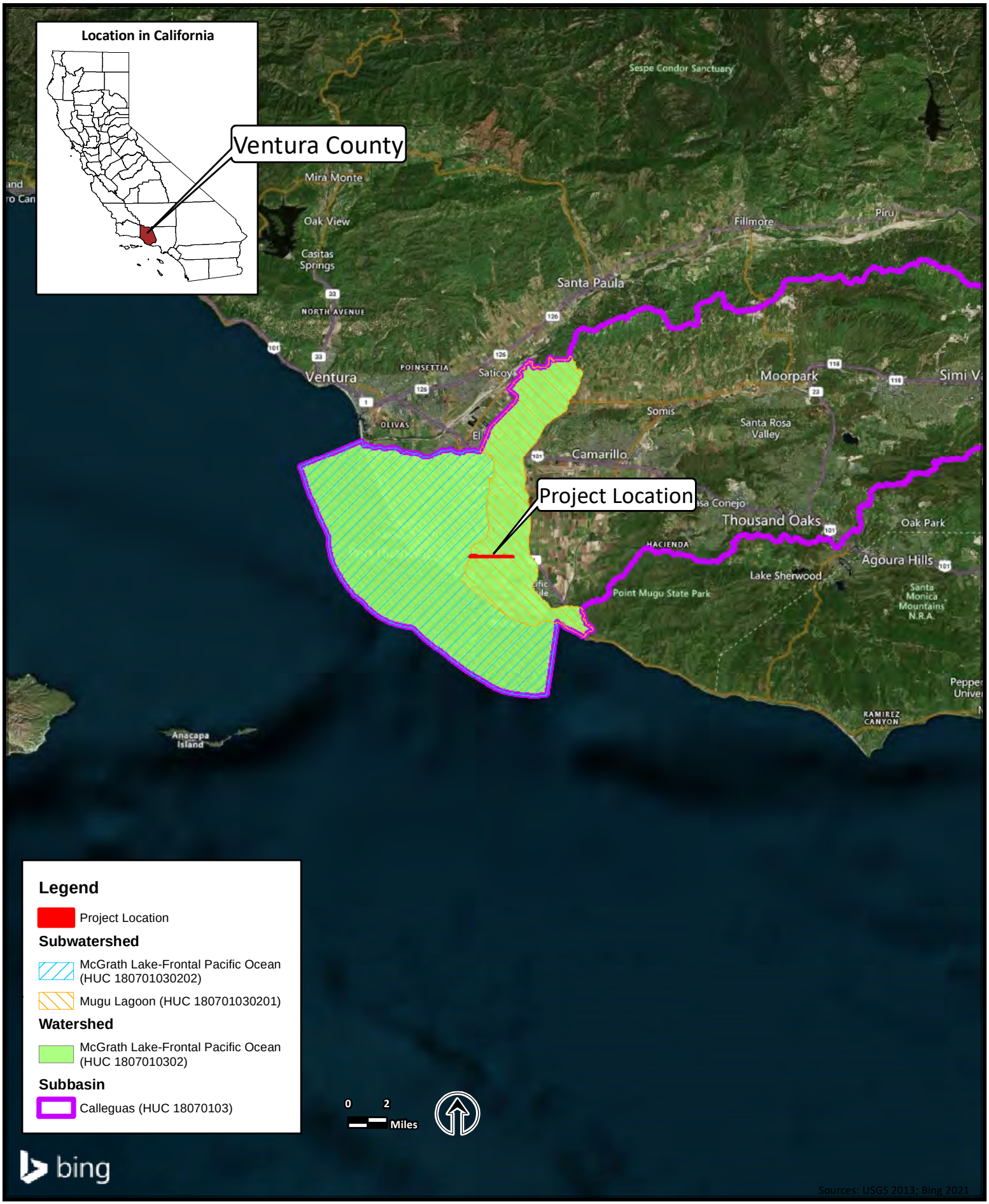
Affected Environment

The analysis in this section is based on the WQAR prepared for the project (GPA Consulting, 2023), along with advanced drainage ditch design provided by the project engineers (September 2025).

Watershed

The County is a part of the Los Angeles Region of the RWQCB. The Los Angeles Region encompasses 10 Watershed Management Areas, which generally consists of a single large watershed with smaller sub watersheds that are tributaries to the main river. The project area is within the Santa Clara River Watershed.

The project area is within the Mugu Lagoon sub watershed (Hydrologic Unit Code [HUC] 180701030201), itself part of the greater Calleguas Creek watershed (HUC 18070103). Major tributaries to Calleguas Creek include Revolon Slough, Arroyo Las Posas, Arroyo Conejo, Conejo Creek, Arroyo Santa Rosa, and Arroyo Simi (see **Figure 2.3-1**) (Ventura County Public Works Agency Watershed Protection District, 2023).



Sources: USGS 2012; Bing 2023

FIGURE 2.3-1 WATERSHED MAP
Hueneme Road Widening Project

The Santa Susana Mountains, South Mountain, and Oak Ridge Mountains form the northern boundary of the watershed, and the Simi Hills and Santa Monica Mountains mark the southern boundary. The watershed, which drains 343 square miles in the southern county and a small portion of western Los Angeles County, outlets into the Pacific Ocean through Mugu Lagoon, one of the few remaining significant saltwater wetland habitats in southern California (California Regional Water Quality Control Board, Los Angeles Region, 2002).

Regional Groundwater Hydrology

The project area is within the Santa Clara River Valley Groundwater Basin (Basin) – Oxnard (California Regional Water Quality Control Board, 2019). The Basin is approximately 57,888 acres in size with approximately 1,141 wells of which approximately 68 are water supply wells. The Oxnard subbasin adjoins the Mound and Santa Paula Subbasins and is defined by the Oak Ridge fault. Existing beneficial uses for the basin from the Los Angeles RWQCB are industrial supply, industrial process supply, agricultural supply, groundwater recharge, freshwater replenishment, warm freshwater habitat, cold freshwater habitat, wildlife habitat, rare, threatened, or endangered species, migration of aquatic organisms, and wetland habitat. Municipal and domestic supply is designated as a potential beneficial use. (Los Angeles Regional Water Quality Control Board, 2014).

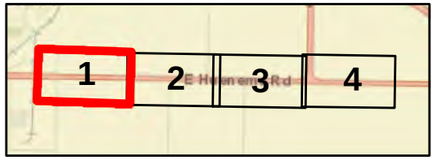
Local Groundwater Hydrology

Water Quality and Beneficial Uses

Beneficial uses establish and maintain or enhance water quality standards for different water channels. The designated inland surface water beneficial uses for the Mugu Lagoon sub watershed and the associated side channels (Coastal Watersheds of Los Angeles and Ventura Counties) are Navigation, Commercial and Sport Fishing, Estuarine Habitat, Marine Habitat, Wildlife Habitat, Preservation of Biological Habitats, Rare, Threatened, or Endangered Species, Migration of Aquatic Organisms, Spawning, Reproduction, and/or Early Development, Shellfish Harvesting, and Wetland Habitat.

Surface Waters

The project area lies within the Oxnard Plain, which supports many agricultural fields that drain into ditches. These agricultural ditches either enter the Mugu Lagoon directly, through Calleguas Creek and its tributaries, or drain into tile drain systems which then discharge to drains or creeks. 12 drainage features, including 11 linear features and one cattail marsh (drainage basin) were observed within the project area (see **Figure 2.3-2**). The drainage features drain to one of four culverts which discharge into the stormwater conveyance system. There is one culvert on Edison Drive, directing flow west towards Hueneme Road, one at Arnold Road that directs flow south, one at Olds Road which directs flow south, and one east of Rice Road which directs flow to Mugu Drain**.**



Biological Study Area | Drainages | Ponded Wetland

N

0 50 100 200
Feet

FIGURE 2.3-2 DRAINAGE FEATURES WITHIN THE BSA
Hueneme Road Widening Project
Sheet 1 of 4

OLDS RD

Drainage 9

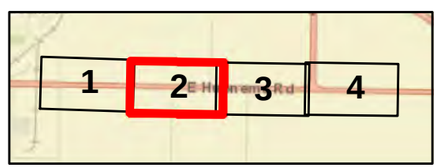
Drainage 8

HUENEME RD

Drainage 1

Drainage 2

ARNOLD RD



Biological Study Area

Drainages

Ponded Wetland

N

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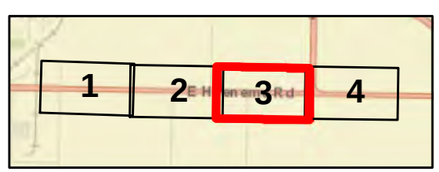
FIGURE 2.3-2 DRAINAGE FEATURES WITHIN THE BSA
Hueneme Road Widening Project
Sheet 2 of 4

Drainage 7

HUENEME RD

Drainage 5

CASPER RD



Biological Study Area Drainages Ponded Wetland

N

0 50 100 200
Feet

FIGURE 2.3-2 DRAINAGE FEATURES WITHIN THE BSA
Hueneme Road Widening Project
Sheet 3 of 4

RICE AV

Drainage 5

Drainage 5

Drainage 6

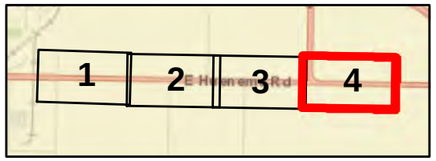
Drainage 5

Drainage 4

HUENEME RD

Drainage 3

ALLEY



Biological Study Area
Drainages
Ponded Wetland

N

0 50 100 200
Feet

FIGURE 2.3-2 DRAINAGE FEATURES WITHIN THE BSA
Hueneme Road Widening Project
Sheet 4 of 4

The cattail marsh appears to receive water from adjacent agricultural fields and does not appear to convey flows. Descriptions of the surface waters within the project area are provided below:

Drainage Feature 1

Drainage Feature 1 is a box culvert west of East Farms, a private business at 1850 Hueneme Road, and south of Hueneme Road. The drainage flows north to south on Arnold Road. A pump was observed on Hueneme Road that pumps water south to a pipe and into Drainage Feature 1. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 1 likely does not convey relatively permanent flows.

Drainage Feature 2

Drainage Feature 2 is a concrete pipe culvert at the intersection south of Olds Road and Hueneme Road. This drainage feature flows east to west for approximately 80 feet, before turning south into an agricultural field along a row of Lombardy poplars. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 2 likely does not convey relatively permanent flows.

Drainage Feature 3

Drainage Feature 3 (Mugu Drain) is an unlined agricultural drainage near mile marker 266 adjacent to 3250 Hueneme Road and east of Rice Avenue. This drainage feature originates north of the project area, traverses under Hueneme Road and daylights south of Hueneme Road, flows underground again within private property for approximately 30 feet south, then daylights again. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 3 likely does not convey relatively permanent flows.

Drainage Feature 4

Drainage Feature 4 is an unlined roadside drainage at the eastern end of the project area, north of Hueneme Road, and flows east to west, parallel to Hueneme Road. This drainage feature connects to Drainage Feature 3. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 4 likely does not convey relatively permanent flows.

Drainage Feature 5

Drainage Feature 5 is an unlined roadside drainage that begins west of Rice Avenue, undergrounds below Rice Avenue, and continues to flow west to east parallel to Hueneme Road. Drainage 5 terminates where it joins Drainage Feature 3. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 5 likely does not convey relatively permanent flows.

Drainage Feature 6

Drainage Feature 6, in an unlined agricultural drainage located east of Rice Avenue and

north of Hueneme Road. This drainage feature flows north to south and drains into Drainage Feature 5. Drainage Feature 6 is located west of 3121 Hueneme Road. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 6 likely does not convey relatively permanent flows.

Drainage Feature 7

Drainage Feature 7 is an unlined agricultural drainage northeast of Casper Road and Hueneme Road. Drainage Feature 7 appears to flow east to west and terminates near Laubacher Berry Farms. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 7 likely does not convey relatively permanent flows.

Drainage Feature 8

Drainage Feature 8 is an unlined roadside drainage on the northeast corner of the Olds Road and Hueneme Road intersection. This drainage feature flows roughly north to south and passes beneath Hueneme Road to connect with Drainage Feature 2 on the south side of Hueneme Road. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 8 likely does not convey relatively permanent flows.

Drainage Feature 9

Drainage Feature 9 is an unlined roadside drainage on the northwest corner of the Olds Road and Hueneme Road intersection. Drainage Feature 9 flows east to west and connects to Drainage Feature 1 north of Arnold Road. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 9 likely does not convey relatively permanent flows.

Drainage Feature 10

Drainage Feature 10 is an unlined agricultural drainage approximately 0.25 mile west of Drainage Feature 1. This drainage feature flows north to south. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 10 likely does not convey relatively permanent flows.

Drainage Feature 11

Drainage Feature 11 is an unlined roadside drainage located northeast of the Edison Drive and Hueneme Road intersection, with flows running east to west. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 11 likely does not convey relatively permanent flows.

Cattail Marsh

A small cattail marsh (drainage basin) was observed just east of Teto's Produce stand at 1531 East Hueneme Road, Oxnard, CA 93033. Obligate and facultative wetland plants including bulrushes (*Schoenoplectus* spp.) and nutsedges (*Cyperus* spp.) were observed within the ponded area. A pipe was located east of this wetland which appears to

contribute flows to the marsh; this feature does not appear to convey flows. This feature is wholly constructed in uplands and would likely revert to upland if irrigation ceased.

Environmental Consequences

No-Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on water quality and stormwater runoff.

Build Alternative

Implementation of the Build Alternative would result in an increase of approximately 7.78 acres of impervious surface area. The surface runoff resulting from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. The widened roadway could also result in additional pollutant levels in runoff.

The Build Alternative is subject to MS4 Permit No. CAS004004, Order No. R4-2021-0105. In accordance with the permit, standalone street and road construction of 10,000 square feet or more of impervious surface area shall follow United States Environmental Protection Agency (U.S. EPA) guidance regarding Managing Wet Weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable. This project, classified as a standalone road project, falls within a category exempt from the Priority Development Structural Best Management Practice (BMP) Performance Requirements under Provision VIII.F.4. To improve stormwater capture and comply with the County's MS4 Permit, and as part of the drainage ditch relocation, an earthen trapezoidal channel will be constructed along the north side of Hueneme Road, between Rice Avenue and Arnold Road. The channel is designed to intercept and convey runoff from a four percent probability (25-year) design storm. This improvement hydraulically links Drainages 7 through 10, to Drainage 1 (see **Figure 2.3-2).**

The channel will be constructed with a nearly flat longitudinal slope (<0.1%), promoting natural stormwater attenuation and filtration. The low gradient encourages slow flow velocities, allowing sedimentation, infiltration, and pollutant removal through vegetative and soil interaction. Concrete check dams will be installed at 100-foot intervals to stabilize the channel profile and facilitate future maintenance activities. Excavation will occur between each check dam to create localized depressions that retain stormwater volume, offsetting the hydrologic impact of added impervious area.

Runoff would be expected to continue to flow into roadside drainages and, once drainages are full, continue to sheet flow across the existing road and onto adjacent

parcels to the south. However, the project would comply with the County's MS4 requirements. Relocation of drainages, drainage pipes, drainage inlets, and culvert extensions would result in permanent impacts on approximately 0.01 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction (GPA Consulting, 2023). However, following construction the relocated drainages would continue to provide the same functions for roadway runoff and agricultural uses. Therefore, the project would not result in substantial adverse impacts on water quality and stormwater runoff during operation.

The Build Alternative is also subject to the Construction General Permit and a Stormwater Pollution Prevention Plan. In addition, avoidance and minimization measures **WQ-7** through **WQ-15** would be implemented by the County to reduce construction-related and permanent pollutants in stormwater discharges during construction and permanently to the maximum extent practicable.

During construction, work within and adjacent to existing drainage features would have the potential to degrade water quality. There is potential that exposed soils, construction debris, and other pollutants could be carried in storm water runoff and discharged into these features. However, the project would be constructed in compliance with the requirements of the CGP, which would require implementation of protective measures to minimize erosion and prevent construction debris and other materials from entering the drainages during construction. In addition, avoidance and minimization measures **WQ-1** to **WQ-6** would be implemented to further reduce the potential for pollutant runoff into drainages, and the project would be conducted in compliance with applicable regulatory permits. Impacts would not result in a permanent change in water quality of these drainage features. With implementation of BMPs and proposed measures, the Build Alternative would not result in adverse impacts on water quality and stormwater runoff.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented under the Build Alternative to minimize impacts on water quality and stormwater runoff:

WQ-1 Work areas would be reduced to the maximum extent feasible, and staging areas would be located outside of jurisdictional features.

WQ-2 Erosion Control Best Management Practices (BMPs) such as slit fencing, fiber rolls, straw bales or other measures would be implemented to minimize dust, dirt, and debris resulting from construction activities, and to protect water quality of the northern drainage. Silt fencing would be placed along the boundary of the work area and between the temporary impact area and the slough, and in other areas as appropriate to minimize impacts on the drainages.

WQ-3 Following completion of construction activities, appropriate erosion control measures would be implemented to ensure that soils disturbed by construction are stabilized, to minimize non-stormwater water discharges across the roadway.

WQ-4 Appropriate hazardous material Best Management Practices (BMPs) would be implemented to reduce the potential for chemical spills or contaminant releases into the drainages including any non-stormwater discharge.

WQ-5 All equipment refueling and maintenance would be conducted at least 100 feet away from jurisdictional features. In addition, construction vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.

WQ-6 Temporarily disturbed areas would be re-contoured and re-vegetated using native species. Any re-vegetation or erosion control implemented would be completed using non-invasive species.

WQ-7 Temporary soil stabilization and wind erosion control Best Management Practices (BMPs), such as the placement of fabric cover or plastic sheeting to stabilize disturbed soil and/or stockpile areas would be utilized.

WQ-8 Temporary silt fences, fiber rolls, and gravel bag berms would be placed downslope of exposed soil areas or along the perimeter of the project site to intercept and slow the flow of sheet flow runoff.

WQ-9 Temporary drainage inlet protection would be utilized to minimize the amount of sediment entering storm drain systems. The temporary drainage inlet protections would be installed at storm drain inlets that are subject to runoff.

WQ-10 The project would implement street sweeping within the project area to prevent sediment from entering storm drains. A temporary construction entrance and access road would be used for equipment and vehicles to enter and access the work area.

WQ-11 Job site management, including effective handling, storage, usage, and disposal practices, would be implemented to control material pollution and manage waste and non-stormwater within the project area. Spill

prevention and control, material management, waste management, stormwater management, and dewatering activities would be utilized.

WQ-12 The County of Ventura (County) will work with the Regional Water Quality Control Board (RWQCB) to determine potential areas for permanent treatment Best Management Practices (BMPs) during the process for the Clean Water Act (CWA) Section 401 Water Quality Certification and in preparation of the Stormwater Pollution Prevention Plan. Off-site locations/mitigations may be considered if there is not enough room for the required treatment BMPs on-site.

WQ-13 Water quality inspectors would inspect the project area following a rain event to ensure that the stormwater Best Management Practices (BMPs) are adequate and functioning as intended.

WQ-14 All grindings and asphaltic-concrete waste would be stored within previously disturbed areas absent of habitat and at a minimum of 150 feet from any aquatic habitat, culvert, or drainage feature.

WQ-14 Revegetation and erosion control netting will be incorporated into the project design in order to prevent and minimize permanent erosion of exposed soils after the project is constructed.

WQ-15 The County of Ventura (County) will include a copy of all relevant permits, including the Regional Water Quality Control Board (RWQCB) Clean Water Act (CWA) Section 401 Water Quality Certification, within the construction bid package of the project. The Resident Engineer or their designee will be responsible for implementing the Conditions of the United States Army Corps of Engineers (USACE) CWA Section 404 Nationwide permit.

2.3.2 Geology/Soils/Seismic/Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.”

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using Caltrans’ Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in

California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans' Division of Engineering Services, Office of Earthquake Engineering, SDC.

Affected Environment

Geologic Setting

The project is located within the western Transverse Ranges geomorphic province of Southern California. The Transverse Ranges, measuring about 10 to 15 miles wide and 300 miles long, are characterized by a complex series of mountain ranges, intervening valleys, and active faults with dominant east-west trends. According to CDOC's California Geological Survey (CGS), Geologic Map of California, the project area is composed of Quaternary deposits including Pleistocene-Holocene (Q)-aged rocks that are made of marine and nonmarine (continental) sedimentary rocks (California Deparment of Conservation, 2024).

Physiography and Topography

The project area is located within Section 00, Township 1 North, Range 22 West of the San Bernardino Meridian within unincorporated Ventura County, California. Topographic coverage of the proposed project vicinity is provided by the United States Geological Survey (USGS) 7.5-Minute Series "Oxnard, California" Quadrangle map.

The project area elevation ranges from approximately 20 feet above mean sea level (MSL) near Edison Drive at the western end of the project area to approximately 23 feet above MSL near Rice Avenue at the eastern end of the project area.

Soils

The project area is underlain by Camarillo Sandy Loam, 0 to 2 Percent Slopes; Camarillo Loam, 0 to 2 Percent Slopes; Camarillo Loam, Loamy Substratum, 0 to 2 Percent Slopes; and Hueneme Loamy Fine Sand, 0 to 2 Percent Slopes. Camarillo soils are very deep, somewhat poorly drained, non-hydric soils with moderately high to high capacity to transmit water. Hueneme Soils are somewhat poorly drained, though some areas have been artificially drained. Soils in this series are nonhydric, with moderately high to high capacity to transmit water.

Geologic Hazards

The project area is in the vicinity of several potentially active earthquake faults and fault zones, which may cause strong ground-shaking and fault rupture. Based on the USGS interactive fault map, the Bailey fault is approximately 3.7 miles to the east of the project area (United States Geologic Survey, 2024). In addition, the Sycamore Canyon and Boney Mountain faults are approximately seven and eight miles southeast of the project area, respectively. According to the CDOC's Earthquake Hazards Zone Application, the

project area is not within an Earthquake Zone of Required Investigation or Landslide Zone (California Department of Conservation, 2024).

Subsidence is the gradual settling or sudden sinking of the surface due to the movement of materials underground. Subsidence in the Santa Clara-Calleguas basin is caused by a combination of tectonic movement, hydrocarbon extraction, and groundwater pumping. Due to groundwater pumping, the Oxnard Plain, where the project is located, is known to have ground subsidence (United States Geological Survey, 2024). In addition, the groundwater levels are above normal to much above normal in the area within and surrounding the project area. Groundwater levels range from 25 to 100 feet bgs (California Department of Conservation, 2024).

Liquefaction refers to a process by which wet, sandy, or silty soils transform from a solid to a liquid state during strong ground-shaking, usually occurring during or after an earthquake. The soil is shaken rapidly, which increases pore pressure and reduces effective stress. The project is located within a Liquefaction Zone (California Department of Conservation, 2024). Additionally, lateral spreading is a type of ground failure that occurs when a cohesive soil or rock mass slowly slides over a softer material underneath. There is potential for lateral spreading to occur in the portions of the project area subject to liquefaction.

Mineral Resources

California Division of Mines and Geology has classified land in the region of the greater Los Angeles metropolitan area according to the presence or absence of significant sand and gravel deposits. This land classification is categorized into Mineral Resource Zones (MRZ), described below:

- MRZ-1: Areas that do not contain significant mineral deposits or low likelihood exists for their presence;
- MRZ-2: Areas that contain significant mineral deposits or high likelihood exists for their presence; and
- MRZ-3: Areas that contain mineral deposits, but their significance cannot be evaluated from available data.

According to the General Plan Conservation and Open Space Element, the County's planning area consists of primarily aggregate resources such as construction grade sand, gravel, and stone. Sand and gravel resources are primarily concentrated along waterways. The Oxnard Basin also contains other mineral resources which have been extracted historically, including clay, shale, gypsum, silica sand, limestone, and phosphate.

Investigations into the MRZ sites have been conducted for areas within the County. The project area is located within an MRZ-3 and MRZ-3a site, meaning an area that contains

mineral deposits, but their significance cannot be evaluated from available data.

Environmental Consequences

No Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on geology, soils, seismicity, or topography.

Build Alternative

The Build Alternative includes roadway improvements that could be susceptible to the effects of seismic shaking due to the nearby faults, liquefaction, seismic embankment stability, and settlement. However, the Build Alternative would be designed and constructed to meet current highway design standards, including Caltrans' SDC. Therefore, potential impacts would be minimized. Specific recommendations for earthwork, foundation design, pavement design, and hazard mitigation will be provided in the design phase of the project.

The project area is within a liquefaction hazard zone, as delineated by the CGS. However, the Build Alternative would include replacing existing infrastructure and would not change land use within the project area. Therefore, potential impacts on liquefaction would be minimized. Furthermore, a site-specific investigation would be completed during the design phase to evaluate liquefaction potential at specific structure locations and within the project area (see **HAZ-1** in Section 2.3.3). Because of the project area's location and the likelihood of liquefaction, lateral spreading would be evaluated during the design phase. As stated above, the Build Alternative would be constructed to current seismic standards. Therefore, potential impacts on lateral spreading would be minimized.

The soil erodibility K factor within the project area range from 0.02 to 0.55, which indicates that the soils have low to high soil erosion potential. Construction activities have the potential to increase erosion. However, with the implementation of **WQ-2**, **WQ-3**, and **WQ-6** (see Section 2.3.1), impacts on erosion would be minimized.

As discussed above, the historic groundwater elevation in the project area is approximately 25 to 100 feet bgs. Maximum depth of excavation would be approximately two feet; therefore, groundwater is not anticipated to be encountered. However, if groundwater is encountered and dewatering is required during construction activities, groundwater controls would be implemented in accordance with the Caltrans Field Guide to Construction Site Dewatering, which would minimize potential impacts on liquefaction (California Department of Transportation, 2014). Therefore, the Build Alternative would not result in adverse impacts on geology, soils, seismicity, or topography.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in substantially adverse impact on geology/soils/seismic/topography; therefore, no avoidance, minimization, or mitigation measures are required.

2.3.3 Hazardous Waste/Materials

Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- CWA
- CAA
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- EO 12088 Federal Compliance with Pollution Control Standards

Section 121(d) of CERCLA requires that remedial action plans include consideration of more stringent state environmental "Applicable or Relevant and Appropriate Requirements." The 1990 National Oil and Hazardous Substances Pollution Contingency Plan also requires compliance with Applicable or Relevant and Appropriate Requirements during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

California regulates hazardous materials, waste, and substances under the authority of the California HSC and is also authorized by the federal government to implement RCRA in the state. The Porter-Cologne Water Quality Control Act restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste

management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Affected Environment

An Initial Site Assessment (ISA) was prepared for the project in April 2024 to discuss potential impacts on hazardous waste/materials (Geocon West, 2024). The ISA was prepared in accordance with the American Society of Test Materials (ASTM) Standard E1527-13.

Widening the roadway would require ROW and TCE from adjacent property owners. Features that were observed within the properties that would require ROW and TCE include fencing of various construction; a diesel underground storage tank; groundwater wells and pumps; paved surfaces; landscaping; agricultural chemical mixing stations; above-ground storage tanks; and various agricultural equipment.

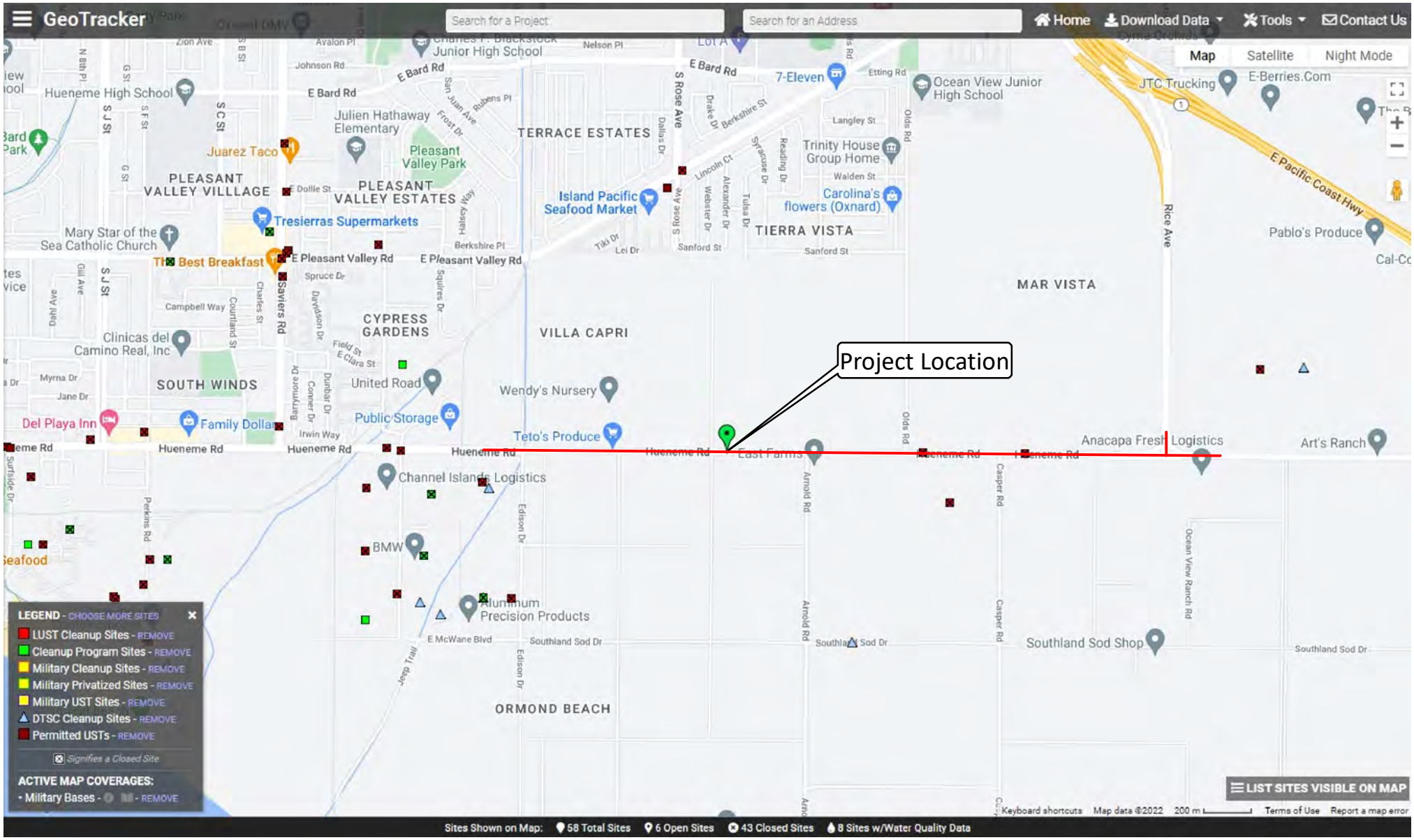
Hazardous Waste Sites

A hazardous material is defined as a "substance or a combination of substances that, due to its concentration, physical, chemical, or infectious properties, can either (1) lead to an increase in mortality or a significant rise in severe, irreversible, or potentially reversible, incapacitating illnesses; or (2) present a substantial and immediate or potential risk to human health or the environment when improperly handled, stored, transported, disposed of, or managed in any way" (California Code of Regulations, 2023).Title 22 of the CCR extends the term "hazardous substance" to encompass both hazardous materials and hazardous wastes. These substances are classified on toxicity, ignitability, corrosiveness, and reactivity.

Hazardous materials carry the potential for causing fatalities, serious injuries, long-lasting health issues, and damage to structures, residences, and other valuable assets. These hazardous material risks to both human well-being and the environment can occur during manufacturing, storage, transportation, use, or disposal.

There are 58 hazardous waste sites situated within a 0.5-mile radius of the project area (see **Figure 2.3-3**). Within the project area, two Leaking Underground Storage Tank (LUST) sites are present. However, the status of these two LUST sites is marked as "closed" (State Water Resources Control Board, 2021). This suggests that there have been remediation efforts to address the issues associated with these LUSTs.

A record search of environmental databases was conducted in July 2023 for the project area, consistent with ASTM Standard E1527-13. The purpose of this search was to identify the potential for recognized environmental conditions (REC) for the project area.



Sources: CA State Water Resources Control Board 2022.

FIGURE 2.3-3 HAZARDOUS WASTE SITES
Hueneme Road Widening Project

These include: 1) presence or likely presence of hazardous substances or petroleum products on the site; 2) conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the project area; and 3) issues that may have an environmental impact on the site (ASTM, 2021). The Phase I ISA identified 10 potential RECs within and adjacent to the project area. Of the 10 potential RECs identified in the Phase I ISA, one was identified as a potential concern, located at 2463 E. Hueneme Road. A release in diesel impacted soil at this property, and the County closed the case in 2003. 36 tons of soil was excavated and removed from the property and contaminant concentration did not exceed reporting limits. However, this release would be an environmental concern for the project if the underground storage tank (UST) needed to be removed or relocated as part of the project.

Polychlorinated Biphenyls

Polychlorinated Biphenyls (PCB) are a type of toxic chemical regulated by the Toxic Substance Control Act. PCBs are most commonly found in electrical transformers and capacitors, air conditioning equipment, and lighting ballasts. Soil in the vicinity of these transformers may also be contaminated with PCBs or dioxins/furans, which could result from combustion residue in the event of transformer fires. Overhead power lines, utility poles, and transformers were identified within the project area.

Lead Based Paint

Structures built before 1978 have the potential to contain lead-based paint (LBP). One structure within the project area was constructed prior to 1980 and may contain LBP. In addition, traffic striping and pavement marking residue may also contain LBP. Therefore, the Phase I ISA prepared for the project indicates that there could be LBP in the project area.

Asbestos-Containing Materials

Structures built before 1978 have the potential to contain asbestos-containing materials (ACM). One structure within the project area was constructed prior to 1980 and may contain ACM. ACMs may also be located on power poles in wire conduits within the project area. The Phase I ISA indicates that any future testing, removal, or disturbance of ACMs should be handled in compliance with federal, state, and local regulations. In addition, licensed, qualified asbestos survey and abatement personnel should be retained prior to any demolition or renovation of subject facilities.

Aerially Deposited Lead

Aerially deposited lead (ADL) resulting from the historical use of leaded gasoline can be found along California's roadways. ADL is a byproduct of combustion engines using lead-containing fuels. Although unleaded gasoline became mandatory by the U.S. Environmental Protection Agency (U.S. EPA) in 1973, and leaded gasoline was phased

out entirely for automobiles by 1996, ADL continues to be present in soil near historically busy highways and roads. This presence of lead contamination likely affects the undisturbed soil within the project's ROW.

The distribution and concentration of ADL in soil vary due to factors such as traffic volume and the road's age. Elevated lead levels are typically within six feet of the road's edge and in the top six inches of soil but can extend deeper to two or three feet below the surface.

Agricultural Activities

As described in Section 2.2.3, Farmlands the project area contains active agricultural uses which include farmland designations such as Prime Farmland (1,903.5 acres), and Farmland of Statewide Importance (1,408.7 acres) within one mile of the project area.

Modern agricultural chemicals are typically used in diluted forms and, when applied correctly, tend to break down relatively quickly. However, older pesticides have the potential to linger in the soil for extended periods. Historical records suggest that properties within the project area, which have been used for agricultural purposes such as orchards and row crops, have been in operation since the early 1900s. During various periods, persistent pesticides were applied to these farmlands. The project area contains active agricultural uses which include farmland designations including, but not limited to, Prime Farmland and Farmland of Statewide Importance within one mile of the project area, meaning there is a possibility that agricultural chemicals are present within the vicinity of the project area. Currently, there is a potential for overspray from the surrounding agricultural lands to affect the project area. This means that pesticides, herbicides, and associated metals like arsenic and lead may be present in the near-surface soils at residual concentrations within and adjacent to the project area.

Wildfire

The on-site vegetation is primarily characterized by row and closely spaced crops, with a lesser presence of herbaceous horticultural crops, herbaceous and woody developed crops, and cattail marsh. Vegetation within the project area is not as prone to ignition as other sources of fuel for wildfire.

Fire Hazard Severity Zones (FHSZ) are designated areas characterized by significant fire hazards, and these designations are established by the California Department of Forestry and Fire Protection (CAL FIRE). These zones consider a variety of factors, including the type of vegetation, terrain, weather conditions, and other relevant considerations. The mapping and categorization of FHSZs are governed by specific regulations outlined in the PRC 4201-4204 and Government Code 51175-89.

FHSZs are classified with different rankings, ranging from moderate to very high, based on the assessed level of fire risk. The project area is not located within an FHSZ

designation of moderate or above. This indicates that, according to CAL FIRE's assessment, the project area is in an area with a relatively low risk of significant fire hazards.

Thermoplastic Striping

Traffic striping and pavement markings applied prior to 2005 may include lead chromate pigment. Lead chromate gradually phased out in waterborne traffic paint between 1997 and 2000 and in thermoplastic striping by 2004. There is no guarantee that the striping and pavement markings applied before 2005 have entirely disappeared or worn away. As a result, traffic striping and pavement markings within the project area could possibly contain lead chromate.

Natural Gas Transmission Lines

Natural gas transmissions lines are used to transport natural gas via a network of mostly underground lines. There is an existing natural gas transmission line located beneath the west portion of the project area, located approximately 300 feet east of Hueneme Road and Edison Drive.

Groundwater Wells

Groundwater wells can be conduits from the surface for contamination to enter the groundwater. Within the project area, there are six wells that would be properly abandoned in place.

Environmental Consequences

No-Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on hazardous waste/materials.

Build Alternative

Construction Impacts

Construction activities would include transport, storage, and utilization of various chemical agents, solvents, paints, and other hazardous materials typically associated with construction work. The handling of these materials would be in compliance with regulatory frameworks, including the RCRA, CERCLA, Occupational Health and Safety Act (OSHA), California Hazardous Waste Control Act, VCAPCD, and Ventura County Fire Department Hazardous Materials Program requirements.

Construction would include the movement, utilization, and disposal of construction materials, including some that may be hazardous. The transportation of hazardous

materials and waste is subject to regulation under CCR Title 26. Enforcement of federal and state regulations, as well as responses to hazardous materials transportation emergencies, are carried out by the California Highway Patrol and Caltrans. The project would be conducted in compliance with applicable laws and regulations to reduce the risks of hazardous material transportation.

Any hazardous waste or debris produced during construction will be collected and safely transported to approved off-site landfills or suitable facilities. Measures **HAZ-1** and **HAZ-2** would be implemented to reduce the risk of exposure to hazardous materials.

Hazardous Waste Sites

There is risk of contamination in the project area from the potential for undetected or unreported spills or leaks, and illegal dumping. During construction of the Build Alternative, there is an elevated likelihood of encountering hazardous materials that were previously unknown or unanticipated, particularly during grading and excavation activities. Furthermore, there is risk of exposure to hazardous materials if the UST located at 2463 East Hueneme Road needs to be moved or relocated. Measures **HAZ-1** and **HAZ-2** would be implemented to minimize potential impacts associated with discovery of suspected contamination during construction. During construction, the County would coordinate with regulatory agencies overseeing ongoing cleanup actions in the project area and the contractor will comply with all relevant rules and regulations.

Construction and operation of the project would require use of limited quantities of various petrochemicals, including fuels, lubricants, and solvents, which would be used for maintenance activities (i.e. road repair). Currently, the specific amounts of hazardous materials required for construction activities are unknown.

Agricultural Activities

The project area is adjacent to agricultural land, where pesticides and herbicides have likely been used in the past. Pesticides and associated metals such as arsenic and lead may be present in the shallow soil beneath the project area. A Phase II Site Investigation (SI) would be implemented prior to construction that would identify soils impacted by pesticides and associated metals. If soils test positive for levels of pesticides and associated metals, these materials would be handled and disposed of in compliance with applicable Caltrans Standard Specifications (**HAZ-1**).

Asbestos-Containing Materials

Structures built before 1978 have the potential to contain ACMs. One structure within the project area was constructed prior to 1980 and may contain ACMs. ACMs may also be located on power poles in wire conduits within the project area. Any future testing, removal, or disturbance of ACMs would be handled in compliance with federal, state, and local regulations. In addition, licensed, qualified asbestos survey and abatement

personnel would be retained prior to any demolition or renovation of this structure. A Phase II SI would be conducted to identify ACMs in the structure proposed to be removed. If the structure tests positive for levels of ACMs, these materials would be handled in compliance with applicable Caltrans Standard Specifications (**HAZ-1**).

Aerially Deposited Lead

According to the ISA, soils contaminated with ADL are anticipated along the shoulders of Hueneme Road. A Phase II SI would be conducted to identify ADL impacted soils. If soils test positive for levels of ADL, these materials would be handled in compliance with applicable Caltrans Standard Specifications (**HAZ-1**).

Lead-Based Paint

Traffic striping and pavement markings applied prior to 2005 may contain lead chromate pigment. All roadway striping would be treated as lead-containing for purposes of determining the applicability of the California OSHA lead standard during removal activities (**HAZ-3**). Used sandblasting materials or ground asphalt waste streams would be properly contained to develop a waste profile prior to disposal.

Structures built before 1978 have the potential to contain LBP. One structure within the project area was constructed prior to 1980 and may contain LBP. A Phase II SI would be conducted to identify ACM in the structure proposed to be removed. If the structure tests positive for levels of ACM, these materials would be handled in compliance with Caltrans applicable Standard Specifications (**HAZ-1**).

Utilities

Leaking transformers were not identified during surveys conducted for the project; however, if they are identified during construction, SCE would be contacted to check for PCBs. Wooden utility pole relocation would be required during construction and could generate wood waste if the existing posts are unable to be reused. SCE would oversee the relocation or replacement of utility poles within the project area and would be expected to follow all state and local regulations regarding the handling of wood waste.

Natural Gas Transmission Lines

Although there is a natural gas transmission line located within the project area, it is not considered an REC but may cause conflicts during construction. The County would coordinate with the owner of the gas line prior to construction to avoid any potential conflicts.

Conclusion

Measures **HAZ-1** through **HAZ-4** would greatly reduce the risk of a release during construction. Therefore, the Build Alternative would not result in adverse impacts on hazardous waste and materials during construction.

Operational Impacts

Under the Build Alternative, no new sources of hazardous waste or materials would be introduced during operation. Hueneme Road would operate similar to the existing condition, and all routine maintenance activities would comply with applicable regulations governing the use, storage, handling, transportation, and disposal of potentially hazardous materials. to the relevant regulations and requirements for handling and disposing of potentially hazardous materials.

There is potential for vehicles traveling along Hueneme Road to carry hazardous materials, which could lead to spills affecting the roadway, adjacent properties, or environmental resources. However, the improvements to Hueneme Road are expected to alleviate traffic congestion and improve safety. Therefore, the Build Alternative would not result in adverse impacts on hazardous waste and materials during operation.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented under the Build Alternative to minimize impacts on hazardous waste/materials:

HAZ-1 A Phase II Site Investigation (SI) would be conducted to determine the presence of aerially deposited lead (ADL), pesticides and associated metals (e.g. arsenic), asbestos-containing material (ACM), or lead based paint (LBP) in the project area and further investigate hazardous waste sites. If ADL, pesticides and associated metals (e.g. arsenic), ACM, or LBP are discovered, the project would comply with applicable Caltrans Standard Specifications.

HAZ-2 Should the underground storage tank (UST) located at 2463 East Hueneme Road require removal or relocation and/or if excavation is planned within the near vicinity of the UST, any potentially contaminated soil encountered would be properly stockpiled and characterized to develop a waste profile prior to disposal and/or reuse.

HAZ-3 All traffic striping paints would be treated as lead-containing for purposes of determining the applicability of the California Occupational Safety and Health Administration (OSHA) lead standard during removal activities. Used sandblasting materials or ground asphalt waste streams containing striping paint would be properly containerized to develop a waste profile prior to disposal.

HAZ-4 Existing groundwater wells within the project area would be properly abandoned in accordance with regulatory permitting requirements if not

planned for use.

2.3.4 Air Quality

Regulatory Setting

The federal CAA, as amended, is the primary federal law that governs air quality while the California CAA is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency and the California Air Resources Board, set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). The NAAQS and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this environmental analysis, a parallel "Conformity" requirement under the Federal CAA also applies.

Conformity

The conformity requirement is based on the federal CAA Section 176(c), which prohibits the U.S. DOT and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS. In California this includes carbon monoxide, nitrogen dioxide (NO_2), ozone (O_3), and particulate matter (PM_{10} and $PM_{2.5}$). Regional conformity is based on emission analysis of RTPs and FTIPs that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and four years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the federal CAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization, FHWA, and Federal Transit Administration make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the federal CAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained.

The project is included in the regional emissions analysis conducted by SCAG for the conforming 2024-2050 RTP/SCS Amendment #1and the 2025 FTIP Amendment #25-09. The project's design, concept, and scope are consistent with what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2024-2050 RTP/SCS Amendment #1 and the 2025 FTIP Amendment #25-09. The County is designated attainment for CO, $PM_{2.5}$, and PM_{10} relative to federal standards, and does not cause or contribute to any new localized CO, $PM_{2.5}$, and PM_{10} violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan. (Ventura County Air Pollution Control District, n.d.). Therefore, a conformity and PM hot-spot analysis are not required.

National Ambient Air Quality Standards

As required by the federal CAA, the U.S. EPA has established NAAQS for six major air pollutants. These criteria air pollutants consist of O_3; particulate matter, specifically PM_{10} and $PM_{2.5}$, CO; NO_2; sulfur dioxide (SO_2); and lead (Pb) (see **Table 2.3-1**). California also has established ambient air quality standards, known as the California Ambient Air Quality Standards, which generally are more stringent than the corresponding federal standards and incorporate additional standards for sulfates, H_2S, vinyl chloride, and visibility-reducing particles (see **Table 2.3-1**). California Ambient Air Quality Standards are discussed in more detail below in the section titled "State Regulations."

Table 2.3-1: National and State Air Quality Standards

Contaminant Averaging Time	Federal Primary Standards	State Standards
Ozone 1-hour	--	0.09 ppm
Ozone 8-hour	0.070 ppm	0.070 ppm
Carbon Monoxide 1-hour	35 ppm	20 ppm
Carbon monoxide 8-hour	9 ppm	9 ppm
Nitrogen dioxide 1-hour	0.100 ppm	0.18 ppm
Nitrogen dioxide annual mean	0.053 ppm	0.030 ppm
Sulfur dioxide 1-hour	0.075 ppm	0.25 ppm
Sulfur Dioxide 24-hour	0.14 ppm	0.04 ppm
Sulfur Dioxide annual mean	0.030 ppm	--
PM_{10} 24-hour	150 mg/m^3	50 mg/m^3
PM_{10} annual mean	--	20 mg/m^3
$PM_{2.5}$ 24-hour	35 mg/m^3	--
$PM_{2.5}$ annual mean	9 mg/m^3	12 mg/m^3
Sulfates 24-hour	--	25 mg/m^3
Lead 30-day average	--	1.5 mg/m^3
Lead rolling 3-month average	0.15 mg/m^3	--
Hydrogen Sulfide 1-hour	--	0.03 ppm

Contaminant Averaging Time	Federal Primary Standards	State Standards
Vinyl Chloride 24-hour	--	0.01 ppm
Visibility-reducing particles 8-hour (10 am to 6 pm)	--	Visibility equivalent to 10-mile visual range

Source: (California Air Resources Board, 2024)

Affected Environment

An Air Quality Report (AQR) was prepared for the project to discuss potential impacts on air quality. This section summarizes existing air quality conditions near the project area (AMBIENT Air Quality & Noise Consulting, 2025a). This includes attainment statuses for criteria pollutants, describes local ambient concentrations of criteria pollutants for the past five years, and discusses mobile-source air toxics (MSAT).

Regional Climate and Meteorology

The project area is within the South Central Coast Air Basin (SCCAB). The SCCAB covers San Luis Obispo, Santa Barbara, and Ventura Counties. The SCCAB is bordered by the Pacific Ocean to the west, the South Coast Air Basin to the south, the Southeast Desert Air Basin and San Joaquin Valley Air Basin to the east, and the North Central Coast Air Basin to the north. The average annual temperature throughout the SCCAB is approximately 62 degrees Fahrenheit (F).

Criteria Pollutants of Concern

The FCAA requires the U.S. EPA to set NAAQS for six criteria air contaminants: O_3, PM, CO, NO_2, Pb, and SO_2. It also permits states to adopt additional or more protective air quality standards if needed. Federal and State Ambient Air Quality Standards have been set by the U.S. EPA and California Air Resources Board (see **Table 2.3-2**).

Table 2.3-2: State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known TACs. Biogenic volatile organic compounds may also contribute.	Low-altitude O_3 is almost entirely formed from reactive organic gases/volatile organic compounds and nitrogen oxides (NO_X) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable Particulate Matter (PM_{10})	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some TACs. Many toxic and other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Fine Particulate Matter ($PM_{2.5}$)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic and other aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO_X, sulfur oxides (SO_X), ammonia, and ROG.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical O_3. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NO_X" group of O_3 precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead	Disturbs the gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also, a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. ADL from older gasoline use may exist in soils along major roads.
Visibility-Reducing Particles	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the FCAA, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some TACs attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H_2S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Source: (AMBIENT Air Quality & Noise Consulting, 2025a)

Existing Air Quality Conditions

There are two air quality monitoring stations located near the project area. The El Rio-Rio Mesa School #2 station is located approximately nine miles east of the project area and provides measurements for O_3, $PM_{2.5}$, PM_{10}, and NO_2. In addition, the Reseda station was used as the closest station for CO, located approximately 35 miles east of the project area. State and federal standards for O_3 were exceeded several times in the last five years (see **Table 2.3-3**). Federal standards for $PM_{2.5}$ and PM_{10} have also been exceeded on various occasions in the past five years.

Table 2.3-3: Air Quality Concentrations for the Past Five Years Measured at El Rio-Rio Mesa School #2 and Reseda Ambient Air Quality Monitoring Stations

Pollutant	Standard	2020	2021	2022	2023[3]	2024
Ozone [1]						
Max 1-hr concentration		0.104	0.073	0.077	0.071	0.073
No. days exceeded: State	0.09 ppm	2	0	0	0	0
Max 8-hr concentration		0.086	0.059	0.063	0.058	0.060
No. days exceeded: State	0.070 ppm	3	0	0	0	0
Federal	0.070 ppm	3	0	0	0	0
PM_{10} [1]						
Max 24-hr concentration		200.7	377.8	57.9	102.8	272.9
No. days exceeded: State	50 µg/m^3	21	12	3	7	3
Federal	150 µg/m^3	2	1	0	0	1
Annual concentration average		25.2	26.4	22.7	NA	NA
No. days exceeded: State	20 µg/m^3	NA	NA	NA	NA	NA
$PM_{2.5}$ [1]						
Max 24-hr concentration		58.7	31.7	18.5	24.5	90.5
No. days exceeded: Federal	35 µg/m^3	3	0	0	0	2
Annual concentration average		7.5	6.8	6.5	6.1	5.1
No. days exceeded: State	12 µg/m^3	NA	NA	NA	NA	NA
Federal	9.0 µg/m^3	NA	NA	NA	NA	NA
Nitrogen Dioxide [1]						
Max 1-hr concentration		31.0	33.0	32.0	27.0	29.0
No. days exceeded: State	0.18 ppm	0	0	0	0	0
Federal	100 ppb	0	0	0	0	0
Annual concentration average		5	4	4	3	4
No. days exceeded: State	0.030 ppm	NA	NA	NA	NA	NA
Federal	53 ppb	NA	NA	NA	NA	NA

Pollutant	Standard	2020	2021	2022	2023[3]	2024
Carbon Monoxide [2]						
Max 1-hr concentration		2.6	2.0	2.6	2.2	2.3
No. days exceeded: State	20 ppm	0	0	0	0	0
Federal	35 ppm	0	0	0	0	0
Max 8-hr concentration		2.2	1.7	1.9	1.8	1.7
No. days exceeded: State	9 ppm	0	0	0	0	0
Federal	9 ppm	0	0	0	0	0

1. Data from El Rio-Rio Mesa School #2 Monitoring Station

2. Data from Reseda Monitoring Station

3. Data obtained from U.S. EPA Air Data – Monitor Values Report

ppb = parts per billion ppm = parts per million µg/m^3 = micrograms per cubed meter NA = not available

Source: (AMBIENT Air Quality & Noise Consulting, 2025a)

Regional Attainment Status

Local monitoring data is used to designate areas as non-attainment, maintenance, attainment, or unclassified areas for ambient air quality standards. The four designations are defined as follows:

- **Non-Attainment**: Assigned to areas where monitored pollutant concentrations consistently violate the standard in question.
- **Maintenance.** Assigned to areas where monitored pollutant concentrations exceeded the standard in question in the past but are no longer in violation of that standard.
- **Attainment**. Assigned to areas where pollutant concentrations meet the standard in question over a designated period of time.
- **Unclassified.** Assigned to areas where data is inadequate for determining whether a pollutant is violating the standard in question.

The SCCAB is currently designated as a non-attainment area with respect to the state and federal O_3 standards and state PM_{10} standards (see **Table 2.3-4**). SCCAB is designated as in attainment or unclassified for the remaining state and federal standards.

Table 2.3-4: State and Federal Attainment Status of the SCCAB

Pollutant	State Designation	Federal Designation
2015 8-Hour Ozone	Non-Attainment	Non-Attainment (Serious)
2008 8-Hour Ozone	Non-Attainment	Non-Attainment (Serious)
1997 8-Hour Ozone	Non-Attainment	Non-Attainment (Serious)
Respirable Particulate Matter	Non-Attainment	Attainment

Pollutant	State Designation	Federal Designation
2012 Fine Particulate Matter	Attainment	Attainment
2006 Fine Particulate Matter	Attainment	Attainment
1997 Fine Particulate Matter	Attainment	Attainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Visibility-Reducing Particles	Attainment/Unclassified	N/A
Sulfates	Attainment/Unclassified	N/A
Hydrogen Sulfide	Attainment/Unclassified	N/A
Vinyl Chloride	Attainment/Unclassified	N/A

N/A = not available

Source: (AMBIENT Air Quality & Noise Consulting, 2025a)

Sensitive Receptors

Sensitive land uses are generally considered to include those where exposure to pollutants could result in health-related risks for sensitive individuals, including children and the elderly. There are no sensitive receptors within the project area, as land uses within the project area are predominantly agricultural (see **Figure 1.3-1**).

Conformity Status

The project is included in the regional emissions analysis conducted by SCAG for the conforming 2024-2050 RTP/SCS Amendment #1and the 2025 FTIP Amendment #25-09. The project's design, concept, and scope are consistent with what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2024-2050 RTP/SCS Amendment #1 and the 2025 FTIP Amendment #25-09. The County is designated attainment for CO, $PM_{2.5}$, and PM_{10} relative to federal standards, and does not cause or contribute to any new localized CO, $PM_{2.5}$, and PM_{10} violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan. (Ventura County Air Pollution Control District, n.d.). Therefore, a conformity and PM hot-spot analysis are not required.

Environmental Consequences

No Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on air quality.

Build Alternative 1

Regional Conformity

The project is listed in the 2024-2050 RTP/SCS financially constrained RTP which was found to conform by SCAG on April 4, 2024, and FHWA and the FTA made a regional conformity determination finding on May 10, 2024. The project is also included in SCAG's financially constrained 2025 FTIP Amendment #25-09. See **Appendix D** for copies of the project listing. The SCAG Regional Transportation Improvement Program was determined to conform by FHWA and the FTA on May 10, 2024. The design concept and scope of the proposed project is consistent with the project description in the 2024-2050 Regional Transportation Plan, 2025 Regional Transportation Improvement Program, and the "open to traffic" assumptions of the SCAG's regional emissions analysis (see **Table 2.3-5**).

Table 2.3-5: Status of Plans Related to Regional Conformity

MPO	Plan/TIP	Date of Adoption by MPO	Date of Approval by FHWA	Last Amendment	Date of Approval by FHWA of Last Amendment
SCAG	2024-2050 RTP/SCS	April 4,2024	May 10, 2024	1	Pending
SCAG	*2025 FTIP*	October 6, 2022	December 16, 2022	25-12	August 19, 2025

Source: (AMBIENT Air Quality & Noise Consulting, 2025a)

Project Level Conformity

The county is designated nonattainment for the federal O_3 standards (see **Table 2.3-4**). The County is designated attainment for the federal CO, $PM_{2.5}$, and/or PM_{10} standards. The project would not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis). No hot-spot analysis is required for conformity purposes, and project-level conformity analysis requirements are satisfied by the regional conformity analysis described above. On May 1, 2026, based on the information provided, FHWA

found that the project conforms with the SIP in accordance with 40 CFR Part 93 (see **Appendix D**).

Additional Environmental Analysis

Asbestos

The project is located in the County, which is not depicted as containing naturally-occurring asbestos (NOA). Therefore, the impact of NOA during construction would be minimal to none.

Asbestos was used in many materials prior to 1978 and may have been used up until the early 1980s. ACMs include fireproofing, acoustic ceiling material, transit pipe, roofing materials, thermal insulation, support piers, expansion joint material in bridges, asphalt, concrete, and other building materials. It is of primary concern when it is friable (i.e., material that can be easily crumbled). ACM may be encountered with underground utilities within the project area.

Lead

Lead is normally not an air quality issue for transportation projects unless the project involves disturbance of soils containing high levels of ADL or painting or modification of structures with lead-based coatings. The Build Alternative would require the demolition of an onsite structure that may contain lead-based coatings or materials. Implementation of the proposed improvements may require the removal and disposal of yellow traffic striping and pavement marking materials (paint thermoplastic, permanent tape, and temporary tape). Yellow paints made prior to 1995 may exceed hazardous waste criteria under Title 22, California Code of Regulations, and require disposal in a Class I disposal site. In addition, the disturbance of lead paint must meet U.S. EPA and air district rules (Caltrans Standard Specifications 14-9.02 and Caltrans Standard Special Provision 14-11.07, 2023). LBP may be encountered with painted curbs and protective bollards. However, the project is not located near an industrial lead emissions source. Therefore, exposure to lead more than applicable standards during construction would be unlikely.

Mobile Source Air Toxics

According to the FHWA's Interim Guidance, this project is classified as a Category 2 project (Projects with Low Potential MSAT Effects) (Federal Highway Administration, 2023).

Under the Build Alternative, the amount of MSAT emitted would be proportional to the increase in vehicle trips on Hueneme Road. This increase in vehicle trips means MSAT under the Build Alternative would likely be higher than the No Build Alternative in the project area. There could also be localized differences in MSAT from indirect effects of the Build Alternative such as associated access traffic, emissions of evaporative MSAT

(e.g., benzene) from parked cars, and emissions of diesel particulate matter (DPM) from delivery trucks (modify depending on the type and extent of the associated development).

For the No Build and Build Alternative, emissions are anticipated to be lower than present levels in the design year because of the U.S. EPA national control programs that are projected to reduce annual MSAT emissions by over 76 percent from 2020 to 2060. Local conditions may differ from these national projections in terms of fleet mix and turnover, growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so large that MSAT emissions in the project area are likely to be lower in the future than they are today.

Incomplete or Unavailable Information

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the FCAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The U.S. EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (U.S. EPA, https://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on MSAT Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious are the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-reviewliterature-exposure-and-health-effects) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process builds on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxicscritical-review-literature-exposure-and-health-effects). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The U.S. EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk.” (U.S. EPA IRIS database, Diesel Engine Exhaust, Section II.C. https://iris.epa.gov/static/pdfs/0642_summary.pdf).

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the U.S. EPA as provided by the FCAA to determine whether more stringent controls are required to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards (such as benzene emissions from refineries). The decision framework is a two-step process. The first step requires U.S. EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than one in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than one in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld U.S. EPA’s approach to addressing risk in its two-step decision framework.

Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable (https://www.cadc.uscourts.gov/internet/ opinions.nsf/284E23FFE079CD5985257800005 0C9DA/$file/07-1053-1120274.pdf).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Valley Fever

There is potential for the fungus causing valley fever to be in the soil within the project area. Workers who work outdoors are especially at risk when performing activities associated with the disturbance of soil, particularly soils not previously disturbed. The project would be constructed in accordance with Caltrans Standard Specifications, which require compliance with applicable laws/regulations pertaining to air quality. Since VCAPCD's CEQA Guidelines were adopted in 2003, various measures have been developed, and regulations adopted that pertain to construction worker Valley Fever exposure (Division 5, Part 1, Chapter 9 of the California Labor Code). In addition, AB 203 requires training for construction workers, including potential risks, identifying potential symptoms of exposure, and minimizing risk/exposure (California Department of Public Health, n.d.). In accordance with Caltrans standard specifications, all applicable regulations would be followed during implementation of the project.

The VCAPCD's CEQA Guidelines state that the Valley Fever fungus is mostly found at the base of hillsides, in virgin, undisturbed soil and does not survive well in highly populated areas because it requires undisturbed soil to grow. The fungus is also not likely to be in soil that has been or is being cultivated and fertilized because manmade fertilizers enhance the growth of the natural microbial competitors of the fungus. Within Ventura County, this fungus is most prevalent in the county's dry, inland regions. The project area has been previously disturbed, consists mostly of cultivated lands, and is not within areas of the county where Valley Fever is most prevalent. Compliance with VCAPCD Rule 55 for the control of fugitive dust would help to minimize exposure by reducing potential increases in fugitive dust and potential increases in entrained fungal spores.

Operational Impacts

Long-term operational emissions of criteria air pollutants associated with the Build Alternative would be associated with the operation of motor vehicles. Long-term operational emissions were quantified using CT-EMFAC2021 version 1.0.2 computer

program based on traffic information provided by the project engineer (see **Table 2.3-6**). Operational emissions were quantified for existing year 2023 (baseline) conditions, No-Build Alternative and the Build Alternative conditions for opening year 2030 and design year 2050 conditions. In comparison to No-Build Alternative opening year 2030 and design year 2050 conditions, the Build Alternative is predicted to increase emissions by approximately three percent for $PM_{2.5}$, PM_{10}, NO_X, CO, and ROG. Estimated emissions are based on vehicle travel within the project area. However, on a regional basis, implementation of the proposed build alternative is not anticipated to result in a significant increase in long-term VMT and associated mobile-source emission.

Table 2.3-6: Summary of Comparative Operational Emissions Analysis

Scenario/Analysis Year	Emissions (Tons/Year)[1]				
	$PM_{2.5}$	PM_{10}	NO_X[2]	CO	ROG
Existing Year 2023	0.33	1.82	2.02	10.15	0.55
No-Build Alternative – Opening Year 2030	0.32	1.80	1.06	6.93	0.39
No-Build Alt. 2030 Compared to Existing:	-0.01	-0.01	-0.96	-3.22	-0.16
Percent Change:	-3 %	-1 %	-48 %	-32 %	-29 %
Build Alternative – Opening Year 2030	0.33	1.85	1.09	7.11	0.40
Build Alt. 2030 Compared to Existing:	0.00	0.03	-0.94	-3.04	-0.15
Percent Change:	-0 %	2 %	-46 %	-30 %	-27 %
Build Alt. 2030 Compared to No-Build Alt. 2030:	0.01	0.05	0.03	0.17	0.01
Percent Change:	3 %	3 %	3 %	3 %	3 %
No-Build Alternative – Design Year 2045	0.34	1.96	0.46	5.06	0.26
No-Build Alt. 2045 Compared to Existing:	0.01	0.15	-1.56	-5.09	-0.29
Percent Change:	2 %	8 %	-77 %	-50 %	-53 %
Build Alternative – Design Year 2045	0.35	2.01	0.47	5.19	0.27
Build Alt. 2045 Compared to Existing:	0.02	0.20	-1.55	-4.96	-0.28
Percent Change:	5 %	11 %	-77 %	-49 %	-52 %
Build 2045 Alt. Compared to No-Build Alt. 2045:	0.01	0.05	0.01	0.13	0.01
Percent Change:	3 %	3 %	3 %	3 %	3 %

1. Emissions were calculated using the CT-EMFAC2021 version 1.0.2 computer program based, in part, on traffic data provided for this project (Kimley Horn 2023, 2025). Includes exhaust emissions, brake, road, and tire dust. Refer to Appendix E for emissions modeling assumptions and results.

2. NOx is a surrogate for NO_2.

Note: Values may not sum due to rounding

Note: *Design Year 2045 traffic is considered representative of Year 2050 traffic data* (Kimley Horn, 2023).

Source: (AMBIENT Air Quality & Noise Consulting, 2025a)

As described above, the criteria pollutants of concern for the project area is O_3, as it is designated as nonattainment at the federal level. The project is required to comply with

all VCAPCD rules and regulations. In addition, the VCAPCD recommends that all projects under their jurisdiction implement all the measures provided in the *Air Quality Assessment Guidelines*. The air quality conformity analysis prepared for this project found that the Build Alternative, which considers regionally significant projects and financial constraints, would conform to the SIP for attaining and maintaining the NAAQS as provided in Section 176(c) of the FCAA. In addition, the project would not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis).

Unpaved roadways, unpaved vehicle parking areas, aging paved roadway surfaces, and wind-generated dust from passing vehicles near unpaved shoulders can also contribute to localized increases of fugitive dust. Wind-generated turbulence associated with vehicles passing on roadways with unpaved shoulders can result in fugitive dust re-entrainment (reintroduction of settled contaminants into the air) (Moosmüller, et al., 1998). The project would include repaving the existing roadway, which would improve the roadway life expectancy and minimize dust from pavement breakdown. The project would also incorporate additional paving as part of the bike lanes, paved buffers, and shoulders adjacent to the vehicle travel lanes. The project would not increase dust coming from the roadway; rather, this additional paving would be expected to reduce overall dust re-entrainment and potential impacts on nearby land uses, including agricultural production land uses. Therefore, the Build Alternative would not result in adverse impacts on air quality during operation.

Construction Impacts

Construction activities will not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123[c][5]). Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NO_x, volatile organic compounds (VOC), directly emitted PM_{10} and $PM_{2.5}$, and toxic air contaminants (TAC) such as DPM. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site (see **Table 2.3-7**).

Table 2.3-7: Construction Emissions of Criteria Air Pollutants & Precursors

Construction Phase	Emissions (lbs/day)				
	ROG	CO	NO_x	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	0.4	4.5	3.5	5.8	0.7
Grading/Excavation (2030)	3.2	38.3	24.0	8.2	1.7
Grading/Excavation (2031)	2.9	35.9	22.4	1.9	0.9
Drainage/Utilities/Sub-Grade (2031)	1.7	21.0	13.0	7.0	1.1
Paving (2031)	0.8	13.0	7.1	6.2	0.9
Maximum/Day:	*3.2*	*38.3*	*24.0*	*8.2*	*1.7*
2030 Project Totals (tons/year)	*0.2*	*2.5*	*1.6*	*0.6*	*0.1*
2031 Project Totals (tons/year)	*0.1*	*1.1*	*0.7*	*0.4*	*0.1*
Project Total (tons/year):	*0.3*	*3.6*	*2.3*	*1.0*	*0.2*

Construction emissions were estimated using CalEEMod, Version 2022.1.1.30, Version 9.0.1 based, in part, on project-specific information provided by the project engineer.

The construction period would be over a 12-month period and would generate maximum-daily emissions of approximately 3.2 lbs/day of ROG, 38.3 lbs/day of CO, 24.0 lbs/day of NO_X, 8.2 lbs/day of PM_{10}, and 1.7 lbs/day of $PM_{2.5}$. Total emissions generated during construction would be approximately 0.3 tons of ROG, 3.6 tons of CO, 2.3 tons of NO_X, 1.0 tons of PM_{10}, and 0.2 ton of $PM_{2.5}$. These are all below the thresholds set by the VCAPCD of emissions per day (see **Table 2.3-7**).

The VCAPCD Air Quality Assessment Guidelines also identify that deposition of particulates on crops can have adverse impacts, including reduced crop quality and yield (Ventura County Air Pollution Control District, 2003). The project would be constructed in compliance with VCAPCD's Rule 55 (Fugitive Dust), which identifies measures to control fugitive dust generated during onsite ground-disturbing activities, and Caltrans Standard Specifications 14-9.02 (**AQ-1** through **AQ-4**, **AQ-6**, **AQ-9** through **AQ-11**). Rule 55 includes measures to decrease construction-generated dust emissions and restricts fugitive dust emissions at nearby property lines (Ventura County Air Pollution Control District, 2008). With implementation of these measures, short-term dust impacts on nearby land uses, including agricultural production land uses, would be minimal. Therefore, the Build Alternative would not result in adverse impacts on air quality during construction.

Construction-Related Hot Spot Emissions

40 CFR 93.123(c)(5) states that: "CO, PM_{10}, and $PM_{2.5}$ hot-spot analyses are not required to consider construction-related activities which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established 'Guideline' methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site."

The project engineer estimates the length of project construction to be approximately 12 months. Because construction of the project is expected to last less than five years, construction-related emissions related to it are not considered in the project-level or regional conformity analysis.

Odors

Minor sources of odors would be present during construction. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving, may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not be anticipated to result in the frequent exposure of receptors to objectionable odorous emissions.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented under the Build Alternative to minimize impacts on air quality:

AQ-1 Water or a dust palliative would be applied to the site and equipment as often as necessary to control fugitive dust emissions.

AQ-2 Visible dust would not exceed 100 feet in length from earth-moving activities.

AQ-3 Soil binder would be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

AQ-4 Trucks would be washed as they leave the right-of-way (ROW) as necessary to control fugitive dust emissions.

AQ-5 Construction equipment and vehicles would be properly tuned and maintained. All construction equipment would use low sulfur fuel as required by the CA Code of Regulations Title 17, Section 93114.

AQ-6 A dust control plan would be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

AQ-7 Equipment and materials storage sites would be located as far away from residential and park uses as practicable. Construction areas would be kept clean and orderly.

AQ-8 Environmentally sensitive areas would be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles would be prohibited, to the extent feasible.

AQ-9 Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, would be used. Bulk material handling facilities with a monthly import or export of 2,150 cubic yards or more of bulk material must take measures to reduce or prevent track-out onto a paved public road.

AQ-10 All transported loads of soil and wet materials would be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) would be provided to minimize the emission of dust during transportation.

AQ-11 Dust and mud that are deposited on paved, public roads due to construction activity and traffic would be promptly and regularly removed to reduce particulate matter (PM) emissions.

AQ-12 To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

AQ-13 Mulch would be installed, or vegetation planted as soon as practicable after grading to reduce windblown particulate matter (PM) in the area.

AQ-14 In addition, nonstandard special provision 14-9.05 would mandate contractors to be responsible for complying with all rules and regulations implemented by air districts.

2.3.5 Noise and Vibration

Regulatory Setting

NEPA and 23 CFR 772

For highway transportation projects with FHWA involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria that are used to determine when a noise impact would occur. The noise abatement criteria differ

depending on the type of land use under analysis. For example, the noise abatement criteria for residences (67 A-weighted decibels [dBA]) is lower than the noise abatement criteria for commercial areas (72 dBA). The FHWA outlines the noise abatement criteria for use in the NEPA/23 CFR 772 analysis (see **Table 2.3-8**).

Table 2.3-8: Noise Abatement Criteria

Activity Category	Noise abatement criteria, Hourly A-Weighted Noise Level, Leq(h)	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential. (Includes undeveloped lands permitted for this activity category)
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for this activity category)
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No noise abatement criteria—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No noise abatement criteria—reporting only	Undeveloped lands that are not permitted.

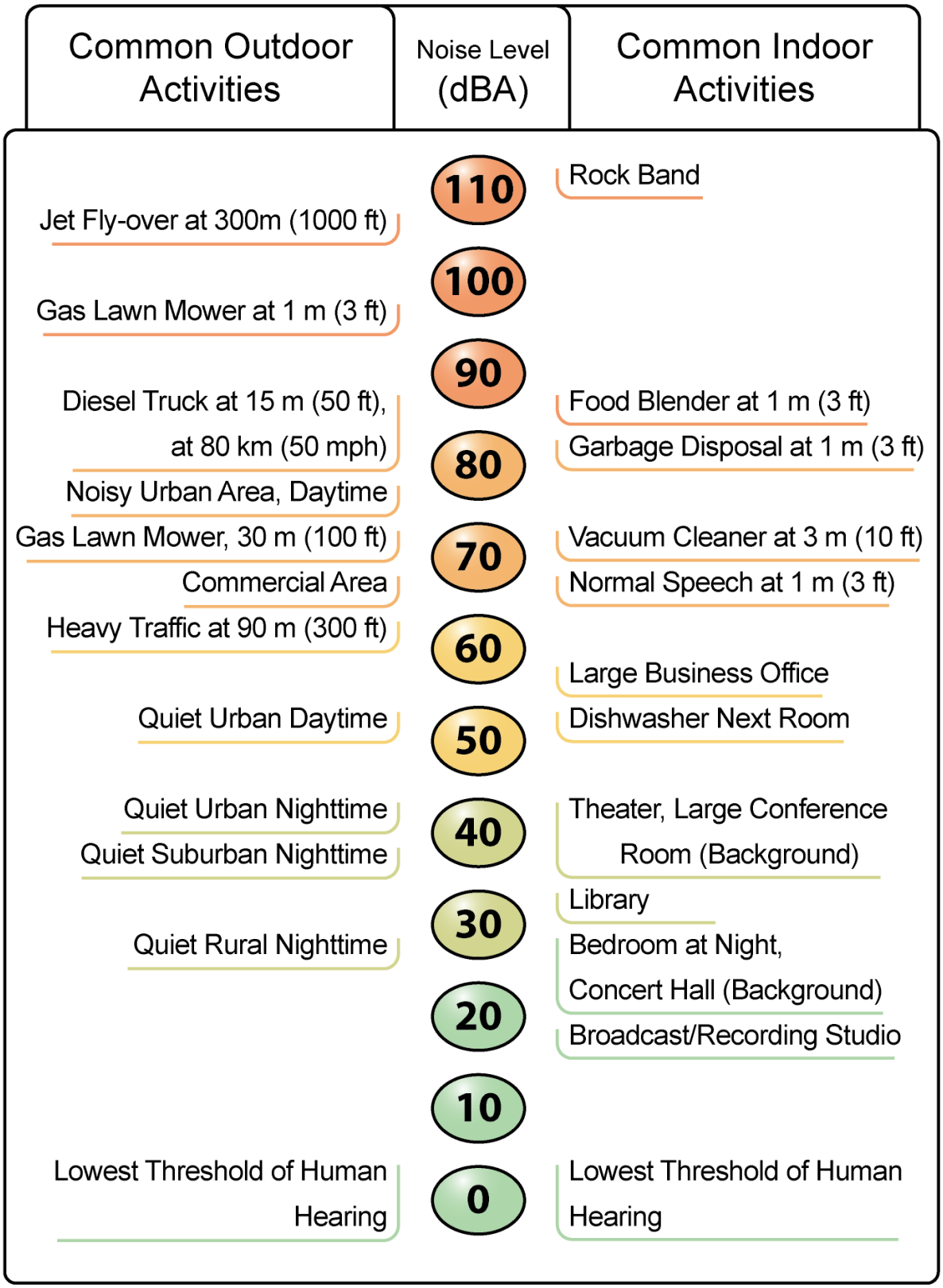
Figure 2.3-4 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Affected Environment

A Noise Study Report (NSR) was conducted by AMBIENT Air Quality & Noise Consulting, LLC to identify land uses that could be subject to traffic and construction noise impacts from the project (AMBIENT Air Quality & Noise Consulting, 2025b). In addition to existing land uses, residential land uses permitted by the County for development were also identified within the project area. The following land uses were identified in the project area:

- Activity Category B (Residential)

Figure 2.3-4: Noise Levels of Common Activities



- Activity Category E (Commercial Office)
- Activity Category F (Agriculture, Utility, Warehouse)

Although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this analysis focuses on locations with defined noise-sensitive outdoor activity areas. Examples of outdoor activity areas include residential backyards and common use areas at multi-family residences. The terrain in the project area is generally flat and existing developed land uses are located at elevations that are roughly equivalent of adjacent roadways. No outdoor areas of frequent human use or undeveloped lands that are currently permitted for future development have been identified in the project area.

Residential Land uses are identified as Modeled Receptor (MR) 1, and MR-6. Commercial office land uses in the Project area are identified as MR-7 and MR-9. Agricultural, Utility, and Warehouse land uses are identified as MR-2, MR-3, MR-4, MR-5, MR-8, MR-10, MR-11, MR-12, and MR-13 (see **Figure 2.3-5**).

Environmental Consequences

No Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on noise and vibration.

Build Alternative

The FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment of the highway. This project is categorized as a Type I project.

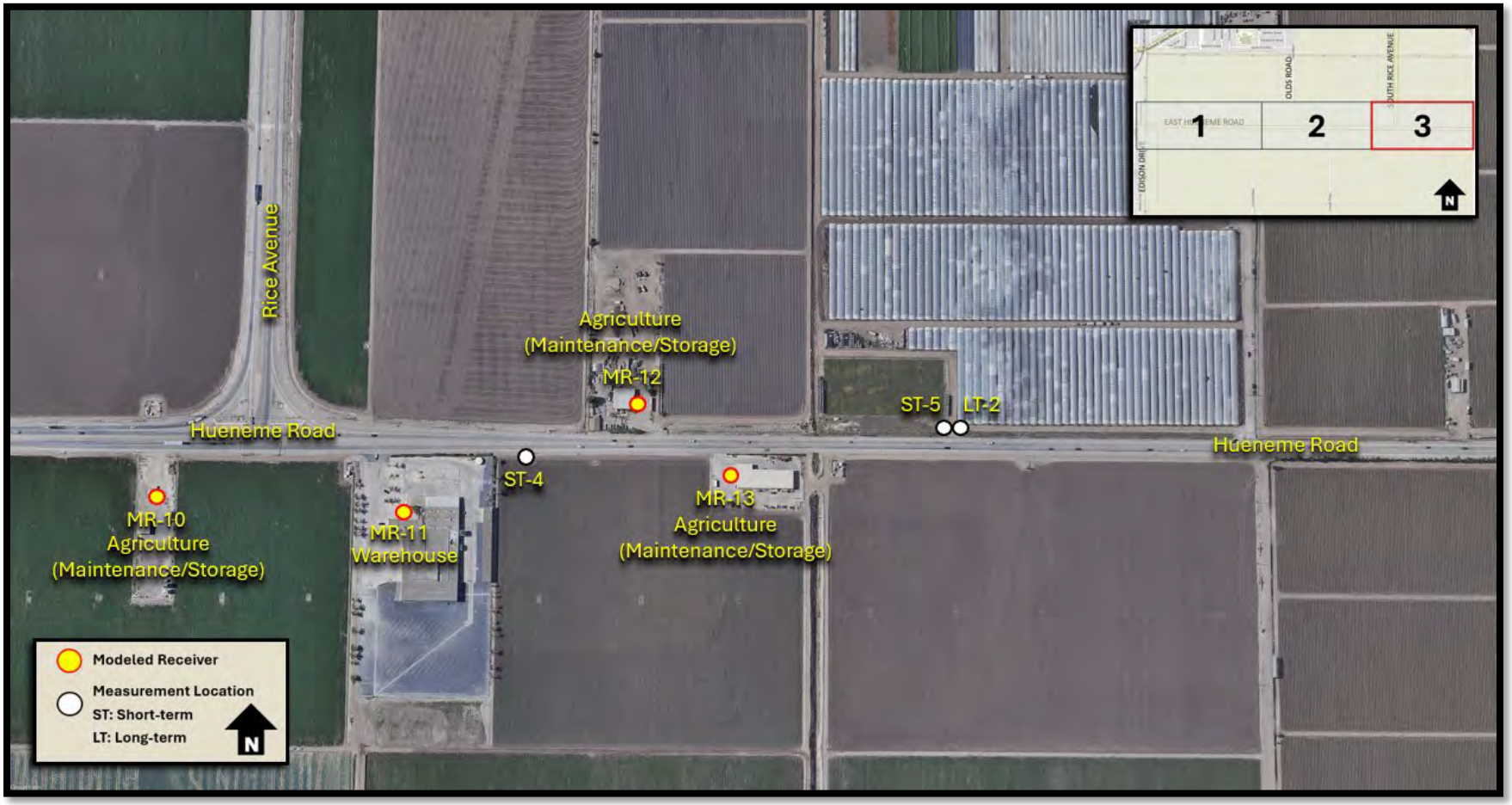
Existing and predicted design year 2050 noise levels for each land use in the project area, with and without implementation of the Build Alternative, are shown below (see **Table 2.3-9**).

Not to scale. Locations are approximate.

Figure 2.3-5: Monitoring Positions, Modeling Positions, and Land Uses
Hueneme Road Widening Project
Sheet 1 of 3

Not to scale. Locations are approximate.

Figure 2.3-5: Monitoring Positions, Modeling Positions, and Land Uses
Hueneme Road Widening Project
Sheet 2 of 3



Not to scale. Locations are approximate.

Figure 2.3-5: Monitoring Positions, Modeling Positions, and Land Uses
Hueneme Road Widening Project
Sheet 3 of 3

Table 2.3-9: Summary of Noise Levels and Traffic Noise Impacts

Land Use	Existing Noise Level Range, dBA	Predicted Design Year Noise Level Range (Without Project), dBA	Predicted Design Year Noise Level Range (With Project), dBA	Impact Type
Residential	64 to 67	65 to 67	64 to 66	Approach/Exceeds NAC
Commercial Office	63	63 to 64	65 to 66	None
Agriculture, Utility, Warehouse	61 to 67	61 to 67	63 to 67	None

Source: (AMBIENT Air Quality & Noise Consulting, 2025b)

Under the Build Alternative, noise and vibration from construction activities may intermittently dominate the noise environment in the immediate area of construction. In addition, sensitive noise receptors, including nearby residences, may be exposed to increased traffic noise while the improvements are being constructed. Construction of the Build Alternative would comply with applicable standards such as Caltrans Standards Specification Section 14-8.02, which would reduce noise impacts in the project area (**NOI-1**). Additionally, construction noise impacts would be short-term, intermittent, and overshadowed by local traffic noise.

Predicted noise levels at land uses in the project area during operation would not exceed applicable NAC as a result of the Build Alternative. However, predicted noise levels in the residential land use type (MR-1) are anticipated to approach the NAC of 67 dBA $L_{eq}(h)$, meaning that noise abatement must be considered. Access to this land use is provided via driveways connecting to Hueneme Road, and a noise barrier placed between this land use and Hueneme Road would prevent access to the site. As a result, noise abatement for this land use is deemed infeasible. The remaining receptor locations (MR-2 through MR-12) would not experience a substantial increase in noise or approach NAC. Therefore, the Build Alternative would not result in adverse impacts on noise.

Land uses in which groundborne vibration could potentially interfere with operations or equipment (such as research, manufacturing, hospitals, and university research operations) are considered “vibration-sensitive” (Federal Transit Administration, 2018). The degree of sensitivity depends on the specific equipment that would be affected by the groundborne vibration. Project construction would include activities such as the operation of large pieces of equipment (such as heavy trucks and excavators) that could result in the periodic, temporary generation of groundborne vibration. Vibrations during construction may cause a disturbance to nearby land uses. During operation, the roadway

is anticipated to be similar to the existing condition. Therefore, the Build Alternative would not result in adverse impacts on vibration.

Avoidance, Minimization, and/or Abatement Measures

The following measure would be implemented under the Build Alternative to minimize impacts on noise:

NOI-1 Noise associated with construction is controlled by Caltrans Standards Specification Section 14-8.02 “Noise Control” which states:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9:00 PM to 6:00 AM.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

2.4 BIOLOGICAL ENVIRONMENT

2.4.1 Wetlands and Other Waters

Environmental Consequences

The following section is based on the Biological Review Exemption prepared for the project (California Department of Transportation, 2023). The Caltrans Division of Environmental Planning reviewed the Preliminary Environmental Studies form, project description, maps, literature, and other pertinent project information for the project. Based on that review, it has been determined by a Qualified Biologist that the project would have no impact on State/Federal jurisdictional waters of the U.S. or wetlands.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in an adverse impact on wetlands or other waters; therefore, no avoidance, minimization, or mitigation measures are required.

2.4.2 Animal Species

The following section was determined to be screened out from analysis. However, the following discussion is based on the Biological Review Exemption prepared for the project (California Department of Transportation, 2023). The Caltrans Division of Environmental Planning reviewed the Preliminary Environmental Studies form, project description, maps, literature, and other pertinent project information for the project. Based on that review, the project is determined to be biologically acceptable providing that Migratory Bird Treaty Act provisions are included.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented under the Build Alternative to minimize impacts on migratory bird species:

BIO-1 Tree removal would be avoided during the breeding season (February 15 through August 1).

BIO-2 If trimming or removal of vegetation and/or initial ground disturbance must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area (500 feet for raptors and 100 feet for other birds), as feasible, by a qualified biologist no more than 72 hours days prior to trimming or ground disturbance activities. Surveys would be repeated if construction activities are suspended for 14 days or more.

BIO-3 If nesting birds are found within 500 feet of the construction area, appropriate buffers (typically 100 feet for birds and 500 feet for raptors) consisting of orange flagging/fencing or similar would be installed and maintained until nesting activity has ended, as determined in coordination with the surveying biologist and regulatory agencies, as appropriate.

2.4.3 Threatened and Endangered Species

Environmental Consequences

The following section is based on the Biological Review Exemption prepared for the project (California Department of Transportation, 2023). The Caltrans Division of Environmental Planning reviewed the Preliminary Environmental Studies form, project description, maps, literature, and other pertinent project information for the project. Based on that review, it has been determined by a Qualified Biologist that the project would have no impact on threatened or endangered species, or their critical habitat, within or adjacent to the construction area.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in an adverse impact on threatened and endangered species; therefore, no avoidance, minimization, or mitigation measures are required.

2.4.4 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed EO 13112 requiring federal agencies to combat the introduction or spread of invasive species in the U.S. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that

ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." FHWA guidance issued August 10, 1999, directs the use of the state's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the NEPA analysis for a proposed project.

Affected Environment

The roadway is surrounded by disturbed ground and agricultural areas. Invasive species are often found in disturbed areas and can be spread through further disturbance to these areas.

Environmental Consequences

No Build Alternative

Under this alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. The No Build Alternative would not result in any changes to existing conditions. Therefore, the No Build Alternative would not result in adverse impacts on invasive species.

Build Alternative

Invasive species are often found in disturbed areas, and project activities would have the potential to spread invasive species through further disturbance project area. These species could also be spread through the improper disposal of the graded and excavated soils onsite or offsite, or through landscaping with invasive species. Any temporary erosion control implemented during construction would be completed using non-invasive species. In addition, the project would be constructed in compliance with EO 13112. Therefore, the Build Alternative would not result in adverse impacts on invasive species.

Avoidance, Minimization, and/or Mitigation Measures

The project would not result in a substantially adverse impact on invasive species; therefore, no avoidance, minimization, or mitigation measures are required.

Chapter 3 Comments and Coordination

3.1 Introduction

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process, which helps planners determine the required scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including PDT meetings, interagency coordination meetings, and scoping meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.2 Consultation and Coordination with Public Agencies

3.2.1 Required Permits and Approvals

The status of required permits and approvals for the project are as follows:

- The VCAPCD Air Pollution Control Permit will be required prior to construction.
- FPPA: Form AD 1006 was submitted to the NRCS to complete the coordination required under the FPPA.
- The CDFW Section 1602 Streambed Alteration Agreement is required prior to construction.
- Porter-Cologne Act Waste Discharge Requirements is required prior to construction of the project.
- An encroachment permit will be required for construction from the City of Oxnard.
- FHWA has issued their project level conformity determination for the project and determined that the project conforms with the State Implementation Plan in accordance with 40 CFR Part 93.

3.2.2 Ventura County Coordination

The County has continued to coordinate with various County departments, Caltrans, and the PDT to ensure that stakeholders' concerns are addressed.

3.2.3 Native American Consultation

An inquiry to the NAHC was submitted on January 19, 2023, to ascertain the presence of known sacred sites, Native American cultural resources, and/or human remains within the boundaries of the project. On February 7, 2023, the NAHC indicated that there have

been no Native American cultural resources identified within their Sacred Lands File for the project location. The NAHC provided a list of 10 Native American groups/individuals who may have additional information about the project area. Caltrans contacted the 10 Native American groups/individuals on January 18, 2024, by letter to determine if they have any additional information, and whether the Native American tribes would like to request consultation pursuant to Section 106 of the NHPA.

3.3 Public Participation

3.3.1 Public Participation Methods

The following public outreach meetings have been held to date:

- March 11 through 15, 2025: County representatives met with adjacent property owners in an effort to offer early coordination, and to disclose what is planned as part of the project.
- April 15, 2025: A public information meeting was held to present the project background, proposed project design, environmental process, anticipated schedule, and opportunities for the public to participate as the project advances.
- November 14, 2025 through January 14, 2026: The Draft EA was initially made available for public review and comment for 30 days. The initial public circulation period for the Draft EA began on November 14, 2025 and concluded on December 15, 2025. Following a request made by a member of the public for a public hearing, public circulation of the Draft EA was extended to January 14, 2026, for a total period of 60 days.
- December 5, 2025: A public meeting was held to present the project background and Draft EA.
- December 30, 2025: A public hearing was held per the request of a member of the public.

3.3.2 Results of Public Participation

Public Meetings

A public meeting was held during the public circulation period on the evening of December 5, 2025 at the City of Hueneme Port Hueneme Council Chambers in Port Hueneme. One member of the public was in attendance.

A public hearing was held during the extended public circulation period on the evening of December 30, 2025 at the Ventura County Hall of Administration in Ventura. Two members of the public were in attendance

Comments Received on Draft EA

One comment was submitted via letter format by one person following the public meeting,

and another comment was submitted via email format by one person following the public hearing. Comments received on the Draft EA are included in the Final EA as Appendix E.

Response to Comments on Draft EA

Responses to comments on the Draft EA are included in the Final EA as Appendix E.

Chapter 4 List of Preparers

The following Caltrans staff, local agency staff, and consultants contributed to the preparation of this EA.

CALTRANS

Kelly Ewing-Toledo, Deputy Director, M.A., History with emphasis on Public History in California, California State University Fullerton. 25 years of experience in Section 106 of the NHPA, CEQA/NEPA compliance and supervision for transportation projects. Contribution: Executive Oversight of NEPA compliance and environmental review, Executive Oversight of final quality assurance responsibility and approval.

Michael Enwedo, Senior Environmental Scientist (Supervisory). B.S., Environmental Sciences with an emphasis in Natural Sciences, University of California, Riverside. 17 years of experience managing and providing environmental reviews of transportation projects for the purpose of demonstrating NEPA compliance. Contribution: NEPA Oversight, Environmental Review Management, Quality Assurance/Quality Control.

Henry Nguyen, Environmental Scientist, B.S., Geology with a minor in Biology, California State University, Los Angeles. 8 years of experience working directly with local agencies within Los Angeles and Ventura Counties to aid them in demonstrating NEPA compliance for their transportation projects. Contribution: NEPA Oversight Reviewer, Quality Assurance / Quality Control

Andrew Yoon, Senior Transportation Engineer, Air Quality Reviewer

Paul Caron Senior Environmental Scientist/Supervisor COS Biology Unit Division of Env Planning Caltrans D7

Kip Harper, Senior Environmental Scientist (Specialist), B.A. and M.A. in Anthropology, California State University, Los Angeles and Graduate Professional Certificate in Heritage Conservation Planning, University of Victoria, B.C,. 11+ years of experience working directly with local agencies within Los Angeles and Ventura Counties to aid them in demonstrating NEPA and Section 106 of the National Historic Preservation Act compliance for transportation projects. Contribution: Cultural Resources Reviewer, Quality Assurance / Quality Control

Samia Soueidan, Transportation Engineer/Noise and Vibration Branch. B.S., Civil Engineering, California State University Long Beach. Contribution: Noise Study Report and Environmental Documents review.

Kelly Lin, Senior Right of Way Agent Oversight Reviewer/relocation assistance program

Darrell Tieu P.E, Caltrans Transportation Engineer. Traffic Safety Review and analysis.

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Samer Momani, QC/QA Reviewer, 15+ years of experience in CEQA/NEPA Review, MS in Environmental Studies from California State University, Fullerton

COUNTY OF VENTURA

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DUKE CRM

Curt Duke, Principal Investigator. M.A., Anthropology, University of California at Santa Cruz. 32 years of experience in completing and overseeing archaeology studies and conducting Native American and agency consultation. Contribution: Native American Consultation, Archaeological Survey Report, Native American Outreach, Paleontological Findings.

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GPA CONSULTING

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Marieka Schrader, Senior Associate Environmental Planner/Visual Resource Specialist.

B.A., Environmental Studies, University of California at Santa Cruz. 25 years of experience in managing environmental projects. Contribution: Quality Assurance/Quality Control review, Visual Impact Assessment, Water Quality Assessment Report.

Jenna Kachour, Senior Associate Architectural Historian. B.S., Public Policy, Master of Planning, Graduate Certification, Historic Preservation, University of Southern California. 18 years of experience in research and documentation of historic districts, sites, buildings, and structures. Contribution: Area of Potential Effects, Historic Property Survey Report, Historical Resources Evaluation Report.

Jennifer Johnson, Senior Associate Biologist. B.S., Marine Biology, California State University at Long Beach. 17 years of experience in technical analyses and biological surveys. Contribution: Biological Resources Assessment, Quality Assurance/Quality Control review.

Riley Vera, Associate Environmental Planner. B.A., Environmental Studies, California State University, Monterey Bay. Three years of experience in environmental planning, permitting, and contract administration. Contribution: Community Impact Assessment, Farmland Study, environmental document preparation.

Logan Faltas, Environmental Planner. B.S., Environmental Management and Protection, California Polytechnic State University, San Luis Obispo. Three years of experience in environmental planning, permitting, and contract administration. Contribution: Environmental document preparation.

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Julie Larson, Hydrologist. M.A. Physical Geography, University of California, Los Angeles,

CA. 24 years of experience in stormwater management planning, geomorphology, and hydrology. Contribution: Project hydrology analysis, hydrology report.

Kurt Shellhause, PE, CFM, Senior Water Resources Engineer. B.S. Civil and Environmental Engineering, University of Dayton, Dayton, OH. 17 years of experience in civil engineering, floodplain analysis and mapping, hydrology and hydraulics, and drainage system design. Contribution: System hydraulics analysis, generalized flood inundation mapping, hydrology report.

Chapter 5 Distribution List

5.1 Elected Officials

The Honorable Monique Limon
California Senator District 21
300 East Esplanade Dr. Suite 400
Oxnard, CA 93036

The Honorable Steve Bennett
California Senator District 38
300 East Esplanade Dr. Suite 1790
Oxnard, CA 93036

The Honorable Michelle Ascencion
Ventura County Clerk-Recorder
800 South Victoria Ave
Ventura, CA 93009

The Honorable Janice S. Parvin
Chair of the Board of Supervisors
980 Enchanted Way #230
Simi Valley, CA 93065

The Honorable Jeff Gorell
Vice Chair of the Board of Supervisors
2100 East Thousand Oaks Boulevard, Suite E
Thousand Oaks, CA 91362

The Honorable Matt LaVere
Ventura County District 1 Supervisor
800 South Victoria Avenue, L#1900
Ventura, CA 93009

The Honorable Kelly Long
Ventura County District 3 Supervisor
1203 Flynn Road, Suite 220
Camarillo, CA 93012

The Honorable Vianey Lopez
Ventura County District 5 Supervisor
800 South Victoria Avenue, L#1860
Ventura, CA 93009

Sevet Johnson
County Executive Officer
800 South Victoria Avenue, L#1940
Ventura, CA 93009

Mia Martinez
Chief Deputy Clerk of the Board
800 South Victoria Avenue, L#1940
Ventura, CA 93009

The Honorable Dr. César Morales
County Superintendent of Schools
5189 Verdugo Way
Camarillo, CA 93012

Julianne Hoefer
Ocean View School District Superintendent
4200 Olds Road
Oxnard, CA 93033

The Honorable James Merrill
Ocean View School District Board President
4200 Olds Road
Oxnard, CA 93033

The Honorable Dr. Tom McCoy
Oxnard Union High School District
Superintendent
1800 Solar Drive
Oxnard, CA 93030

The Honorable Genevieve Flores-Haro
Oxnard Union High School District Board President
1800 Solar Drive
Oxnard, CA 93030

5.2 Local Agencies and Organizations

Ventura County Fire Dept.
Attention: Dustin Gardner
2400 Conejo Spectrum Street
Thousand Oaks, CA 91320

Ventura County
Attention: Tracy Gallaher
800 South Victoria Ave. 4th Floor
Ventura, CA 93009

Albert H. Soliz Library
Attention: Sherry Leal-Ryan
2820 Jourdan Street
Oxnard, CA 93036

Avenue Library
Attention: Ned Branch
510 Park Avenue
Port Hueneme, CA 93041

Ventura County Resource Management Agency
Attention: Dave Ward
800 South Victoria Ave.
Ventura, CA 93009

Ventura County Resource Management Agency
Attention: Susan Curtis
800 South Victoria Ave.
Ventura, CA 93009

Ventura County Resource Management Agency
Attention: Jennifer Trunk
800 South Victoria Ave.
Ventura, CA 93009

Ventura County Watershed Protection District
Attention: Earthea Nance
800 South Victoria Ave.
Ventura, CA 93009

Ventura County Public Works
Attention: Gregg Strakaluse
800 South Victoria Ave.
Ventura, CA 93009

Ventura County Public Works
Attention: Anitha Balan
800 South Victoria Ave.
Ventura, CA 93009

Ventura County Cultural Heritage Board
Attention: Dillan Murray
800 South Victoria Ave., L-1740
Ventura, CA 93009

Ventura County Sheriff's Office
Attention: Sheriff Jim Fryhoff
800 South Victoria Ave.
Ventura, CA 93009

Watershed Coalition of Ventura County
Attention: Sue Hughes
800 South Victoria Ave.
Ventura, CA 93009

EJ Harrison & Sons (Private Industry, Disposal)
Attention: James Harrison
P.O. Box 4009
Ventura, CA 93007

Southern California Edison
2131 Walnut Grove Ave.
Rosemead, CA 91770

City of Port Hueneme Department of Public Works
Attention: Fred Camarillo
250 North Ventura Road
Port Hueneme, CA 93041

City of Port Hueneme
Dr. Martha McQueen-Legohn
250 North Ventura Road
Port Hueneme, CA 93041

City of Oxnard Department of Public Works
Attention: Michael Wolfe
305 West Third Street
Oxnard, CA 93028

City of Oxnard Department of Public Works
Morgan Kessler
305 West Third Street
Oxnard, CA 93028

City of Oxnard Fire Department
Attention: Alexander Hamilton
360 West 2nd St.
Oxnard, CA 93030

Oxnard Fire Station 2
531 E Pleasant Valley Rd
Oxnard, CA 93033

Ventura County Fire Station 53
304 North 2nd St
Port Hueneme, CA 93041

Port Hueneme Police Department
Attention: Michael Federico
250 North Ventura Rd
Port Hueneme, CA 93041

Sierra Club
Attention: Elizabeth Lamar
P.O. Box 31241
Santa Barbara, CA 93130

Ventura Land Trust
Attention: Mark Watkins
PO Box 1284
Ventura, CA 93002

Bike Ventura County
Attention: Linda Quiquivix
490 North Ventura Ave
Ventura, CA 93001

Bike Ventura County
Attention: Larry Abele
490 North Ventura Ave
Ventura, CA 93001

Channel Islands Bicycle Club
Attention: Kate Faulkner
P.O. Box 1164
Ventura, CA 93002

Conejo Valley Cyclists
Attention: Sheri Leiken
567 Tree Top Lane
Thousand Oaks, CA 91360

The Old Kranks
1385 East Janss Rd
Thousand Oaks, CA 91362

Serious Cycling
29041 Thousand Oaks Blvd.
Agoura Hills, CA 91301

California Native Plant Society
Attention: Judy Fenerty
P.O. Box 6
Ojai, CA 93024

California Land Conservation Assistance Network
3550 Harbor Blvd, Suite 2-202
Oxnard, CA 93035

Ventura Chamber of Commerce
Attention: Amy Fonzo
2478 East Main St.
Ventura, CA 93003

Los Padres Forest Watch
P.O. Box 831
Santa Barbara, CA 93102

Farm Bureau of Ventura County
Attention: Maureen McGuire
5156 McGrath Street, Suite 102
Ventura, CA 93006

Community Memorial Health Center – Port Hueneme
321 East Port Hueneme Rd
Port Hueneme, CA 93041

Hueneme Elementary School
Attention: Branden Grange
354 North 3rd St
Port Hueneme, Ca 93041

Richard Bard Elementary School
Attention: Mirta Alcantar
622 East Pleasant Valley Rd.
Port Hueneme, CA 93041

Art Haycox Elementary School
Attention: Veronica Pacheco
5400 Perkins Rd.
Oxnard, CA 93033

Tierra Vista Elementary School
Attention: Karla Roberto
2001 Sanford St
Oxnard, CA 93033

Vista Real Charter High School - Port Hueneme
5000 South C St #15b
Oxnard, CA 93033

Boys & Girls Club of Greater Oxnard and Port Hueneme
Attention: Dr. Tracy Blois
590 East Pleasant Valley Rd
Port Hueneme, CA 93041

Orvene S. Carpenter Community Center
550 Park Ave
Port Hueneme, CA 93041

Surfrider Foundation, Ventura County Chapter
Attention: Andy Dosev
PO Box 1028
Ventura, CA 93002

The Nature Conservancy
1094 East Main Street
Ventura, CA 93001

Ventura County Resource Conservation District
PO Box 147
Somis, CA 93066

San Buenaventura Conservancy for Preservation
PO Box 23263
Ventura, CA 93001

Ventura County Archaeological Society
Attention: Robert Lopez
P.O. BOX 4172
Thousand Oaks, CA 91359

Barbareño/Ventureño Band of Mission Indians
P.O. Box 364
Ojai, CA 93024

Coastal Band of the Chumash Nation
Attention: Gabriel Frausto
P.O. Box 40653
Santa Barbara, CA 93140

City of Port Hueneme Department of Parks & Recreation
Attention: Anna Hanely
550 Park Avenue
Port Hueneme, CA 93041

5.3 State Agencies

California Highway Patrol
4656 Valentine Road
Ventura, CA 93003

California Dept. of Parks & Recreation
715 P Street
Sacramento, CA 95814

California Energy Commission
715 P Street
Sacramento, CA 95814

California State Air Resources Board
Attention: Liane M. Randolph
P.O. Box 2815
Sacramento, CA 95812

California Dept. of Transportation, District 7
Attention: Miya Edmonson
100 South Main Street, MS 16
Los Angeles, CA 90012

California Dept. of Fish and Wildlife, Region 5
Attention: Erinn Wilson-Olgin
3883 Ruffin Road
San Diego, CA 92123

California Dept. of Food and Agriculture
1220 North Street
Sacramento, CA 95814

California Office of Historic Preservation
Attention: Stacy St. James
P.O. Box 6846
Fullerton, CA 92834

California Public Utilities Commission
Attention: Rachel Peterson
505 Van Ness Ave
San Francisco, CA 94102

California Public Utilities Commission, Los Angeles Office
320 West 4th Street, Suite 500
Los Angeles, CA 90013

California State University
Attention: Dr. Mildred Garcia
401 Golden Shore Blvd
Long Beach, CA 90802-4210

California Environmental Protection Agency
1001 I Street, P.O. Box 2815
Sacramento, CA 95812-2815

Department of Housing and Urban Development
300 North Los Angeles Street, Suite 4054
Los Angeles, CA 90012

California Department of Water Resources
Attention: Karla Nemeth
P.O. Box 942836, Room 1115-1
Sacramento, CA 94236-0001

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

Department of Resources Recycling and Recovery
P.O. Box 4025
Sacramento, CA 95812-4025

Department of Conservation
715 P Street, MS 1900
Sacramento, CA 95814

California Coastal Commission
Attention: Barbara Carey
89 S California Street #200
Ventura, CA 93001

California Water Quality Control Board
Attention: David Nahai
320 West 4th Street, Suite 200
Los Angeles, CA 90013

California Transportation Commission
1120 North Street, MS52
Sacramento, CA 95814

California Department of Toxic Substances Control
Cypress Office
5796 Corporate Avenue
Cypress, CA 90630

5.4 Federal Agencies

U.S. Fish and Wildlife Service
Attention: Cat Darst
2493 Portola Rd. Suite B
Ventura, CA 93009

Federal Emergency Management Agency
Attention: Robert J. Fenton
1111 Broadway, Suite 1200
Oakland, CA
94607-4052

U. S. Department of Agriculture
Attention: Brooke Rollins
1400 Independence Ave., S.W.
Washington, DC 20250

FHWA- California Division
Attention: Elissa Konove
888 South Figueroa St., Ste. 440
Los Angeles, CA 90017

Natural Resources Conservation Service, California Office
430 G Street, #4164
Davis, CA 95616-4164

Office of Environmental Policy and Compliance Department of the Interior
Attention: Stephen G. Tryon
Main Interior Building, MS 2462
1849 “C” Street, NW
Washington, DC 20240

Office of Environmental Policy and Compliance Department of the Interior, Oakland Region
Attention: Viktoriya Sirova
1111 Broadway #1200
Oakland, CA 94607

Office of Environmental Management U.S. Department of Energy
Attention: Office of Environmental Management
1000 Independence Ave., SW
Washington, DC 20585

U.S. Army Corps of Engineers, Los Angeles District
Attention: Col. Andrew Baker
915 Wilshire Blvd.
Los Angeles, CA 90017

U.S. Army Corps of Engineers, Regulatory Division, Ventura Office
60 South California Street, Suite 201
Ventura, CA 93001

National Marine Fisheries Services, West Coast Regional Office
Attention: Jennifer Quan
1201 Northeast Lloyd
Portland, OR 97232

National Park Service, Region 8
Attention: David Szymanski
555 Battery Street, Suite 121
San Francisco, CA 94111

Environmental Protection Agency, Region 9
Headquarters
75 Hawthorne Street
San Francisco, CA 94105

Los Padres National Forest
Attention: Veronica Garza
3505 Paradise Rd.
Santa Barbara, CA 93101

US Department of Housing and Urban Development
Attention: Regional Administrator
One Sansome Street, Suite 1200
San Francisco, CA 94104

5.5 Property Owners

WWL Realty Americas LLC
5351 Edison Drive
Oxnard, CA 93033

WWL Realty Americas LLC
5601 Edison Drive
Oxnard, CA 93033

Ivan and Molly Sohrakoff
PO Box 3723
Camarillo, CA 93011

Tesan & Karen Cha Wu
2275 East Hueneme Road
Oxnard, CA 93035

WWL Realty Americas LLC
188 Broadway
Woodcliff Lake, NJ 07677

Ritsuo Ito
1101 West Robert Avenue
Oxnard, CA 93030

Plum Vista LP
875 West Los Angeles Avenue
Somis, CA 93066

Marathon Land Inc.
PO Box 579
Port Hueneme, CA 93044

TKO Properties LLC
PO Box 1249
Carpinteria, CA 93014

Katsuda Acres LLC
1531 East Hueneme Road
Oxnard, CA 93033

GH Land Holdings LLC
1312 Del Norte Road
Camarillo, Ca 93010

United Ag Investments LLC
300 Wood Road #D
Camarillo, CA 93010

Marathon Lands Inc.
PO Box 579
Port Hueneme, CA 93044

South Shore Land Co LLC
1294 Main Street
Ventura, CA 93001

Ito Farms Inc
9112 McFadden
Westminster, CA 92683

MCM Trust
1000 South Seaward Avenue
Ventura, CA 93001

GH Land Holdings
1312 Del Norte Road
Camarillo, CA 93010

James Naumann Trust
PO Box 3723
Camarillo, CA 93011

Berkshire Investments LLC
411 Walker Street
Watsonville, CA 95076

United Ag Investments LLC
330 Wood Road, #D
Camarillo, CA 93010

Teto's Produce
1531 East Hueneme Road
Oxnard, CA 93033

Steven and Paul Almcrantz
1235 7H Place
Port Hueneme, CA 93041

City of Oxnard
300 West Third Street
Oxnard, CA 93030

Hodson Ranch LLC
1524 Teak Avenue
Montrose, CO 81401

Tesan and Karen Cha Wu
2240 Greencastle Lane
Oxnard, CA 93035

Letita Austion
333 Pomona Street
Port Hueneme, CA 93041

Jesus Lopez
1571 Park Avenue
Port Hueneme, CA 93041

Southern California Edison Co.
PO Box 800
Rosemead, CA 91770

Chapter 6 References

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Appendix A Title VI/Non-Discrimination Policy Statement

The California Department of Transportation (Caltrans) assures that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance, as required by Title VI of the Civil Rights Act of 1964,as amended, the Civil Rights Restoration Act of 1987, and Federal Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

Caltrans will make every effort to ensure nondiscrimination in all of its programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Appendix B Summary of Relocation Benefits

CALIFORNIA DEPARTMENT OF TRANSPORTATION RELOCATION ASSISTANCE PROGRAM

Declaration of Policy

"The purpose of this title is to establish a **uniform policy for fair and equitable treatment** of persons displaced as a result of federal and federally assisted programs in order that such persons **shall not suffer disproportionate injuries** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 CFR 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

Fair Housing

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the U.S. to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans RAP. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the U.S. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

Residential Relocation Financial Benefits

The RAP will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential RAP can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement

property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated

because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

Nonresidential Relocation Assistance

The Nonresidential RAP provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the RAP. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $33,200 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $53,200.

Additional Information

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans’ Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Additional information can be found on the Caltrans Division of Right of Way’s RAP.

Appendix C Avoidance, Minimization and/or Mitigation Summary

The following avoidance, minimization and/or mitigation measures would be implemented as part of the project. With implementation of these measures, construction impacts would be minimized and would not be considered adverse.

CIA-1 Following construction, Temporary Construction Easement (TCE) areas would be restored to their original conditions or similar.

REL-1 Displacees will be provided with relocation assistance in accordance with the Uniform Act.

UTL-1 The location of underground utilities shall be confirmed prior to proposed construction activities by contacting the Underground Service Alert of Southern California. If necessary, the County of Ventura shall work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities.

CUL-1 If human remains are discovered, California Health and Safety Code (HSC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner would notify the Native American Heritage Commission (NAHC), who, pursuant to Public Resource Code (PRC) Section 5097.98, would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact Claudia Harbert, Environmental Branch Chief – Cultural Resources, Caltrans District 7, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

CUL-2 If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Secure the area
3. Notify the Engineer

Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized.

If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

CUL-3 If project limits are extended beyond the current survey limits, additional surveys will be required.

CUL-4 If previously unidentified cultural materials are un-earthed during construction, work be halted in that area until a qualified archaeologist can assess the nature and significance of the find.

WQ-1 Work areas would be reduced to the maximum extent feasible, and staging area would be located outside of jurisdictional features.

WQ-2 Erosion Control Best Management Practices (BMPs) such as slit fencing, fiber rolls, straw bales or other measures would be implemented to minimize dust, dirt, and debris resulting from construction activities, and to protect water quality of the northern drainage. Silt fencing would be placed along the boundary of the work area and between the temporary impact area and the slough, and in other areas as appropriate to minimize impacts on the drainages.

WQ-3 Following completion of construction activities, appropriate erosion control measures would be implemented to ensure that soils disturbed by construction are stabilized, to minimize non-stormwater water discharges across the roadway.

WQ-4 Appropriate hazardous material Best Management Practices (BMPs) would be implemented to reduce the potential for chemical spills or contaminant releases into the slough including any non-stormwater discharge.

WQ-5 All equipment refueling and maintenance would be conducted at least 100 feet away from jurisdictional features. In addition, construction vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.

WQ-6 Temporarily disturbed areas would be re-contoured and re-vegetated using native species. Any re-vegetation or erosion control implemented would be completed using non-invasive species.

WQ-7 Temporary soil stabilization and wind erosion control Best Management Practices (BMPs), such as the placement of fabric cover or plastic sheeting to stabilize disturbed soil and/or stockpile areas would be utilized.

WQ-8 Temporary silt fences, fiber rolls, and gravel bag berms would be placed downslope of exposed soil areas or along the perimeter of the project site to intercept and slow the flow of sheet flow runoff.

WQ-9 Temporary drainage inlet protection would be utilized to minimize the amount of sediment entering storm drain systems. The temporary drainage inlet protections would be installed at storm drain inlets that are subject to runoff.

WQ-10 The project would implement street sweeping within the project area to prevent sediment from entering storm drains. A temporary construction entrance and access road would be used for equipment and vehicles to enter and access the work area.

WQ-11 Job site management, including effective handling, storage, usage, and disposal practices, would be implemented to control material pollution and manage waste and non-stormwater within the project area. Spill prevention and control, material management, waste management, stormwater management, and dewatering activities would be utilized.

WQ-12 The County of Ventura (County) will work with the Regional Water Quality Control Board (RWQCB) to determine potential areas for permanent treatment Best Management Practices (BMPs) during the process for the Clean Water Act (CWA) Section 401 Water Quality Certification and in preparation of the Stormwater Pollution Prevention Plan. Off-site locations/mitigations may be considered if there is not enough room for the required treatment BMPs on-site.

WQ-13 Water quality inspectors would inspect the project area following a rain event to ensure that the stormwater Best Management Practices (BMPs) are adequate and functioning as intended.

WQ-14 All grindings and asphaltic-concrete waste would be stored within previously disturbed areas absent of habitat and at a minimum of 150 feet from any aquatic habitat, culvert, or drainage feature.

WQ-14 Revegetation and erosion control netting will be incorporated into the project design in order to prevent and minimize permanent erosion of exposed soils after the project is constructed.

WQ-15 The County of Ventura (County) will include a copy of all relevant permits, including the Regional Water Quality Control Board (RWQCB) Clean Water Act (CWA) Section 401 Water Quality Certification, within the construction bid

package of the project. The Resident Engineer or their designee will be responsible for implementing the Conditions of the United States Army Corps of Engineers (USACE) CWA Section 404 Nationwide permit.

HAZ-1 A Phase II Site Investigation (SI) would be conducted to determine the presence of aerially deposited lead (ADL), pesticides and associated metals (e.g. arsenic), asbestos-containing material (ACM), or lead based paint (LBP) in the project area and further investigate hazardous waste sites. If ADL, pesticides and associated metals (e.g. arsenic), ACM, or LBP are discovered, the project would comply with applicable Caltrans Standard Specifications to safely handle and dispose of hazardous waste.

HAZ-2 Should the underground storage tank (UST) located at 2463 East Hueneme Road require removal or relocation and/or if excavation is planned within the near vicinity of the UST, any potentially contaminated soil encountered should be properly stockpiled and characterized to develop a waste profile prior to disposal and/or reuse.

HAZ-3 All traffic striping paints should be treated as lead-containing for purposes of determining the applicability of the California Occupational Safety and Health Administration (OSHA) lead standard during removal activities. Used sandblasting materials or ground asphalt waste streams containing striping paint should be properly containerized to develop a waste profile prior to disposal.

HAZ-4 Existing groundwater wells within the project area should be properly abandoned in accordance with regulatory permitting requirements if not planned for use.

AQ-1 Water or a dust palliative would be applied to the site and equipment as often as necessary to control fugitive dust emissions.

AQ-2 Visible dust would not exceed 100 feet in length from earth-moving activities.

AQ-3 Soil binder would be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

AQ-4 Trucks would be washed as they leave the right-of-way (ROW) as necessary to control fugitive dust emissions.

AQ-5 Construction equipment and vehicles would be properly tuned and maintained. All construction equipment would use low sulfur fuel as required by the CA Code of Regulations Title 17, Section 93114.

AQ-6 A dust control plan would be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

AQ-7 Equipment and materials storage sites would be located as far away from residential and park uses as practicable. Construction areas would be kept clean and orderly.

AQ-8 Environmentally sensitive areas would be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles would be prohibited, to the extent feasible.

AQ-9 Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, would be used. Bulk material handling facilities with a monthly import or export of 2,150 cubic yards or more of bulk material must take measures to reduce or prevent track-out onto a paved public road.

AQ-10 All transported loads of soil and wet materials would be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) would be provided to minimize the emission of dust during transportation.

AQ-11 Dust and mud that are deposited on paved, public roads due to construction activity and traffic would be promptly and regularly removed to reduce particulate matter (PM) emissions.

AQ-12 To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

AQ-13 Mulch would be installed, or vegetation planted as soon as practicable after grading to reduce windblown particulate matter (PM) in the area.

AQ-14 In addition, nonstandard special provision 14-9.05 would mandate contractors to be responsible for complying with all rules and regulations implemented by air districts.

NOI-1 Noise associated with construction is controlled by Caltrans Standards Specification Section 14-8.02 “Noise Control” which states:

- Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9:00 PM to 6:00 AM.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

BIO-1 Tree removal would be avoided during the breeding season (February 15 through August 1).

BIO-2 If trimming or removal of vegetation and/or initial ground disturbance must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area (500 feet for raptors and 100 feet for other birds), as feasible, by a qualified biologist no more than 72 hours days prior to trimming or ground disturbance activities. Surveys would be repeated if construction activities are suspended for 14 days or more.

BIO-3 If nesting birds are found within 500 feet of the construction area, appropriate buffers (typically 100 feet for birds and 500 feet for raptors) consisting of orange flagging/fencing or similar would be installed and maintained until nesting activity has ended, as determined in coordination with the surveying biologist and regulatory agencies, as appropriate.

Appendix D Air Quality Conformity Documentation

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

May 1, 2026

In Reply, Refer To:
HDA-CA

ELECTRONIC CORRESPONDENCE ONLY

Andrew Yoon, P.E., Senior Transportation
Engineer
Air Quality Branch
California Department of Transportation,
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012

SUBJECT: Project Level Conformity Determination for the Hueneme Road Widening Project (CTIPS ID# 209-6000-3563, Federal Aid # HIPL-5952(215), FTIP ID VEN011202, RTP ID VEN011202)

Dear Mr. Yoon:

On March 13, 2026, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the Hueneme Road Widening Project. The project is in an area that is designated Nonattainment or Maintenance for Ozone.

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Southern California Association of Governments (SCAG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

Based on the information provided, FHWA finds that the Hueneme Road Widening Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Michael Morris at michael.morris@dot.gov.

Sincerely,

ANTONIO DESHAWN JOHNSON
Digitally signed by ANTONIO DESHAWN JOHNSON
Date: 2026.05.01 08:12:30 -07'00'

Antonio Johnson
Director of Planning, Environment,
& Right of Way
Federal Highway Administration

TO:

Andrew Yoon, Caltrans

CC: (via email)

Rodney Tavitas, Caltrans
Antonio Johnson, FHWA

Rodney.Tavitas@dot.ca.gov
Antonio.Johnson@dot.gov

Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: Hueneme Road Widening Project

DIST-CO-RTE-PM: 07-VEN-Hueneme Road

EA: **Federal Aid Number:** VEN011202

Document Type: ☐ 23 USC 326 CE ☐ 23 USC 327 CE ☒ EA ☐ EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's Green Book listing of non-attainment areas?

☐ If no, go to Step 18. **Transportation conformity does not apply to the project.**

☒ If yes, go to Step 2.

Step 2. Is the project exempt from conformity per 40 CFR 93.126 or 40 CFR 93.128?

☐ If yes, go to Step 18. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).

☐ 40 CFR 93.126[1]
Project type from Table 2: _____

☐ 40 CFR 93.128

☒ If no, **go** to Step 3.

Step 3. Is the project exempt from regional conformity per 40 CFR 93.127?

☐ If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type).
Project type: _____

☒ If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

☒ If yes, t**he project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

☐ If no and the project is located in an isolated rural area, go to Step 5.

☐ If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

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[1] Please refer to Clarifications on Exempt Project Determinations to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under "projects that correct, improve, or eliminate a hazardous location or feature."

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

☐ If yes, go to Step 6.

☐ If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

☐ If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**

☐ If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

☐ **Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105).**[2] Go to Step 8.

Step 8. Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

☒ If no, go to Step 9. **CO conformity analysis is not required.**

☐ If yes, **hot-spot analysis requirements for CO per the** CO Protocol (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors[3]) **have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)**[4]. Go to Step 9.

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

☒ If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**

☐ If yes, go to Step 10.

[2] The analysis must support this conclusion before going to the next step.
[3] Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot.
[4] As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's Transportation Conformity Guidance for PM 10 and PM 2.5?

☐ If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____**. Go to Step 12.

☐ If yes, go to Step 11.

Step 11. The project is a POAQC.

☐ **The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards.** Go to Step 12.

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca.]

☐ If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).** Go to Step 14.

☐ If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered "yes")**.** Has a written commitment been made as part of the air quality analysis to implement the identified measures?

☐ If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)).** Go to Step 14.

☒ If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

☐ If yes, go to step 15.

☒ If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.

Step 15. Is any analysis required by steps 1-13 of this form?[5]

☐ If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.

☐ If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for **ozone only** and considered not regionally significant/non-exempt?

☐ If yes, go to Step 18.[6]

☒ If no, then **an AQCA is needed**. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and FHWA Submittal Package Checklist to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: May 1, 2026

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

Andrew Yoon	Andrew Yoon	May 1, 2026
Senior Transportation Engineer	Signature	Date

[5] Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

[6] Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CITY FUNDS	$0	$26	$0	$0	$0	$0	$0	$0	$26
CON	Coronavirus Response-Relief Supp	$0	$1,856	$0	$0	$0	$0	$0	$0	$1,856
CON	STP LOCAL	$0	$200	$0	$0	$0	$0	$0	$0	$200
TOTAL	TOTAL	$0	$2,082	$0	$0	$0	$0	$0	$0	$2,082

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
VENLS07	VARIOUS AGENCIES	Ventura	EXEMPT - 93.126	SCCAB	$14,780	VENLS07	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		NO	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HBP PROGRAM Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). Consistent with HBP listing as of March 22, 2023.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	AGENCY	$118	$513	$0	$1,931	$0	$0	$0	$0	$2,562
CON	BRIDGE - LOCAL	$4,920	$3,544	$0	$7,833	$0	$0	$0	$0	$16,297
TOTAL	TOTAL	$959	$4,057	$0	$9,764	$0	$0	$0	$0	$14,780

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
VEN011202	VENTURA COUNTY	Ventura	NON-EXEMPT	SCCAB	$18,318	VEN011202	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAY63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): GM	From OXNARD CITY LIMIT to RICE ROAD	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD - WIDEN FROM 2 TO 4 LANES (PHASE I)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	COUNTY	$1,055	$0	$0	$0	$0	$0	$0	$0	$1,055
PE	HIGHWAY INFRASTRUCTURE	$1,172	$0	$0	$0	$0	$0	$0	$0	$1,172
PE	PRIVATE FUNDS	$0	$0	$0	$0	$1,698	$0	$0	$0	$1,698
ROW	PRIVATE FUNDS	$0	$0	$0	$0	$910	$0	$0	$0	$910
CON	PRIVATE FUNDS	$0	$0	$0	$0	$13,483	$0	$0	$0	$13,483
TOTAL	TOTAL	$2,227	$0	$0	$0	$16,091	$0	$0	$0	$18,318

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
VEN170109	VENTURA COUNTY	Ventura	EXEMPT/ MODELED	SCCAB	$19,518	VEN170109	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
PLN40 - PLANNING	From Rice Road to Los Posas Road	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

HUENEME ROAD FROM RICE ROAD TO LAS POSAS ROAD - WIDEN 3.66 ROAD MILES TO FOUR LANES (PE ONLY)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	PRIVATE FUNDS	$0	$0	$0	$0	$19,518	$0	$0	$0	$19,518
TOTAL	TOTAL	$0	$0	$0	$0	$19,518	$0	$0	$0	$19,518

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
VEN170110	VENTURA COUNTY	Ventura	NON-EXEMPT	SCCAB	$131,630	5A0720	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS	From OXNARD CITY LIMITS to VENTURA CITY LIMITS	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

Appendix E Comment Letters and Responses

A total of five (5) individuals provided written comments during the circulation period. This appendix includes copies of the letters received, with the responses to comments immediately following each letter.

Table A. Commenters

No.	Name	Type of Correspondence	Date
Comment A	Susan Josue	Letter	December 2, 2025
Comment B	Kate Faulkner (Channel Islands Bicycle Club)	Letter	December 6, 2025
Comment C	Ventura County Public Works, Watershed Planning and Permits Division	Letter	December 12, 2025
Comment D	Ventura County Air Pollution Control District	Letter	December 15, 2025
Comment E	Karen Glynn	Letter	December 29, 2025
Comment F	Karen Glynn	Email	January 13, 2026

COMMENT A: SUSAN JOSUE

December 2, 2025

To: **County of Ventura – Department of Public Works**
Attn: **Mr. Matt Hespenheide**
Hall of Administration
800 South Victoria Avenue, #L1620
Ventura, CA 93009
Email: **Matt.Hespenheide@venturacounty.gov**

RE: Formal Comments on Draft Environmental Assessment for the Hueneme Road Widening Project (HPL-5952(215))

Request for Public Hearing Under the Notice of Opportunity for a Public Hearing

Dear Mr. Hespenheide,

I am submitting this letter as part of the official public review period for the Draft Environmental Assessment (Draft EA) for the Hueneme Road Widening Project. I am a property owner directly along the Edison Drive–Rice Avenue segment included in the project limits. My family has owned this farm property for many years, and it is a place of deep personal and family significance and remains part of an active agricultural operation.

Because the proposed project would directly affect the frontage, access, historic character, and agricultural use of my property, I am submitting **formal objections** to the project as currently proposed. I am also **formally requesting a Public Hearing**, pursuant to the Notice of Opportunity for a Public Hearing dated November 14, 2025.

1. Direct Impacts to My Property and Agricultural Operations

The project proposes widening Hueneme Road from two lanes to four lanes, with buffered bike lanes, a median, and additional pavement. My property sits immediately along this road segment. The Draft EA does not adequately evaluate:

- intrusion of widened pavement toward private property
- increased air pollution, dust, and particulate matter affecting crops
- restricted movement of farm equipment and vehicles

#1

- potential need for additional right-of-way or setbacks
- safety issues for workers and vehicles entering/exiting an active farm

#1

Agricultural operations rely on safe, predictable access. The proposed widening introduces significant hazards that were not sufficiently analyzed.

2. Traffic Safety, Driveway Access, and Increased Collision Risk

This portion of Hueneme Road already experiences high-speed traffic and significant truck activity. Expanding the roadway to four lanes will increase:

- vehicle speeds
- truck volumes
- collision risk at rural driveways
- difficulty accessing the property with agricultural equipment
- limitations on left-turn and right-turn movements

The Draft EA does not analyze these risks or propose mitigation such as:

#2

- reduced speed zones
- turn pockets
- warning signage
- sight-distance improvements
- driveway reconfiguration

These omissions represent major safety concerns for farm workers, visitors, and service vehicles.

3. Noise, Vibration, Air Quality, and Light Pollution

The expanded roadway would bring traffic closer to structures and occupied outdoor areas. Impacts include:

- increased noise levels for residents, tenants, workers, and animals
- vibration from trucks that can affect older buildings
- nighttime lighting and glare
- dust and emissions settling on crops and outdoor areas

These are **significant environmental effects** that the Draft EA did not address with adequate modeling or mitigation.

#3

4. Property Value Loss and Character Impacts

The widening would substantially reduce the rural, agricultural character of this corridor and negatively affect the value of properties directly along the roadway. The Draft EA does not acknowledge that increased noise, traffic intensity, and loss of buffer area result in quantifiable property value reductions for affected landowners.

#4

5. Potential Historic or Cultural Resource Impacts

The farmhouse on my property is one of the few remaining older rural structures in this part of Ventura County. My family has maintained it for many years, and it represents a tangible piece of the local agricultural heritage.

While I am not asserting a formal designation at this time, the property may qualify for evaluation as a potential historic resource under NEPA/CEQA criteria. This possibility was **not analyzed** in the Draft EA, despite the project's close proximity and potential to alter vibration levels, visual character, and setting.

#5

6. Inadequate Alternatives Analysis

The Draft EA appears to dismiss alternatives without sufficient evaluation. The environmental document does not seriously consider:

- reduced-width or constrained cross sections
- shifting widening to the opposite side of the roadway
- operational improvements (signal timing, turn lanes only)
- measures that avoid impacts to existing homes and farms

A broader range of alternatives is required to comply with NEPA's requirement for rigorous consideration of reasonable options.

#6

7. Request for Public Hearing

Under the Notice of Opportunity for a Public Hearing, I am formally requesting that the County and Caltrans hold a **Public Hearing** for this project. A hearing is necessary to allow affected landowners, agricultural operators, and community members the opportunity to provide testimony, request additional analysis, and discuss alternative design approaches.

#7

8. Request for Additional Analysis Before Final Approval

I respectfully request that the County and Caltrans:

- conduct expanded environmental analysis
- perform detailed traffic and safety modeling
- evaluate agricultural access impacts
- assess potential historic resource considerations
- clarify right-of-way needs
- model noise and vibration effects

#8

- consider design options that avoid or minimize direct impacts to homes and agricultural properties

Until these analyses are completed, the project should not advance to final approval.

Conclusion

Because my property and agricultural operation face direct, long-term impacts from the proposed widening, I strongly oppose the project as currently designed. I request:

1. **A formal Public Hearing** | #9
2. **Expanded environmental analysis** | #10
3. **Reevaluation of alternatives that reduce or avoid impacts to homes and agricultural lands** | #11

Thank you for your attention to these comments. Please confirm receipt and provide written acknowledgement that my request for a Public Hearing has been recorded.

Sincerely,

Susan Josue

susan@missionoaksmgmt.com

Mobile 805.312.7510

Response to Comment A-1

Intrusion of widened pavement toward private property was discussed in the Draft EA as part of the analysis under several environmental topic areas, including **Sections 2.2.1 Existing and Future Land Use**, **2.2.3 Farmlands**, **2.2.5 Community Character and Cohesion**, **2.2.6 Relocations and Real Property Acquisition**, **2.2.8 Transportation**, **2.2.9 Visual/Aesthetics, 2.3.1 Water Quality and Stormwater Runoff**, **2.3.4 Air Quality**, **and 2.3.5 Noise and Vibration**, and **Chapter 2.4 Biological Environment**.

An AQR was prepared and summarized in **Section 2.3.4. Air Quality** of the Draft EA. As discussed in these documents, construction activities would result in short term generation of air pollutants; however, these emissions would be temporary, and emissions of criteria pollutants would be below thresholds set by the VCAPCD. Project operation would result in a slight increase in criteria pollutants but would not cause or contribute to any new localized pollutant violations or delay the attainment of any required emission reductions.

The VCAPCD Air Quality Assessment Guidelines also identify that deposition of particulates on crops can have adverse impacts, including reduced crop quality and yield (Ventura County Air Pollution Control District, 2003). As discussed in the Draft EA, construction activities would generate fugitive dust; however, construction would be short-term and VCAPCD's rules and regulations, including Rule 55, and Caltrans Standard Specifications 14-9.02 would be implemented. Rule 55 includes measures to decrease construction-generated dust emissions and restricts fugitive dust emissions at nearby property lines (Ventura County Air Pollution Control District, 2008). With implementation of these measures, short-term dust impacts on nearby land uses, including agricultural production land uses, would be minimal.

Unpaved roadways, unpaved vehicle parking areas, aging paved roadway surfaces, and wind-generated dust from passing vehicles near unpaved shoulders can also contribute to localized increases of fugitive dust. Wind-generated turbulence associated with vehicles passing on roadways with unpaved shoulders can result in fugitive dust re-entrainment (reintroduction of settled contaminants into the air) (Moosmüller, et al., 1998). The project would include repaving the existing roadway, which would improve the roadway life expectancy and minimize dust from pavement breakdown. The project would also incorporate additional paving as part of the bike lanes, paved buffers, and shoulders adjacent to the vehicle travel lanes. The project would not increase dust coming from the roadway; rather, this additional paving would be expected to reduce overall dust re-entrainment and potential impacts on nearby land uses, including agricultural production land uses.

A TIS and TIS Addendum were prepared and summarized in **Section 2.2.8 Transportation** of the Draft EA. As discussed in these documents, under existing conditions emergency access vehicles, agricultural vehicles, bicyclists, and other vehicles share a 2-lane roadway with minimal shoulders. Part of the purpose of the project is to enhance vehicle and bicycle safety along the project corridor. Temporary delays and congestion would result from construction equipment and vehicles on roadways and short-term equipment staging in the project area; however, a traffic management plan would be in place to minimize these impacts. In addition, construction would be staged to provide continuous access to private parcels, and at least one lane would always be open.

The project would reduce congestion and improve roadway operations on Hueneme Road and the surrounding area. Existing left-turn lanes would be retained, a paved median would be added, shoulders would be widened, Class II bicycle lanes would be added, and driveways would be conformed to the new roadway configuration where warranted. These improvements would enhance safety along the corridor for all types of vehicles, including emergency vehicles and agricultural vehicles and equipment. The project would not result in adverse impacts on transportation or safety within the project area; rather, the project has been designed to accommodate existing and projected traffic volumes and would improve traffic conditions and safety at existing intersections and roadway segments in the project area.

A RIM was prepared and is summarized in **Section 2.2.6 Relocations and Real Property Acquisitions** of the Draft EA. As discussed in these documents, the project would require partial (sliver) ROW acquisition from 30 properties; no full acquisitions would be required. No additional ROW acquisitions other than those outlined in the RIM and Draft EA are anticipated at this time. All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Response to Comment A-2

Please see **Response A-1** for additional discussion related to transportation, access, and safety. A TIS and TIS Addendum were prepared and summarized in **Section 2.2.8 Transportation** of the Draft EA. As discussed in these documents, Hueneme Road is a 2-lane roadway with a posted speed limit of 55 mph. The project would improve traffic operations and reduce existing and project delays but would not change the design speed of the roadway.

The project would not result in increases in traffic volumes; rather, the project has been designed to accommodate existing and projected traffic volumes and would improve traffic conditions and safety at existing intersections and roadway segments in the project area. Existing left-turn lanes would be retained, a paved median would be added, shoulders would be widened, Class II bicycle lanes would be added, and some driveways may be conformed to the new roadway configuration.

The project has been designed in accordance with required roadway standards, and in consideration of TIS results and property access. The proposed improvements would enhance safety along the corridor for all types of vehicles, including emergency vehicles and agricultural vehicles and equipment. As discussed in the Draft EA, impacts would not be substantially adverse, and no avoidance, minimization, and/or mitigation measures are warranted. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment A-3

Please see **Response A-1** for additional discussion related to dust emissions. An NSR was prepared and summarized in **Section 2.3.5 Noise and Vibration** of the Draft EA. As discussed in these documents, FHWA noise impact regulations include criteria that differ depending on the type of land use being analyzed. Animals are not considered during land use analysis under FHWA regulations. Noise abatement is only considered for areas of frequent human use that would benefit from a reduced noise level. No outdoor areas of frequent human use or undeveloped lands that are currently permitted for future development were identified in the project area.

As discussed in the NSR and Draft EA, noise impacts during construction would be short-term, intermittent, and overshadowed by local traffic noise. During construction, applicable standards such as Caltrans Standards Specification Section 14-8.02 would be applied, which would reduce noise impacts in the project area (see measure **NOI-1** in the Draft EA).

Following construction, predicted noise levels at existing land use types would not exceed applicable NAC. Therefore, the project would not result in adverse noise impacts. However, predicted noise levels at 1531 East Hueneme Road are anticipated to approach the NAC, and noise abatement was considered per Caltrans standards. Abatement was deemed infeasible because a noise barrier placed between the residence and Hueneme Road would prevent access to the property.

Project construction activities could result in generation of groundborne vibration, which may cause a disturbance to nearby land uses; however, as discussed in the NSR and Draft EA there are no land uses within the project area considered to be “vibration-sensitive.” During operation, roadway vibration is anticipated to be similar to existing conditions, and there are no buildings that would be close enough to the extended roadway to be impacted by vibration. Therefore, the project would not result in substantially adverse vibration impacts and would not warrant mitigation.

A VIA Memorandum was prepared and summarized in **Section 2.2.9 Visual/Aesthetics** in the Draft EA. As discussed in these documents, Hueneme Road is an existing roadway, and the project would not include any additional lighting; therefore, it would not be expected to increase light and glare in the project area. The project would not result in substantially adverse visual impacts and would not warrant mitigation.

Response to Comment A-4

Please see **Response A-1** for additional discussion related to dust emissions. A CIA was prepared and summarized in **Section 2.2.5 Community Character and Cohesion** of the Draft EA. As discussed in these documents, construction traffic, dust, exhaust, and visual elements could result in temporary impacts on community character and cohesion; however, measures would be implemented to minimize these impacts. The project would be constructed along an existing transportation corridor and project operation would not divide existing neighborhoods/communities. Therefore, the project would not result in substantially adverse impacts on community character and cohesion and would not warrant mitigation.

A Farmland Evaluation was conducted and summarized in **Section 2.2.3 Farmlands** of the Draft EA. As discussed in these documents, the project would require acquisition of a sliver of ROW along the front of the property but would not render the surrounding agricultural area unfarmable. Therefore, the project would not substantially change the agricultural setting. The project would not result in substantially adverse impacts on agriculture and would not warrant mitigation.

A RIM was prepared and is summarized in **Section 2.2.6 Relocations and Real Property Acquisitions** of the Draft EA. As discussed in these documents, construction would require TCEs from 28 parcels. Access to these properties would be maintained and restored to their owners following construction. The project would also require sliver ROW acquisition from 30 properties; no full acquisitions would be required. All activities will be conducted in accordance with the

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (see measure REL-1 in the Draft EA). The County follows a formal ROW acquisition process that will include negotiation and compensation for property acquired as part of the project. The County will continue to coordinate with property owners as the project moves forward.

Response to Comment A-5

An HRER was prepared and summarized in **Section 2.2.10 Cultural Resources** of the Draft EA. As discussed in these documents, the property was previously evaluated by Caltrans for eligibility in 1996; however, it was determined ineligible for the NRHP and CRHR. Therefore, the property is not considered historic for the purposes of the NEPA analysis, and the project would not result in a change to the historic setting.

Response to Comment A-6

Three potential Build Alternatives were identified in the PSR and evaluated for the project, along with the no build alternative. Chapter 1 of the Draft EA summarizes the alternative and discusses the reasons two of these alternatives were eliminated and why the project alternative was selected. The proposed roadway cross section is required to meet the project's purpose and need, which includes operational and safety improvements. The alternatives considered included widening on one side, or both sides, but the chosen alternative was the alternative that resulted in the least overall impact on properties and utilities while still meeting the project's purpose and need.

Response to Comment A-7

In response to this request, a public hearing was held on December 30, 2025.

Response to Comment A-8

Please refer to **Response A-1** through **Response A-7** for additional discussion. Multiple design alternatives were considered in the PSR, and the alternatives analysis was summarized in the Draft EA. Traffic, agriculture, historic, noise, and vibration impacts have been evaluated in the the TIA, Farmland Evaluation, HPSR/HRER, NSR, and summarized in the Draft EA; no additional analysis is warranted. The County follows a formal ROW acquisition process that will include negotiation and compensation for property acquired as part of the project. Comments related to project design have been noted and will be considered during future design phases. The County will continue to coordinate with property owners as the project moves forward.

Response to Comment A-9

Please see **Response A-7.**

Response to Comment A-10

Please see **Response A-8**.

Response to Comment A-11

Please see **Response A-6.**

COMMENT B: KATE FAULKNER (CHANNEL ISLANDS BICYCLE CLUB)

Channel Islands Bicycle Club
P.O. Box 1164
Ventura, California 93002

6 December 2025

County of Ventura Department of Public Works
Attention: Matt Hespenheide
Hall of Administration
800 South Victoria Avenue #L1620
Ventura, CA 93009

Subject: Hueneme Widening EA

Dear Mr. Hespenheide,

The Channel Islands Bike Club (CIBike) is an organization of over 300 cyclists in Ventura County with strong membership from the cities of Camarillo, Oxnard, Ventura, Ojai, and Moorpark. CIBike advocates for safe bicycling and promotes cycling for commuting, recreation, transportation, tourism, and sport.

We are very supportive of the plan for a dedicated and separated lane for bicyclists in both directions on Hueneme Road. #1

If rumble strips are planned, we have some requests to maximize safety: #2

a) Regular breaks (such as 12' break for each 48'section of rumble) in the continuity of the "strip" to allow cyclists to safely move in and out of the bike lane.
b) Paint a "Flying Wedge" to identify roadway hazards (such as grates and the beginning of rumble strips). Uneven pavement which might be a minor irritant to vehicles can be extremely dangerous to bikes. See photo below.

The proposed project is on a road that was identified in VCTC's Bicycle Wayfinding Plan as the "Coast Route to Westlake Village". This project enhances travel for bicyclists traveling between Port Hueneme and Cal State Channel Islands University. We suggest the addition of bike route wayfinding signs in the project area. Future projects can expand the signage and infrastructure on the remainder of the Wayfinding route. #3

In conclusion, the Channel Islands Bike Club appreciates that this project provides dedicated space for bicyclists. We support the proposed improvements to Hueneme

Sincerely,

Kate Faulkner
Government Liaison
Channel Islands Bicycle Club

California State Route 44 in Shasta County, California. The painted "Flying Wedge" alerts bicyclists to a drainage grate and the beginning of a rumble strip.

Response to Comment B-1

This comment has been noted for the record.

Response to Comment B-2

This comment has been noted. Comments related to project design will be considered during future design phases.

Response to Comment B-3

This comment has been noted. Comments related to project design will be considered during future design phases.

COMMENT C: VENTURA COUNTY DEPARTMENT OF PUBLIC WORKS, WATERSHED PLANNING AND PERMITS DIVISION

PUBLIC WORKS
VENTURA COUNTY

WATERSHED PROTECTION
WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009

MEMORANDUM

DATE: December 12, 2025

TO: Philip Hess, Case Planner
County of Ventura

FROM: Yunsheng Su, PWA-WP Case Reviewer

SUBJECT: RMA25-037
APN:083006132
CEQA Review Comments and Conditions

Pursuant to your request dated 11/21/2025, this office has reviewed the submitted materials and provides the following comments.

PROJECT LOCATION:

Location Map:

PROJECT DESCRIPTION:

The County proposes to widen an approximate 1.93-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a 2-lane roadway to a 4-lane roadway with buffered bike lanes, a paved median, and turn lanes. The purpose of the project is to improve vehicle and bicycle travel and safety between the Cities of Oxnard and Camarillo. Hueneme Road has been identified in past and recent regional transportation plans and studies as a candidate for road widening. In 2005, the County's Subsequent Environmental Impact Report for Focused General Plan Update amended the Public Facilities map to reflect the road widening of the Regional Road Network to accommodate projected traffic flows for the year 2020. In addition, the 2009 Ventura County Congestion Management Plan identified roadway improvements which included Hueneme Road from Oxnard City limits to Rice Avenue. The General Plan also includes the County's plan for Transportation and Mobility and identifies Hueneme Road as "approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals."

APPLICATION COMPLETENESS:

Complete - from our area of concern.

ENVIRONMENTAL IMPACT ANALYSIS:

Item 31a. Flood Control Facilities/Watercourses – Ventura County Public Works Agency, Watershed Protection is deemed to be Less Than Significant.

The proposed project is situated about 2200 feet from the Ormond Lagoon Waterway, which is a WP jurisdictional redline channel. No new or modified direct stormwater drainage connections to this WP channel, activities within WP's easement, or activities over, under, or within the redline channel appear to be proposed or indicated on the applicant's submitted materials.

This proposed project would result in an increase of impervious area within the subject property. It is understood that impacts from the proposed increase in impervious area and stormwater drainage design within the project site will be required to be mitigated to less than significant under the conditions imposed by County of Ventura. The mitigation requires that runoff from the proposed project site be released at no greater than the existing flow rate and in such manner as to not cause an adverse impact downstream in peak discharge, velocity, or duration.

WP staff determines that the proposed project design with the conditions mentioned above mitigates the direct and indirect project-specific and cumulative impacts to flood control facilities and watercourses. Therefore, the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency - Watershed Protection.

WATERSHED PROTECTION COMMENTS:

None.

WATERSHED PROTECTION CONDITIONS:
None.

If you have any questions, please feel free to contact me by email at Yunsheng.Su@Ventura.Org or by phone at 805-654-2005.

END OF TEXT.

Response to Comment C

It has been noted that there are no comments, and the Ventura County Public Works Department, Watershed Planning and Permits Division agrees with conclusions in the Draft EA.

COMMENT D: VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT

VENTURA COUNTY
AIR POLLUTION
CONTROL DISTRICT

ALI REZA GHASEMI, PE
Air Pollution Control Officer
4567 Telephone Road, 2nd Floor | Ventura, CA 93003
Phone: 805.303.4005 | Fax: 805.456.7797

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: County of Ventura Dept. of Public Works DATE: December 15, 2025

FROM: Nicole Collazo, Air Quality Specialist, Planning Division NC

SUBJECT: Hueneme Road Widening Project Draft Environmental Assessment (RMA 25-037)

Ventura County Air Pollution Control District (APCD) staff has reviewed the subject environmental assessment (EA) for the project referenced above, which analyzed the environmental impacts of a construction project to widen an approximate 1.93-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a 2-lane roadway to a 4-lane roadway with buffered bike lanes, a paved median, and turn lanes. The purpose of the project is to improve vehicle and bicycle travel and safety between the Cities of Oxnard and Camarillo.

APCD has the following comments regarding the project's EA.

1) Page 106. The Mobile Source Air Toxics section fails to mention the California Office of Environmental Health Hazard Assessment (OEHHA) and that the APCD relies on their guidelines and assessments regarding health and environmental impacts of toxics exposure in addition to the Environmental Protection Agency (EPA). Its methodology guidance was also recently updated to use a lower exposure lifetime scenarios, such as a 30-year lifetime versus 70-year. #1

2) Page 109. The EA states that "there is potential for the fungus causing valley fever to be in the soil within the project area" and that "VCAPCD Rule 55 for the control of fugitive dust would help to minimize exposure by reducing potential increases in fugitive dust and potential increases in entrained fungal spores." The Ventura County Air Quality Assessment Guidelines (AQAG) recommend additional measures be added outside of requirements of our Fugitive Dust Rule 55 to properly ensure no construction workers or sensitive receptors are exposed to Valley Fever fungal spores. Below are recommended measures found in the AQAG's section 7.4.2 that can be added to the EA under pages 112-113. #2

1. Restrict employment to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection).
2. Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune.
3. Require crews to use respirators during project clearing, grading, and excavation

operations in accordance with California Division of Occupational Safety and Health regulations.
4. Require that the cabs of grading and construction equipment be air-conditioned.
5. Require crews to work upwind from excavation sites.
6. Pave construction roads.
7. Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering.
8. During rough grading and construction, the access way into the project site from adjoining paved roadways should be paved or treated with environmentally-safe dust control agents.

#2

Thank you for the opportunity to comment on the EA. If you have any questions, you may contact me at nicole@vcapcd.org.

Response to Comment D-1

Typically, Caltrans does not include state or local guidance when preparing federal documents such as EAs; however, this guidance is addressed in the EIR prepared for the project. FHWA and Caltrans generally take a more qualitative approach when analyzing Mobile Source Air Toxics. The State of California may recommend different periods of exposure when determining potential risks than federal agencies.

Response to Comment D-2

As discussed in the Draft EA, the project would be constructed in accordance with Caltrans Standard Specifications, which require compliance with applicable laws/regulations pertaining to air quality. Since VCAPCD's CEQA Guidelines were adopted in 2003, various measures have been developed, and regulations adopted that pertain to construction worker Valley Fever exposure (Division 5, Part 1, Chapter 9 of the California Labor Code). In addition, AB 203 requires training for construction workers, including potential risks, identifying potential symptoms of exposure, and minimizing risk/exposure (California Department of Public Health, n.d.). In accordance with Caltrans standard specifications, all applicable regulations would be followed during implementation of the project.

The VCAPCD's CEQA Guidelines state that the Valley Fever fungus is mostly found at the base of hillsides, in virgin, undisturbed soil and does not survive well in highly populated areas because it requires undisturbed soil to grow. The fungus is also not likely to be in soil that has been or is being cultivated and fertilized because manmade fertilizers enhance the growth of the natural microbial competitors of the fungus. Within Ventura County, this fungus is most prevalent in the county's dry, inland regions. The project area has been previously disturbed, consists mostly of cultivated lands, and is not within areas of the county where Valley Fever is most prevalent. Therefore, exposure to Valley Fever is anticipated to be negligible, and additional measures are not warranted.

COMMENT E: KAREN GLYNN

Matt,

Thanks again to you, Gianfranco, and Michael for the recent site meeting. It was very informative. I'll summarize below some of the points we discussed.

As you know, my family owns the property at 2292 Hueneme Road, which includes active prime farmland and a farmhouse that have long functioned as part of our agricultural operations in Ventura County. Both the land and the farmhouse remain in productive, ongoing use today. As proposed, the Hueneme Road Widening Project would bring the roadway closer to this working agricultural setting, with the potential to affect both farming operations and the farmhouse. These potential impacts are discussed below.

Impacts to Agricultural Operations, home and Property and Access: The proposed roadway widening has the potential to affect functional operation of the farm, including the safe movement of agricultural vehicles and equipment between the fields, farmhouse and the roadway. Changes to roadway configuration, traffic volumes, and vehicle speeds may affect the ability of farm equipment to safely enter and exit the property and to make necessary turning movements, including left-hand turns. Changes may result in hazardous ingress/egress to both the farmhouse and farmland. #1

In addition, potential changes to roadway grade could result in portions of the roadway being elevated relative to the adjacent farmland/farmhouse, which may introduce operational challenges. Such changes could affect existing drainage patterns and may require the relocation or modification of irrigation lines, wells, or other agricultural infrastructure. Together, these changes could interfere with normal agricultural operations and day-to-day farm activities. #2

Safety concern of vehicles veering into the residence and/or farmland. #3

Drainage and Flooding Potential: Potential changes to roadway grade and drainage could redirect stormwater toward the farmhouse and land creating flooding, ponding, and erosion. #4

Privacy: Loss of privacy and visual intrusion for the residence and increased exposure of farm operations, change in rural character of the property, loss of buffer between farmhouse/agricultural land and roadway. Particularly concerned about aesthetic considerations. #5

Noise: Increased traffic noise and vibration to the residence and cultivated fields; headlight glare. Debris and dust from traffic settling on crops and landscaping. Speeding concerns. #6

Removal of Existing Tree Buffer Along Hueneme Road:
The existing roadway corridor along Hueneme Road is currently defined by a long, continuous line of tall, mature trees located on our property that provide substantial visual buffering between the roadway and our surrounding agricultural land. These trees represent decades of growth and function as an established mitigation element along this stretch of roadway. Their removal as part of the proposed road widening would result in an immediate and significant change to the appearance and overall character of the corridor and our property. #7

Cultural Considerations: For generations, this property has been associated with family-run strawberry farming in Ventura County, including a Japanese American farming presence in the region. The farmhouse historically supported farm operations and, together with the surrounding farmland, reflects the rural character and scale of early agricultural properties in Oxnard. I understand that in 2024, Ventura County's Cultural Heritage Program identified 2292 Hueneme Road as a potential cultural heritage site. #8
Road changes that reduce setbacks or introduce more urban roadway elements may diminish the property's agricultural landscape and historic setting, potentially resulting in impacts to both aesthetic and cultural resources.

In light of the roadway's closer proximity to the residence and adjoining prime farmland, I respectfully request consideration of mitigation measures appropriate to this property as part of the environmental review and project design. To the extent feasible and where practicable, my hope is that such measures should be reasonably designed to reduce project-related visual, noise, safety, operational, buffering, cultural and aesthetic impacts, while remaining consistent with standard mitigation measures and compatible with the agricultural and rural character of the residence and working farmland. #9

Requested Mitigation Measures:

Buffering and Setback Treatments- Walls, berms, and landscape buffers to restore separation, consistent with standard mitigation measures. Request for visual exhibits, if possible. #10

Drainage and Flooding: Ensure roadway design and construction do not increase runoff, ponding, or drainage impacts onto the property and do not interfere with agricultural operations or the farmhouse, to the extent feasible. #11

Noise and Vibration Reduction Measures - Physical barriers, surface treatments, or design adjustments to maintain existing livability conditions. #12

Landscape and Visual Screening- Planting, walls, or design elements compatible with the agricultural setting. Reduce visual intrusion, where possible. Consider preservation of the relationship between the farmhouse and fields. #13

Protection Measures - Driveway into farmhouse and farmland design refinements with safety standards, Turn lane considerations, Grade transitions, Coordination on irrigation infrastructure, Construction-phase protections, dust control, drainage design, and protections for farm operations. #14

Tree Replacement and Mitigation Considerations:
While tree replacement may be proposed along the long corridor alongside our fields, replacement with small saplings may not replicate the existing buffering or screening function for many years. Mitigation should therefore seek, where practical, to replace removed trees with larger, substantial plant material capable of providing meaningful screening within a reasonable timeframe. #15

Design Considerations Related to the Property's Setting:
Consideration of design choices that avoid overly urban roadway elements and help maintain the agricultural and historical character of the farmhouse and surrounding farmland, where possible. #16

As the project moves forward, we look forward to continuing to work with you, your staff and Caltrans to discuss potential mitigation measures and incorporate them where feasible. This coordination would help ensure the roadway functions compatibly alongside our family's home and agricultural land while meeting the project's transportation goals.

Monday, December 29, 2025

Response to Comment E-1

A TIS and TIS Addendum were prepared and summarized in **Section 2.2.8 Transportation** of the Draft EA. As discussed in these documents, under existing conditions emergency access vehicles, agricultural vehicles, bicyclists, and other vehicles share a 2-lane roadway with minimal shoulders. Part of the purpose of the project is to enhance vehicle and bicycle safety along the project corridor.

Temporary delays and congestion would result from construction equipment and vehicles on roadways and short-term equipment staging in the project area; however, a traffic management plan would be in place to minimize these impacts. In addition, construction would be staged to provide continuous access to private parcels, and at least one lane would always be open.

Project operation would reduce congestion and improve roadway operations on Hueneme Road and the surrounding area. Existing left-turn lanes would be retained, a paved median would be added, shoulders would be widened, Class II bicycle lanes would be added, and driveways would be conformed to the new roadway configuration where warranted. These improvements would enhance safety along the corridor for all types of vehicles, including emergency vehicles and agricultural vehicles and equipment. The project would not result in adverse impacts on transportation or safety within the project area; rather, the project has been designed to accommodate existing and projected traffic volumes and would improve traffic conditions and safety at existing intersections and roadway segments in the project area.

Response to Comment E-2

The properties on the south side of the road are situated at a lower elevation than the roadway. The road profile would not be raised as part of the project; however, fill may be required on the south side of the roadway in several locations to accommodate the driveway conform work. As discussed in the Draft EA, existing access to adjacent parcels would be maintained throughout construction and operation and the project would include conforming driveways to the new roadway configuration where warranted.

A WQAR and Hydrology Study Report were prepared and summarized in **Section 2.3.1 Water Quality and Stormwater Runoff** of the Draft EA. As discussed in these documents, the project would result in an increase of impervious surface area, which would increase the surface runoff from the roadway. However, during operation this runoff would flow either to the relocated drainage north of the roadway or sheet flow to parcels south of the roadway, which matches existing drainage patterns and would not be expected to interfere with agricultural operations.

The County follows a formal ROW acquisition process that will include negotiation and compensation for property acquired as part of the project. The County will continue to coordinate with property owners as the project moves forward. Relocation or modification of irrigation lines, wells, or other agricultural infrastructure required as part of the ROW acquisition will be considered during this process.

Response to Comment E-3

Please see **Response E-1** for additional discussion related to safety. Hueneme Road is an existing roadway, and the improvements would enhance safety for all vehicles and bicycles;

therefore, the project would not be expected to result in a safety concern related to vehicles veering into adjacent parcels.

Response to Comment E-4

Please see **Response E-2** for additional discussion related to hydrology. During operation, runoff would flow either to the relocated drainage north of the roadway or sheet flow to parcels south of the roadway, which matches existing drainage patterns and would not be expected to result in flooding, ponding, or erosion. The project would also be consistent with the County's Green Streets program and would include measures to reduce erosion and increase infiltration.

Response to Comment E-5

A VIA Memorandum was prepared and summarized in **Section 2.2.9 Visual/Aesthetics** of the Draft EA. As discussed in these documents, the tree removal would not detract from existing views or result in changes to the existing visual character of the corridor. Therefore, the project would not substantially change the visual setting. Privacy is not a topic considered under NEPA. However, this comment has been noted and will be considered as project design advances.

Response to Comment E-6

Please see **Response A-1** for a discussion on dust impacts. Please see **Response E-1**, for a discussion related to transportation and safety.

An NSR was prepared and summarized in **Section 2.3.5 Noise and Vibration** of the Draft EA. As discussed in these documents, noise impacts during construction would be short-term, intermittent, and overshadowed by local traffic noise. During construction, applicable standards such as Caltrans Standards Specification Section 14-8.02 would be applied, which would reduce noise impacts in the project area.

Following construction, predicted noise levels at existing land use types would not exceed applicable NAC. Therefore, the project would not result in adverse noise impacts. However, predicted noise levels at 1531 East Hueneme Road are anticipated to approach the NAC, and noise abatement was considered per Caltrans standards. Abatement was deemed infeasible because a noise barrier placed between the residence and Hueneme Road would prevent access to the property.

Project construction activities could result in generation of groundborne vibration, which may cause a disturbance to nearby land uses; however as discussed in the NSR and Draft EA there are no land uses within the project area considered to be "vibration-sensitive." During operation, roadway vibration is anticipated to be similar to existing conditions, and there are no buildings that would be close enough to the extended roadway to be impacted by vibration. Therefore, the project is not expected to result in adverse vibration impacts.

A VIA Memorandum was prepared and summarized in **Section 2.2.9 Visual/Aesthetics** in the Draft EA. As discussed in these documents, Hueneme Road is an existing roadway, and the project would not include any additional lighting; therefore, it would not be expected to increase light and glare in the project area.

Response to Comment E-7

Please see **Response E-5** for additional discussion related to tree removal. A VIA Memorandum was prepared and summarized in **Section 2.2.9 Visual/Aesthetics** of the Draft EA. As discussed in these documents, the tree removal would not detract from existing views or result in changes to the existing visual character of the corridor. Therefore, the project would not substantially change the visual setting.

Response to Comment E-8

An HRER was completed and summarized in **Section 2.2.10 Cultural Resources** of the Draft EA. As discussed in these documents, the property was previously evaluated by Caltrans for eligibility in 1996; however, it was determined ineligible for the NRHP and CRHR. Therefore, the property is not considered historic for the purposes of the NEPA analysis, and the project would not result in a change to the historic setting.

Response to Comment E-9

Please see **Responses E-1**, **E-2**, **E-5**, **E-6**, **E-7**, and **E-8**. Impacts on visual/aesthetics, noise and vibration, transportation, cultural resources, and farmlands would not be substantially adverse and would not warrant mitigation. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-10

Please see **Responses E-5, E-6,** and **E-7**. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-11

Please see **Response E-2**. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-12

Please see **Response E-6**. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-13

Please see **Responses E-7** and **E-10**. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-14

Please see above responses. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-15

Please see **Responses E-5** and **E-7** for more discussion related to tree removal. Comments related to project design have been noted and will be considered during future design phases.

Response to Comment E-16

Please see **Response E-8** for more discussion related to historic resources. A Farmland Evaluation was conducted and summarized in **Section 2.2.3 Farmlands** of the Draft EA. As discussed in these documents, the project would require acquisition of a sliver of ROW along the front of the property but would not render the surrounding agricultural area unfarmable. Therefore, the project would not substantially change the agricultural setting. In addition, paving of the existing dirt shoulder would be anticipated to result in an overall long-term reduction in the re-entrainment of PM and potential impacts on nearby land uses, including agricultural production land uses. Comments related to project design have been noted and will be considered during future design phases.

COMMENT F: KAREN GLYNN

From: Karen Glynn <karenrglynn@yahoo.com>
Sent: Tuesday, January 13, 2026 2:35 PM
To: Matthew Hespenheide <matt.hespenheide@venturacounty.gov>; Erinn Silva <erinn@gpaconsulting-us.com>
Cc: Ken Hasegawa <ken@missionoaksmgmt.com>; Susan Josue <susan@missionoaksmgmt.com>
Subject: Hueneme Road Widening

Hi Matt,

Thanks again for taking the time to work with my family throughout this process. As the project moves toward final approval, I just wanted to follow up briefly on one item from my December 29, 2025 letter.

As described in that letter, the long, continuous line of mature trees along our Hueneme Road frontage functions as more than private landscaping. It provides wind, dust, and visual buffering between an active working strawberry farm, a historic farmhouse, and the roadway, and has served as an established mitigation feature along this corridor for decades. Removal of this buffer represents a change to the agricultural, visual, and historic setting of the property. My hope is that the removal of this existing buffer is clearly addressed in the Final EIR, along with any feasible mitigation measures. #1

I look forward to continuing to work together as the project moves forward.

Sincerely,

Karen Glynn

Response to Comment F-1

A Farmland Evaluation was prepared and summarized in **Section 2.2.3 Farmlands** of the Draft EA. As discussed in these documents, the project would require acquisition of a sliver of ROW along the front of the property but would not render the surrounding agricultural area unfarmable. Therefore, the project would not substantially change the agricultural setting. In addition, paving of the existing dirt shoulder would be anticipated to result in an overall long-term reduction in the re-entrainment of particulates and potential impacts on nearby land uses, including agricultural production land uses.

A VIA Memorandum was prepared and summarized in **Section 2.2.9 Visual/Aesthetics** of the Draft EA. As discussed in these documents, tree removal would not detract from existing views or result in changes to the existing visual character of the corridor. Therefore, the project would not substantially change the visual setting.

An HRER was prepared and summarized in **Section 2.2.10 Cultural Resources** of the Draft EA. As discussed in these documents, the property was previously evaluated by Caltrans for eligibility in 1996; however, it was determined ineligible for the NRHP and CRHR. Therefore, the property is not considered historic for the purposes of the NEPA analysis, and the project would not result in a change to the historic setting.

Based on the results of the analyses, it was determined that there would be no substantially adverse impacts of these resources and mitigation is not warranted. The County follows a formal ROW acquisition process that will include negotiation and compensation for property acquired as part of the project. The County will continue to coordinate with property owners as the project moves forward.

Appendix F List of Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Environmental Assessment:

- Ambient Air Quality & Noise Consulting. Air Quality Report – Hueneme Road Widening Project, County of Ventura, California. 2025
- Ambient Air Quality & Noise Consulting. Noise Study Report – Hueneme Road Widening Project, County of Ventura, California. 2025
- Caltrans District 7, Division of Environmental Planning. Biological Review Exemption – Hueneme Road Widening Project, County of Ventura, California. 2023
- Duke Cultural Resource Management, LLC. Archeological Survey Report – Hueneme Road Widening Project, County of Ventura, California. 2024
- GEOCON WEST, INC. Phase I Initial Site Assessment – Hueneme Road Widening Project, County of Ventura, California. 2024
- GPA Consulting. Historic Resources Evaluation Report – Hueneme Road Widening Project County of Ventura, California. 2024
- GPA Consulting. Historic Property Survey Report – Hueneme Road Widening Project, County of Ventura, California. 2024
- GPA Consulting. Visual Impact Assessment Memorandum – Hueneme Road Widening Project, County of Ventura, California. 2023
- GPA Consulting. Farmland Evaluation – Hueneme Road Widening Project. County of Ventura, California. 2024
- GPA Consulting. Community Impacts Assessment – Hueneme Road Widening Project, County of Ventura, California. 2025
- GPA Consulting. Relocation Impact Memorandum – Hueneme Road Widening Project, County of Ventura, California. 2025
- GPA Consulting. Water Quality Assessment Report – Hueneme Road Widening Project, County of Ventura, California. 2024
- Kasraie Consulting. Hydrology Study Report – Hueneme Road Widening Project. County of Ventura, California. 2024
- Kimley-Horn. Traffic Impact Study – Hueneme Road Widening Project. County of Ventura, California. 2023

Appendix G List of Acronyms and Abbreviations

General Plan	Ventura County General Plan
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-containing materials
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADI	Area of Direct Impact
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
AE-40	40-acre minimum size lot
APE	Area of Potential Effects
APN	Accessor Parcel Number
AQMP	Air Quality Management Plan
AQR	Air Quality Report
ARD	Aquatic Resources Delineation
ASTM	American Society of Test Materials
Basin	Santa Clara River Valley Groundwater Basin
BERD	Build Environment Resource Directory
bgs	Below ground surface
BMP	Best management practices
BSA	Biological Study Area
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCA	Clean Air Act
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of federal regulations
CGP	Construction General Permit
CGS	California Geological Survey

CH_4	Methane
CIA	Community Impacts Assessment
CMWD	Calleguas Municipal Water District
CO	Carbon Monoxide
coll/mv	Collisions per million vehicles
County	Ventura County
CO_2	Carbon Dioxide
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DPM	Diesel particulate matter
EA	Environmental Assessment
EIR	Environmental Impact Report
EO	Executive Order
F	Fahrenheit
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FTIP	Federal Transportation Improvement Program
HDM	Highway Design Manual
HPSR	Historic Property Survey Report
HOV	High Occupancy Vehicle
HRER	Historical Resources Evaluation Report
HSC	Health and Safety Code
HUC	Hydrologic Unit Code
IS	Initial Study
ISA	Initial Site Assessment
IWMD	Integrated Waste Management Division
LBP	Lead-based paint
LCP	Lead Compliance Plan
$L_{eq}(h)$	hourly equivalent continuous sound level
LOS	Level of service

LUST	Leaking Underground Storage Tank
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
mph	Miles per hour
MSAT	Mobile-source Air Toxics
MSL	Mean sea level
$MTCO_{2e}$	Metric tons of Carbon Dioxide Equivalent
MR	Modeled Receptor
MRZ	Mineral Resource Zones
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NB	Northbound
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NES(MI)	Natural Environment Study (Minimal Impacts)
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxides
NOA	Naturally-occurring asbestos
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
N_2O	Nitrous Oxide
OSHA	Occupational Health and Safety Act
OVMWD	Ocean View Municipal Water District
O_3	Ozone
PA	Programmatic Agreement
Pb	Lead
PCB	Polychlorinated Biphenyls
PDT	Project Development Team
Pilot Program	Surface Transportation Project Delivery Pilot Program
PLAC	Permits, licenses, agreements and certifications

PM	Post mile
$PM_{2.5}$	Particulate Matter less than 2.5 microns in diameter
PM_{10}	Particulate Matter less than 10 microns in diameter
PRC	Public Resource Code
project	California Street Northbound Off-Ramp Relocation Project
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
ROG	Reactive organic gases
ROW	Right-of-way
RTP	Regional Transportation Program
RWQCB	Regional Water Quality Control Board
SB	Southbound
SCAG	Southern California Association of Governments
SCCAB	South Central Coast Air Basin
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDC	Seismic design criteria
SER	Standard Environmental Reference
SOAR	Save Open Space and Agricultural Resources Ordinances
SO_2	Sulfur Dioxide
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SR	State route
SWMP	Stormwater Management Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TASAS	Traffic Accident Surveillance and Analysis System
TCE	Temporary construction easements
TIS	Traffic Impact Study
TMDL	Total Maximum Daily Loads
TMP	Traffic Management Plan
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UPRR	Union Pacific Railroad

USC	United States Code
USGS	United States Geological Survey
U.S.	United States
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
UST	Underground storage tank
UWCD	United Water Conservation District
VAU	Visual Assessment Unit
VCAPCD	Ventura County Air Pollution Control District
VCBMP	Ventura Countywide Bicycle Master Plan
VCCTP	Ventura County Comprehensive Transportation Plan
VCRBWP	Ventura County Regional Bikeway Wayfinding Plan
VCTC	Ventura County Transportation Commission
VCWPD	Ventura County Watershed Protection District
VIA	Visual Impact Assessment
VMT	Vehicle miles traveled
VOC	Volatile Organic Compounds
V/C	Volume-to-Capacity
WQAR	Water Quality Assessment Report

Appendix H Form AD-1006

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request May 6, 2024	
Name of Project Hueneme Road Widening Project		Federal Agency Involved Federal Highway Administration	
Proposed Land Use Transportation		County and State Ventura County, CA	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS: May 7, 2024	Person Completing Form: Peter Fahnestock
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated 98,074	Average Farm Size 122
Major Crop(s) strawberries, lemons, celery	Farmable Land In Govt. Jurisdiction Acres: 263,493 %: 22.4	Amount of Farmland As Defined in FPPA Acres: 215,868 %: 18.3	
Name of Land Evaluation System Used	Name of State or Local Site Assessment System Storie	Date Land Evaluation Returned by NRCS June 24, 2024	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	9.2			
B. Total Acres To Be Converted Indirectly	7.3			
C. Total Acres In Site	16.5			
PART IV *(To be completed by NRCS)* Land Evaluation Information	Site A	Site B	Site C	Site D
A. Total Acres Prime And Unique Farmland	7.63			
B. Total Acres Statewide Important or Local Important Farmland	8.87			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0006			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	41.5			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	46			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	11			
2. Perimeter In Non-urban Use	(10)	5			
3. Percent Of Site Being Farmed	(20)	1			
4. Protection Provided By State and Local Government	(20)	20			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	17			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	59	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	46	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	59	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	105	0	0	0

Site Selected: A	Date Of Selection 06/24/24	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

After consultation with NRCS. Site A was determine to have a score less than 260 (105). Site A was selected.

Name of Federal agency representative completing this form: FHWA	Date: 06/24/24

(See Instructions on reverse side) **Form AD-1006 (03-02)**