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5.12 Traffic and Transportation

This section addresses the potential effects of the MREC on traffic and transportation. Section 5.12.1 describes the affected environment of the local and regional traffic and transportation routes surrounding the project site. Section 5.12.2 presents the environmental analysis of the project's effects on local traffic volumes and patterns. Section 5.12.3 evaluates potential cumulative effects on traffic and transportation because of other, simultaneous projects. Section 5.12.4 describes mitigation measures for the project. Section 5.12.5 describes applicable LORS. Section 5.12.6 lists the applicable regulatory agencies and contacts. Section 5.12-7 discusses traffic and transportation permits required. Section 5.12.8 lists the references used to prepare this section.

5.12.1 Affected Environment

The MREC will be located in unincorporated Ventura County, California approximately 1.5 miles southwest of the City of Santa Paula.

5.12.1.1 Existing Regional and Local Transportation Facilities

The surrounding regional and local roadway networks are shown in Figures 5.12-1 and 5.12-2. Regional access to the site is provided from SR-126. Locally, the MREC site can be accessed via the SR-126/Briggs Road interchange, southeast to Pinkerton Road, west onto Mission Rock Road and then south to Shell Road. The MREC is located on the southeast side of Shell Road.

Construction workers and MREC employees traveling to the site will use the roadways described below.

State Route 126

SR-126 (Santa Paula Freeway), in the vicinity of the MREC, is a four-lane, divided freeway that serves east-west travel through the region. SR-126 extends from Highway 101 to the west to Santa Paula to the east. East of Santa Paula the freeway becomes a conventional highway, extending to I-5 in Santa Clarita (Los Angeles County). Access to and from SR-126 to the MREC site is provided at the existing interchange at Briggs Road. Annual average daily traffic (AADT) volumes on SR-126 are 50,000 vehicles per day west of Briggs Road and 48,000 vehicles per day east of Briggs Road (Caltrans, 2015). Trucks represent approximately 5.3 percent of all traffic on this roadway.

Briggs Road

Briggs Road is a north-south two-lane local roadway between Foothill Road to the north and Pinkerton Road to the south. Briggs Road carries 3,300 ADT south of Telegraph Road and 1,100 ADT north of Telegraph Road (Ventura County, 2014).

Pinkerton Road

Pinkerton Road is an east-west two-lane local roadway between Briggs Road to the east and Todd Road to the west.

Mission Rock Road

Mission Rock Road is a north-south two-lane local road. Mission Rock Road begins at Pinkerton Road to the north and terminates at the base of the mountains to the south.

Shell Road

Shell Road is a two-lane east-west local paved road between Mission Rock Road to the east and Todd Road to the west. East of Mission Rock Road, Shell Road is a dirt road that provides access to agricultural fields.

5.12.1.2 Existing Traffic Conditions and Level of Service Analysis

The traffic analysis for MREC was conducted according to the methodologies and procedures outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, 2010), and applicable provisions from the CEQA. AADT volumes were used to assess the level of service (LOS) for the project area roadways and peak-hour turning movement counts were used to assess intersection LOS. AADT for 2014 were obtained from the Caltrans Traffic Data Branch (Caltrans, 2015) for SR-126 and ADT were obtained from Ventura County for Briggs Road. Peak hour turning movement counts for the interchange at Briggs Road were derived from Caltrans ramp volumes (Caltrans, 2014). Caltrans traffic data for SR-126 near the MREC site, were reviewed to assess changes in traffic volumes over the last 5 years. Over the 5-year period, there has been no net change in traffic volumes along this segment of SR-126. Therefore, no growth rate was applied to the 2014 traffic counts.

Table 5.12-1 is a summary of roadway capacities by roadway classification as defined by the Ventura County General Plan (Ventura County, 2005). These criteria were applied to SR-126 and Briggs Road.

Table 5.12-1 ADT LOS Thresholds by Road Type

		Daily Volume	
Road Classification	**Number of Lanes**	**LOS C**	**LOS D**
Class I Local roadway	2 lanes	10,000	16,000
Freeway	4 lanes	68,000	82,000

Source: Ventura County Public Works Agency 9/94

The volume/capacity (V/C) ratio is an indicator of traffic conditions, speeds, and driver maneuverability and the resulting V/C is expressed using LOS, where LOS A represents free-flow activity and LOS F represents overcapacity conditions (congestion). Table 5.12-2 is a summary of the LOS grades, traffic flow characteristics and corresponding V/C ratios for freeway segments and local roadways.

Table 5.12-2 LLOS Criteria for Local Roadways and Freeway Segments

LOS	V/C (Basic Freeway with 70 mph Free Flow Speed)	Local Roadway	Traffic Flow Characteristics
A	0.00 – 0.32	0.00 – 0.60	Free flow; insignificant delays
B	0.33 – 0.53	0.61 – 0.70	Stable operation; minimal delays
C	0.54 – 0.74	0.71 – 0.80	Stable operation; acceptable delays
D	0.75 – 0.90	0.81 – 0.90	Approaching unstable flow; queues develop rapidly but no excessive delays
E	0.91 – 1.00	0.91 – 1.00	Unstable operation; significant delays
F	> 1.00	> 1.00	Forced flow; jammed conditions

Source: Transportation Research Board. 2010.

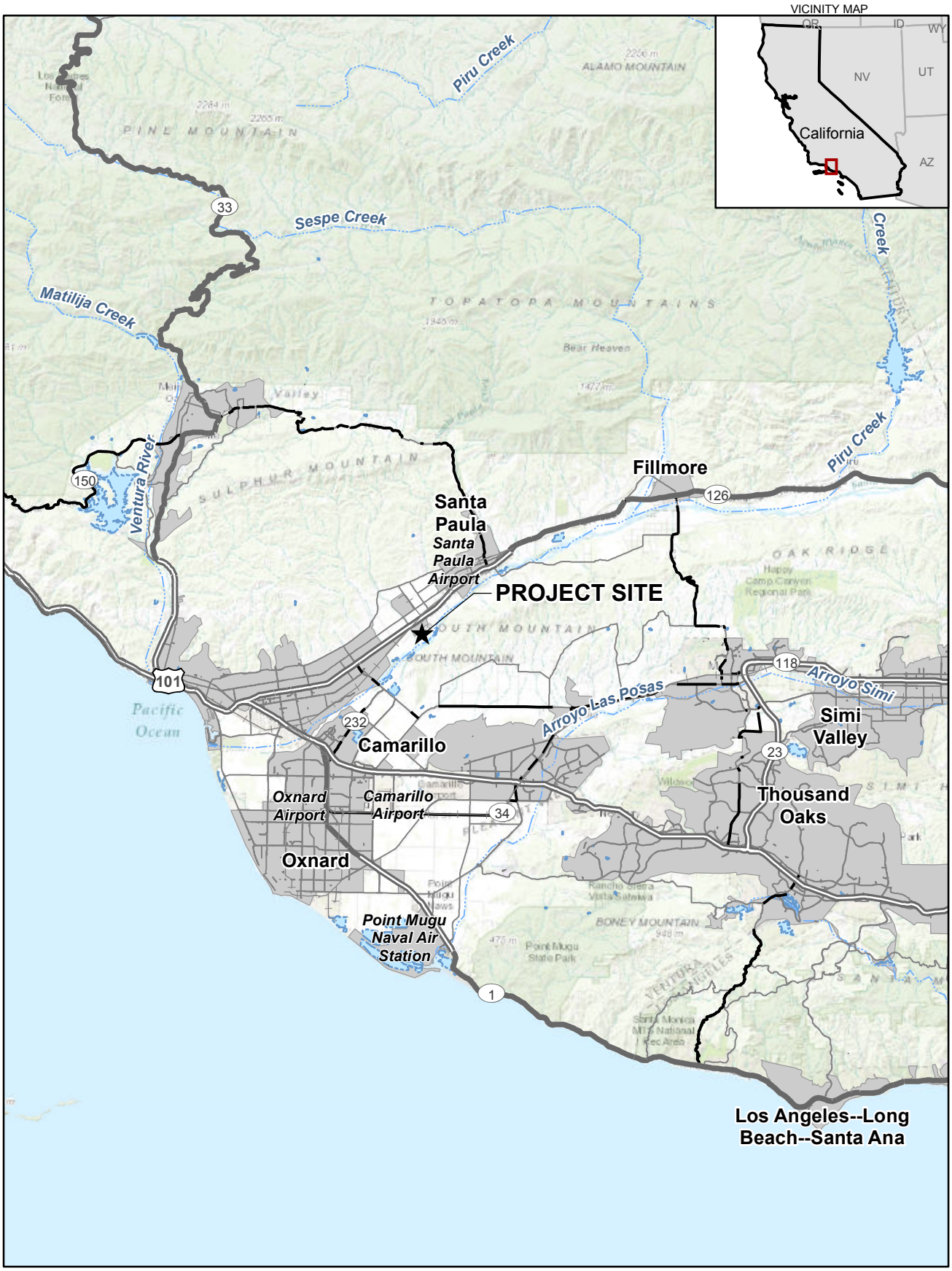

Figure 5.12-1
Regional Road Network
Mission Rock Energy Center
Ventura County, California

LEGEND

- Project Site
- Ventura CountyTransportation Commission VISTA 126 Transit Route
- Railroad

Source:
Caltrans (2014).
Ventura County GIS (2015).

N

0 2,000 4,000
Feet

Figure 5.12-2
Local Road Network
Mission Rock Energy Center
Ventura County, California

The HCM 2010 methodology has been used to determine the intersection LOS at the Briggs Road/SR-126 ramps. Table 5.12-3 is a summary of traffic flow characteristics for LOS at unsignalized intersections. For the study intersections, the LOS was calculated based on seconds of delay, as summarized below.

Table 5.12-3 LOS Criteria for Unsignalized Intersection Operations

LOS	Delay per Vehicle (Seconds)	Traffic Flow Characteristics
A	≤10.0	Insignificant delays
B	>10.0 and ≤15.0	Stable operation; minimal delays
C	>15.0 and ≤25.0	Stable operation; acceptable delays
D	>25.0 and ≤35.0	Below average operating conditions.
E	>35.0 and ≤50.0	At-capacity
F	>50.0	Over-capacity, forced flow

Source: Transportation Research Board. 2010.

Table 5.12-4 presents the minimum LOS for road segments within the Regional Road Network and the Local Road Network (all other County-maintained roads) as described in the Ventura County General Plan Public Facilities and Services Appendix Figure 4.2.3 (Ventura County, 2007).

Table 5.12-4 Ventura County Minimum Acceptable LOS for Roadway Segments and Intersections

Minimum LOS	Ventura County - Description
C	All County-maintained local roads.
D	All County thoroughfares and state highways within the unincorporated area of the County, except as provided below.
E	1. SR-33 between the end of the Ojai freeway and the City of Ojai. 2. SR-118 between Santa Clara Avenue and the City of Moorpark. 3. SR-34 (Somis Road) north of the City of Camarillo. 4. Santa Rosa Road between Camarillo city limit line and Thousand Oaks city limit line. 5. Moorpark Road north of Santa Rosa Road to Moorpark city limits line.
Varies	The LOS prescribed by the applicable city for all state highways, city thoroughfares, and city maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County, pertaining to development in the city that would individually or cumulatively affect the LOS of state highways, County thoroughfares and County-maintained local roads in the unincorporated area of the County.
Ventura County LOS standards are applicable for any city that has not adopted its own standards or has not executed a reciprocal agreement with the County pertaining to impacts to County roads.	
At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection.	

Caltrans has identified a target LOS at the transition between LOS C and LOS D on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, mitigation measures should be considered when traffic conditions are forecasted at LOS C or worse on county roadways and LOS D or worse on freeway ramp terminal intersections.

Existing Roadway Conditions

Existing roadway conditions were evaluated for the following roadways, where data were available:

- SR-126
- Briggs Road

Table 5.12-5 is a summary of the daily traffic volumes and V/C ratios for existing conditions. All segments studied operate at an acceptable LOS.

Table 5.12-5 Existing Roadway Segment LOS Analysis Summary

Roadway	Location	Classification	Number of Lanes	ADT	V/C	LOS
SR-126	West of Briggs Road	4-Lane Freeway	4	50,000	0.610	C
SR-126	East of Briggs Road	4-Lane Freeway	4	48,000	0.585	C
Briggs Road	South of Telegraph Road	2-Lane Collector	2	3,300	0.330	A

Existing Intersection Conditions

The following intersections were studied for existing conditions:

- Briggs Road and SR-126 westbound ramps (stop controlled)
- Briggs Road and SR-126 eastbound ramps (stop controlled)

The results of the existing intersection conditions analysis are summarized in Table 5.12-6.

Table 5.12-6 Existing Intersection LOS Summary

	A.M. Peak Hour		P.M. Peak Hour	
Intersection	Delay (seconds)	LOS	Delay (seconds)	LOS
SR-126 westbound ramps/Briggs Road*	9.6	A	10.1	B
SR-126 eastbound ramps/Briggs Road*	9.4	A	9.7	A

* Intersection is controlled by a one-way stop. Delay is for the stop-controlled (ramp) movement only.

As shown in the table, the study intersections operate at LOS B or better during both peak hours.

5.12.1.3 Truck Routes—Weight and Load Limitations

Large and heavy components for the MREC will be transported to the site by truck. CVC Sections 35550–35559 regulates the use of trucks on state facilities, including SR-126 (see Section 5.12.5.2). Ventura County regulates the use of trucks on county roadways. Transportation permits will be obtained for all heavy and oversize loads, as required by each agency.

Within Ventura County, trucks will exit SR-126 at Briggs Road, travel south on Briggs Road; turn right onto Pinkerton Road (westbound), turn left (southbound) onto Mission Rock Road and then right (westbound) onto Shell Road. Trucks will use the MREC driveway on Shell Road. The truck route is illustrated on Figure 5.12-3.

LEGEND
- Project Site
- Truck Route
- Railroad

Source:
Caltrans (2014).
Ventura County GIS (2015).

N

0 2,000 4,000
Feet

Figure 5.12-3
Proposed Truck Route
Mission Rock Energy Center
Ventura County, California

5.12.1.4 Other Projects

Future Plans and Projects

Based on a review of Ventura County's 2015-2020 Five-Year Capital Project Programs, there are no major roadway projects scheduled within the vicinity of the MREC site.

Local Comprehensive Transportation Plans

The Ventura County Comprehensive Transportation Plan (CTP) is a long range policy document, built from community-based, local priorities and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP also fully examines various funding strategies and options from the federal, state, regional and local levels. It is intended to provide a framework for future community-based planning and collaboration and inform Ventura County's long range transportation decisions.

The Ventura County Transportation Commission (VCTC), is a regional transportation planning agency responsible for planning, prioritizing, and implementing regional transportation and transit improvements and assisting local governments with money for local streets and roads. In 2011, the VCTC initiated the Heritage Valley Transit Study, an update of the 1994 Transit Plan for the Santa Clara River Valley (comprised of Fillmore, Piru, and Santa Paula). The purpose of the Heritage Valley Transit Study was to objectively and comprehensively evaluate transit demand as well as recent performance of transit services operating within the Heritage Valley (i.e., Ventura Intercity Service Transit Authority [VISTA] Highway 126 and VISTA Dial-A-Ride). The VCTC sought to identify strategies for enhancing community mobility within the framework of likely financial resources. Based on community input, examination of performance data (including transit use), public surveys, and recent demographic data, three different scenarios for future transit were developed. The scenario that is anticipated to meet the greatest number of current and near-term transit needs provides for a sustainable continued community-wide service, introduction of community fixed-route circulators, and continued provision of general public Dial-A-Ride service.

5.12.1.5 Pedestrian/Bicycle Facilities

The MREC is located in an agricultural area with no pedestrian or bicycle facilities provided in the vicinity of the MREC. The Santa Paula Branch Line (SPBL) is a planned 32-mile Class I (separated bike path)/Class II (signed, on street bike lane) trail from Highway 101 in the west to the Los Angeles County line in the east. The alignment is generally along the former Southern Pacific Railroad right-of-way. The SPBL rail corridor passes through the cities of Santa Paula and Fillmore as well as active agricultural areas. As of 2015, three trail segments have been constructed in Santa Paula, Fillmore, and Piru. In response to significant opposition from agricultural interests, trail construction in the agricultural areas of the unincorporated Ventura County was prohibited by a 15-year agreement between the VCTC, Ventura County, and property owners adjacent to the SPBL. This agreement expired in February 2015 (Alta, 2015). The future construction schedule of the trail is unknown at this time.

5.12.1.6 Public Transportation

Figure 5.12-2 shows the transit route operating in the vicinity of the MREC site. The VISTA operated by VCTC provides transit connections between the cities in Ventura County and neighboring Santa Barbara and Los Angeles counties.

Within the MREC study area, VISTA Highway 126 is a commuter-oriented line that provides service between Fillmore and Ventura. Line 126 provides westbound and eastbound service Monday through Saturday, with reduced service hours on Saturdays. Line 126 operates on approximately 15- to 60-minute headways. The nearest bus stop to the MREC site is located approximately 2 miles northeast

at the KMART on Faulkner Road. No existing service is provided near the MREC site. As previously described, based on the findings of the Heritage Valley Transit Study, changes to the transit service in the area may be forthcoming.

5.12.1.7 Rail Traffic

Union Pacific Railroad provides intra-state and trans-continental rail freight service from its main coast line which runs from the Santa Barbara County line along the coast south through Ventura to Oxnard and then east through Camarillo, Moorpark, and Simi Valley to the Los Angeles County line. A branch line travels along the Santa Clara River Valley from Montalvo in a northeasterly direction through Santa Paula and Fillmore to Piru.

5.12.1.8 Air Traffic

The closest airport to MREC is SZP, which is located in Santa Paula, approximately 18,000 feet (3.4 miles) northeast of the MREC site. SZP has one runway (Runway 4/22) which is 2,713 feet in length. The airport is privately owned by the Santa Paula Airport Association, Ltd. Currently there are several airport-related businesses located at the airport, including the Santa Paula Flight Center; which provides parts, supplies, instruction, fuel and maintenance; the airport café; and additional aircraft-related businesses. There are an average of 266 aircraft operations per day, of which approximately 75 percent are general aviation aircraft and 25 percent are transient general aviation (AirNav, 2015).

Additional airports within Ventura County include Camarillo Airport, approximately 6.5 miles south of the MREC, the Oxnard Airport approximately 9 miles to the southwest of the MREC, and Point Mugu Naval Air Station approximately 12 miles south of MREC.

5.12.2 Environmental Analysis

This section assesses the traffic and transportation effects associated with MREC construction. This analysis primarily examines effects on roadway and intersection LOS expected during the peak construction period. During the peak construction period for MREC, construction will require up to 146 workers. During operations, the project will require an average workforce of 15 employees during weekdays. A quantitative traffic analysis was not conducted for the long-term operations phase because it will generate a low volume of trips that will not have a measurable impact on the study area roadways or intersections.

5.12.2.1 Significance Criteria

The significance criteria have been developed using guidance provided in CEQA Appendix G (CCR Title 14 §15000 et seq.) and relevant local policies. Effects of the proposed project on transportation and circulation will be considered significant if the following criteria are met:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Ventura County Project-Specific Impacts

Ventura County's traffic impact thresholds for roadways and intersections are described below. Projects funded through the County's Capital Improvement Program may be used as mitigation measures. The improvements identified in these projects may be incorporated into the capacity analysis to mitigate project-specific impacts.

Roadway Segments

A potentially significant project-specific traffic impact is assumed to occur on any road segment if any one of the following results from the MREC:

- If the project would cause the existing LOS on a roadway segment to fall to an unacceptable level as defined in Table 5.12-4.
- If the project will add one or more peak hour trip (PHT) to a roadway segment that is currently operating at an unacceptable LOS as defined in Table 5.12-4.

Intersections

A potentially significant project-specific traffic impact is assumed to occur at any intersection on the Regional Road Network if the project will exceed the thresholds established in the Table 5.12-7.

Table 5.12-7 Construction Trip Generation Estimate

Intersection LOS (Existing)	Increase in V/C or Trips Greater Than
A	0.20
B	0.15
C	0.10
D	10 PHTs*
E	5 PHTs*
F	1 PHTs*

* These represent trips added to critical movements. These are the highest combination of left and opposing through/right-turn peak hour turning movements.

Source: Ventura County, 2011

Construction Traffic Generation

The construction traffic travelling to the MREC was determined based on construction data that included the anticipated number of delivery vehicles, haul vehicles, and employees. The construction trip estimates are presented in Table 5.12-8.

Based on the construction data, there will be a maximum of 146 construction workers per day during the peak construction period. Based on experience with similar projects, it is estimated that 16 percent of the workforce will carpool, resulting in 123 daily trips. As a conservative estimate, it is assumed that

all of the workforce trips will arrive during the morning peak hour and all of the workforce trips will depart during the afternoon peak hour.

There will also be a total of 308 delivery/haul truck trips per day. Of these 308 delivery/haul truck trips, it is assumed that 30 truck trips will arrive and depart the site during the peak hours. The remaining truck trips will occur throughout the day. For purposes of this analysis, the truck trips were converted to passenger car equivalent (PCE) trips at a ratio of 1.5 passenger cars for each truck, consistent with the HCM 2010 guidelines.

Table 5.12-8 Construction Trip Generation

		AM Peak Hour			PM Peak Hour		
Trip Type	**ADT**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Delivery/Haul Trucks	308	15	15	30	15	15	30
Delivery/Haul Trucks PCE (1.5)	462	23	23	46	23	23	46
Workers	146	-	-	-	-	-	-
Vehicle Occupancy (1.5 passengers/car)	123	123	0	123	0	123	123
Total Construction Traffic in PCE	**585**	**146**	**23**	**169**	**23**	**146**	**169**

Construction Traffic Distribution

The following assumptions were used to distribute construction traffic over the study area network:

- 60 percent of trips will come from Ventura, Oxnard, and communities to the west and south of the site via eastbound SR-126
- 40 percent of trips will come from Santa Paula, Santa Clarita, and communities to the east and south of the site via westbound SR-126

Roadway LOS with Construction Traffic

The daily traffic volumes generated during the MREC peak construction period were added to the existing traffic volumes on each roadway segment and the V/C ratio was calculated. The roadway segment analysis with the project traffic is summarized in Table 5.12-9. Based on the analysis, all roadway segments will continue to operate at an acceptable LOS.

Table 5.12-9 Construction Roadway Segment LOS Analysis Summary

Roadway	**Segment**	**Existing ADT**	**Project-added Trips**	**Existing + Project AADT**	**V/C**	**LOS**
SR-126	West of Briggs Road	50,000	351	50,351	0.614	C
SR-126	East of Briggs Road	48,000	234	48,234	0.588	C
Briggs Road	South of Telegraph Road	3,300	585	3,885	0.389	A

Intersection LOS with Construction Traffic

The MREC peak-hour traffic generated during the peak construction period was added to the existing turning movement counts at the study intersections. The results of the peak-hour LOS analysis with the

project traffic is summarized in Table 5.12-10. The study intersections will continue to operate at acceptable LOS with the MREC-added construction traffic during both peak hours.

Table 5.12-10 Construction Intersection LOS Summary

	A.M. Peak Hour				P.M. Peak Hour			
	Existing		With Project		Existing		With Project	
Intersection	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
SR-126 westbound ramps and Briggs Road	9.6	A	11.8	B	10.1	B	11.0	B
SR-126 eastbound ramps and Briggs Road*	9.4	A	10.4	B	9.7	A	11.8	B

* Intersection is controlled by a one-way stop. Delay is for the stop-controlled (ramp) movement only.

5.12.2.2 Linear Facility Construction Impacts

Natural gas will be provided via an approximately 2.4-mile-long new pipeline along Todd Road and the inactive Southern Pacific Railroad right-of-way to SCE's Lines 404/406 west-southwest of the MREC site. Construction of the pipeline within existing streets (Shell Road) will not require complete public road closure, but may require periodic lane closures or may affect the available width of travel lanes. An encroachment permit will be obtained from the County for work that occurs within the public right-of-way. The lane closures could result in a temporary disruption of traffic flows. This roadway has little traffic and dead-ends at the Ventura County Jail boundary.

The proposed generator tie-line and recycled water pipeline will not be constructed along public roads; any roadway impacts will be limited to road crossings.

MREC construction within or across streets could temporarily affect emergency access and access to local land uses and transit. These impacts are anticipated to be less-than-significant and short-term, and will be further reduced with the implementation of the proposed Construction and Demolition Transportation Management Plan. The Transportation Management Plan will address potential street or lane closures.

Work crews associated with gas pipeline construction and materials deliveries will result in a small number of trips and have already been accounted for in the peak construction workforce estimate. The construction crew for the gas pipeline facilities will be staged in appropriate areas adjacent to construction activities. These temporary impacts of this relatively small number of trips are less than significant.

5.12.2.3 Transport of Hazardous Materials

The quantities of hazardous materials that will be onsite during construction are small relative to the quantities used during operation. They will be limited to gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. There are no feasible alternatives to vehicle fuels and oils for operating construction equipment. The types of paint required are dictated by the types of equipment and structures that must be coated and by the manufacturers' requirements for coating.

Most of the hazardous substances that will be used by the MREC during operations are required for facility maintenance and lubrication of equipment, or will be contained within transformers and electrical switches. Deliveries are expected to occur three times a week.

The only acutely hazardous substance that will be used for the MREC is aqueous ammonia. The material will be transported as hazardous materials or hazardous waste. Transport route arrangements will be required with Caltrans officials for permitting and escort, as applicable. Because the transport of hazardous wastes will be conducted in accordance with the relevant transportation regulations, no significant impact is expected.

According to Division 13 Section 31303 of the CVC, the transportation of regulated substances and hazardous materials will be on the state or interstate highways that offer the shortest overall transit time possible. Transporters of hazardous or explosive materials must contact the CHP and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook that will specify the routes approved to ship inhalation hazards or explosive materials. The exact route of the inhalation hazard or explosive material shipment will not be determined until the shipper contacts the CHP and applies for a license. Transportation impacts related to hazardous materials associated with the project operations will not be significant because deliveries of hazardous materials will be limited. Delivery of these materials will occur over prearranged routes and will be in compliance with all LORS governing the safe transportation of hazardous materials.

Standards for the transport of hazardous materials are contained in the CFR, Title 49 and enforced by the U.S. Department of Transportation. Additionally, the State of California has promulgated rules for hazardous waste transport that can be found in CCR Title 26. Additional regulations for the transportation of hazardous materials are outlined in the CVC (Sections 2500-505, 12804-804.5, 31300, 3400, and 34500-501). The two state agencies with primary responsibility for enforcing federal and state regulations governing the transportation of hazardous wastes are the CHP and Caltrans. Transport of hazardous materials to and from the MREC site will comply with all applicable requirements.

The recommended route, subject to Caltrans and Ventura County approval, is as follows:

> From westbound or eastbound SR-126:
>
> Exit at Briggs Road, travel south on Briggs Road; turn right onto Pinkerton Road (westbound), turn left (southbound) onto Mission Rock Road and then right (westbound) onto Shell Road.

Hauling will be carried out in accordance with local, state, and federal regulations that include the RCRA (42 U.S. Code 6901 et seq.) and the California Integrated Waste Management Act (CIMWA) (PRC Sections 40000 et seq.).

In addition, the federal government prescribes regulations for transporting hazardous materials. These regulations are described in the CFR, Title 49, Section 171. These laws and ordinances place requirements on various aspects of hazardous waste hauling, from materials handling to vehicle signs, to ensure public safety.

The MREC will comply with these requirements by using licensed hazardous material transportation transporters, as discussed above. As a result, impacts will be less than significant.

5.12.2.4 Public Safety

Truck trips, including delivery of hazardous materials and removal of wastes, pose potential hazards for the public. However, the transporter will be required to obtain a Hazardous Material Transportation License in accordance with CVC Section 32105 and will be required to follow appropriate safety procedures when transporting and handling such materials.

At-grade railroad crossings can be another potential hazard to the public. However, there are no at-grade railroad crossings in the vicinity of the project site. Therefore, public safety is not jeopardized.

5.12.2.5 Air Traffic

FAA Regulations and 14 CFR Part 77 establish standards for determining obstructions in navigable airspace and set forth requirements for notification of proposed construction. These regulations require FAA notification for construction over 200 feet above ground level. Notification is also required if the obstruction is lower than specified heights but falls within restricted airspace in the approaches to public or military airports and heliports. For airports with runways longer than 3,200 feet, the restricted space extends 20,000 feet (3.3 nautical miles) from the runway. For airports with runways measuring 3,200 feet or less, the restricted space extends 10,000 feet (1.7 nautical miles).

SPZ is located approximately 18,000 feet (2.96 Nautical miles, 3.4 statute miles) northeast of MREC, and the longest runway is less than 3,200 feet in length. Therefore, the proposed 60-foot tall exhaust stacks do not trigger FAA notification requirements per Federal Aviation Regulation 77.9 (FAR §77.9) because the airport is greater than 10,000 feet from MREC and the stacks will not exceed 200 feet above ground level. The FAA Notice Criteria Tool (FAA, 2015) was used to determine whether other criteria may trigger FAA review. The Notice Criteria Tool results confirm that notice is not required based on the FAR §77.9 imaginary slope criteria; however, notice is requested because "the proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception." MREC will submit FAA Form 7460-1, NPCA, for each of the five exhaust stacks and 36 transmission structures to request that the FAA review the MREC for any potential hazards to air navigation.

Based on the Ventura County Comprehensive Airport Land Use Plan (Ventura County Airport Land Use Commission, 2000), the MREC is located outside of the study area and jurisdictional boundaries for the SPZ. The FAR Part 77 Airspace Plan for SZP shows the Height Restriction Zone extends less than 10,000 feet from the runway. The MREC will not conflict with the safety or land use compatibility measures outlined in the Ventura County Comprehensive Airport Land Use Plan.

5.12.2.6 Emergency Vehicle Access

Emergency vehicles will be able to access the MREC site through the entrance off Mission Rock Road. Secondary access will be from the secondary entrance on Shell Road. There will be no impacts to emergency vehicle access.

5.12.2.7 Parking

Construction workers will park at the MREC laydown area adjacent to the MREC site. No on-street parking is anticipated. Parking spaces will also be provided to employees during operations.

5.12.3 Cumulative Effects

A cumulative impact refers to a proposed project's incremental effect together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (PRC § 21083; CCR, Title 14, §15064[h], 15065[c], 15130, and 15355). Ventura County considers all projects that generate traffic to contribute to cumulative traffic impacts (Ventura County, 2011). The analysis of cumulative traffic impacts, as contained in the Final Subsequent EIR prepared for the County General Plan Update (Ventura County, 2005) and subsequent addendum (in 2007), is generally considered sufficient cumulative analysis of traffic impacts. In such cases, payment of the County's Traffic Impact Mitigation Fee is intended to mitigate the project's contribution to the cumulative traffic impacts for road segments outside of the Ojai Valley.

A significant cumulative impact is assumed to occur on any road segment if any one of the following results from the MREC:

- If the MREC will add one or more PHT to a roadway segment that is part of the regional road network and the roadway segment is currently operating at an unacceptable LOS as defined in Table 5.12-4.
- If the MREC will add 10 or more PHT to a roadway segment which is part of the regional road network and is projected to reach an unacceptable LOS as defined in Table 5.12-4 by the year 2020.

A significant cumulative impact is assumed to occur on any intersection if any one of the following results from the MREC:

- If the MREC will add one or more PHT to the critical movements at an intersection that is part of the regional road network and which is currently operating at an unacceptable LOS as defined in Table 5.12-4 by the year 2020.
- If the MREC will add 10 or more PHT to an intersection that is part of the regional road network, which is projected to operate at an unacceptable LOS defined in Table 5.12-4 by the year 2020.

The MREC-added trips will not exceed any of the significant cumulative impact thresholds identified above. Construction of the MREC is anticipated to be complete by 2020 and, based on the analysis contained in the Final Subsequent EIR for the County General Plan Update, neither SR-126 nor Briggs Road are forecast to operate at unacceptable LOS by 2020. During operations, the MREC will generate a negligible increase in traffic. There will be no be no significant cumulative impact.

5.12.4 Mitigation Measures

The addition of MREC-related construction or operations-related traffic will not result in any significant traffic impacts. No mitigation is required.

5.12.5 Laws, Ordinances, Regulations, and Standards

LORS related to traffic and transportation are summarized in the following subsections. Table 5.12-11 summarizes all applicable federal, state, and local LORS and administering agencies, and describes how the applicant will comply with all LORS pertaining to traffic and transportation impacts.

5.12.5.1 Federal LORS

- 49 CFR 171–177 governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- 49 CFR 350-399 and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.
- 14 CFR 77.9 requires an applicant to notify the FAA of the construction of structures exceeding 200 feet above ground level or exceeding defined imaginary surfaces within 20,000 feet of the nearest point of the nearest runway of an airport with at least one runway longer than 3,200 feet or within 10,000 feet of the nearest point of the nearest runway of an airport with the longest runway no more than 3,200 feet.
- 14 CFR 77.13 through 77.23 outlines the criteria used by the FAA to determine whether an obstruction would create an air navigation conflict, when applicable.

Table 5.12-11 Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
49 CFR, Section 171-177 and 350-399	Requires proper handling and storage of hazardous materials during transportation.	U.S. Department of Transportation and Caltrans	MREC and transportation will comply with all standards for the transportation of hazardous materials. (Sections 5.12.2.2 and 5.12.5.1)
14 CFR, Section 77.13(2)(i), 77.17, 77.21, 77.23, and 77.25	Requires an applicant to notify the FAA of the construction or alterations of structures within certain distance from an airport, in order to avoid air navigation conflicts.	U.S. Department of Transportation and FAA	The MREC will conform by filing FAA 7460 Notices of Construction for the exhaust stacks and transmission towers, as applicable (Sections 5.12.2.5 and 5.12.5.1)
CVC §13369, 15275, and 15278	Addresses the licensing of drivers and classifications of licenses required for the operation of particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are required.	Caltrans	The MREC will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §25160 et seq.	Addresses the safe transport of hazardous materials.	Caltrans	The MREC will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §2500-2505	Authorizes the issuance of licenses by the Commissioner of the CHP for the transportation of hazardous materials including explosives.	Caltrans	The MREC will conform to these sections in the CVC. (Section 5.12.5.2)
CVC §31300 et seq.	Requires transporters to meet proper storage and handling standards for transporting hazardous materials on public roads.	Caltrans	Transporters will comply with standards for transportation of hazardous materials on state highways during construction and operations. The MREC will conform to CVC §31303 by requiring that shippers of hazardous materials use the shortest route possible to and from the site. (Section 5.12.5.2)
CVC §31600 – 31620	Regulates the transportation of explosive materials.	Caltrans	The MREC will conform to CVC §31600 – 31620. (Section 5.12.5.2)
CVC §32000 – 32053	Regulates the licensing of carriers of hazardous materials and includes noticing requirements.	Caltrans	The MREC will conform to CVC §32000 – 32053. (Section 5.12.5.2)
CVC §32100 – 32109 and 32105	Establishes special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. Requires that shippers of inhalation or explosive materials contact the CHP and apply for a Hazardous Material Transportation License.	Caltrans	The MREC will conform by requiring shippers of inhalation or explosive materials to contact the CHP and obtain a Hazardous Materials Transportation License. (Section 5.12.2.2 and Section 5.12.5.2)

Table 5.12-11 Laws, Ordinances, Regulations, and Standards for Traffic and Transportation

LORS	Requirements/Applicability	Administering Agency	AFC Sections Explaining Conformance
CVC §34000–34121	Establishes special requirements for the transportation of flammable and combustible liquids over public roads and highways.	Caltrans	The MREC will conform to CVC §§34000–34121. (Section 5.12.2.2 and Section 5.12.5.2)
CVC §34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5–7, 34506, 34507.5 and 34510–11	Regulates the safe operation of vehicles, including those used to transport hazardous materials.	Caltrans	The MREC will conform to these sections in the CVC. (Section 5.12.2.2 and Section 5.12.5.2)
S&HC §660, 670, 1450, 1460 et seq., 1470, and 1480	Regulates right-of-way encroachment and the granting of permits for encroachments on state and county roads.	Caltrans	The MREC will conform to these sections in the S&HC. (Section 5.12.5.2)
S&HC §117, 660–711	Requires permits from Caltrans for any roadway encroachment during truck transportation and delivery.	Caltrans	Encroachment permits will be obtained by transporters, as required. (Section 5.12.6)
CVC §35780; S&HC §660–711	Requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.	Caltrans	Transportation permits will be obtained by transporters for all overloads, as required. (Section 5.12.7)
CVC §35550–35559	Regulates weight and load limitations.	Caltrans	The MREC will conform to these sections in the CVC. (Section 5.12.6)
California State Planning Law, Government Code Section 65302	The MREC must conform to the General Plan.	Ventura County	The MREC will comply with Ventura County's General Plan. (Section 5.12.5.3)
Ventura County General Plan	Specifies long-term planning goals and procedures for transportation infrastructure system quality in Ventura County.	Ventura County	The MREC will have no significant impact on the County's traffic and transportation infrastructure. (Section 5.12.5.3)

S&HC = California Streets and Highways Code

5.12.5.2 State LORS

- CVC Sections 13369, 15275, and 15278 address the licensing of drivers and classifications of licenses required to operate particular types of vehicles. In addition, certificates permitting the operation of vehicles transporting hazardous materials are addressed.
- CVC Sections 25160 et seq. address the safe transport of hazardous materials.
- CVC Sections 2500–2505 authorize the issuance of licenses by the Commissioner of the CHP to transport hazardous materials, including explosives.
- CVC Sections 31300 et seq. regulate the highway transportation of hazardous materials, routes used, and restrictions. CVC Section 31303 requires hazardous materials to be transported on state or interstate highways that offer the shortest overall transit time possible.
- CVC Sections 31600–31620 regulate the transportation of explosive materials.
- CVC Sections 32000–32053 regulate the licensing of carriers of hazardous materials and include noticing requirements.
- CVC Sections 32100–32109 establish special requirements for the transportation of substances presenting inhalation hazards and poisonous gases. CVC Section 32105 requires shippers of inhalation hazards or explosive materials to contact the CHP and apply for a Hazardous Material Transportation License. Upon receiving this license, the shipper will obtain a handbook specifying approved routes.
- CVC Sections 34000–34121 establish special requirements for transporting flammable and combustible liquids over public roads and highways.
- CVC Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5–7, 34506, 34507.5, and 34510–11 regulate the safe operation of vehicles, including those used to transport hazardous materials.
- California S&HC, Sections 660, 670, 1450, 1460 et seq. 1470, and 1480, regulate right-of-way encroachment and granting of permits for encroachments on state and county roads.
- S&HC Sections 117 and 660–711 and CVC Sections 35780 et seq., require permits to transport oversized loads on county roads. S&HC Sections 117 and 660 to 711 require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. CVC Section 35780 requires approval for a permit to transport oversized or excessive loads over state highways.
- Caltrans weight and load limitations for state highways apply to all state and local roadways. The weight and load limitations are specified in CVC Sections 35550 to 35559. The following provisions, from the CVC, apply to all roadways and are therefore applicable to the MREC.

  General Provisions:

  - The gross weight imposed upon the highway by the wheels on any axle of a vehicle shall not exceed 20,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle, and resting upon the roadway, shall not exceed 10,500 pounds.
  - The maximum wheel load is the lesser of the load limit established by the tire manufacturer, or a load of 620 pounds per lateral inch of tire width, as determined by the manufacturer's rated tire width.

Vehicles with Trailers or Semi-trailers:

- The gross weight imposed upon the highway by the wheels on any one axle of a vehicle shall not exceed 18,000 pounds and the gross weight upon any one wheel, or wheels, supporting one end of an axle and resting upon the roadway, shall not exceed 9,500 pounds, except that the gross weight imposed upon the highway by the wheels on any front steering axle of a motor vehicle shall not exceed 12,500 pounds.

- California State Planning Law, Government Code Section 65302, requires each city and county to adopt a General Plan, consisting of seven mandatory elements, to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory elements.

5.12.5.3 Local LORS

This section reviews compliance with all relevant local LORS without regard to their applicability as a matter of law. These LORS include the following:

- Ventura County's General Plan Public Facilities and Services Element sets LOS standards highways and local roadways within the County, as identified in Table 5.12-4.

- Ventura County requires a permit before operating any oversized/overweight vehicles within the County. The project will comply with the transportation permit requirements by obtaining the permit from the Transportation Permits Section before operating any oversized vehicles within the unincorporated parts of the County.

5.12.6 Agencies and Agency Contacts

Table 5.12-12 lists the agency contacts related to traffic and transportation.

Table 5.12-12 Agency Contacts for Traffic and Transportation

Issue	Agency	Contact
Transportation Permit for Oversized Loads	Caltrans	Caltrans Transportation Permits Issuance Branch 1823 14th Street Sacramento, CA 95814-7119 (916) 322-4958 http://www.dot.ca.gov/hq/traffops/permits/
Transportation Permit for Oversized or Overweight Loads	Ventura County	Ventura County Public Works Agency Transportation Section- Permits Government Center- Hall of Administration, 3rd Floor 800 South Victoria Avenue Ventura, CA 93009 (805) 654-2055 pwa.transpermits@ventura.org
Hazardous Material Transportation License	CHP	Hazardous Material Licensing P.O. Box 942898 Sacramento, CA 942898-0001 (916) 843-3400 Email form available at: http://www.chp.ca.gov/prog/email.cgi
Safety Permits	Federal Motor Carrier Safety Administration	California Office (916) 930-2760 Specialist: Don Tomlinson (909) 217-8776 donald.tomlinson@dot.gov

5.12.7 Permits and Permit Schedule

Table 5.12-13 lists the permits related to traffic and transportation and the permit schedule. The vehicles used to transport heavy equipment and construction materials will require transportation permits when they exceed the size, weight, width, or length thresholds set forth in Section 35780 of the CVC, Sections 117 and 660-711 of the California State Highway Code, and Sections 1411.1 to 1411.6 of the CCRs. Affected vehicles will be required to obtain transportation permits from Caltrans and Ventura County, or any other affected agency.

Transport route arrangements would be required with Caltrans and CHP officials for permitting and escort, as applicable. Transportation of hazardous materials to and from MREC will be conducted in accordance with CVC Section 31303.

Table 5.12-13 Permits and Permit Schedule for Traffic and Transportation

Permit	Agency Contact	Schedule
Single/annual-trip transportation permit for oversized loads and oversized vehicles	Permit Officer on Duty Transportation Permits Issuance Branch (916) 322-4958	Obtain when necessary, 2-hour processing time (single trip) to 2 weeks (annual trip).
Hazardous materials transportation license	CHP Hazardous Material Licensing Program (916) 327-5039	Obtain when necessary, approximately 2-week processing time.
Single/annual transportation permit for oversize and overweight loads through the Ventura County	Ventura County Public Works Agency Transportation Section- Permits (805) 654-2055	Obtain when necessary, issuance within 24 hours for a single trip permit; no blanket permits are issued.
FAA Determination of No Hazard	Karen McDonald Western-Pacific Region System Obstruction Specialist (310) 725-6557	File 7460-1 for each applicable structure no less than 45 days prior to construction.

5.12.8 References

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