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Date: November 9, 2023

To: Wai Lan Lee, PE, Engineer

Project: Honby Tanks Pipeline Project

From: Aileen Mahoney

E-mail: wlee@scvwa.org

cc:

Re: Response to California Department of Transportation Letter Received on the Draft IS-MND for the Honby Tanks Pipeline Project

Governor's Office of Planning & Research

Dec 08 2023

STATE CLEARINGHOUSE

Comment #1: Traffic Control Plans

Summarized Comment

The commenter suggests the project could slow traffic through the local area and thereby affect implementation of emergency response and emergency evacuation plans. Due to Rio Vista Elementary school being situated along Honby Avenue and Cedar Creek Street, the commenter recommends the incorporation of channelizing devices preceded by approved warning signs to 1) divert traffic in advance of a temporary traffic control zone and 2) define traffic lanes through the work zone to protect motorists, bicyclists, or pedestrians.

Response

Transportation impacts are addressed in Environmental Checklist Section 17, *Transportation*. As described in Section 17, the project would incorporate Mitigation Measure HAZ-6 which would include implementation of a Traffic Control Plan. The requirements of the California Manual on Uniform Traffic

Control Devices (MUTCD) would be incorporated into the project through Mitigation Measure HAZ-6. Section 6F.22 *Lane(s) Closed Signs* of the California MUTCD requires that signage is placed prior to where the lane(s) are closed. Traffic lanes would be defined with channelizing devices as outlined in the California MUTCD. As described in Section 6F.63 *Channelizing Devices* of the California MUTCD, channelizing devices include cones, tubular markers, channelizers, portable delineators, vertical panels, drums, barricades, and longitudinal channelizing devices. Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize vehicular traffic away from the workspace, pavement drop-offs, pedestrian or shared-use paths, or opposing directions of vehicular traffic. With incorporation of the measures outlined in California MUTCD as incorporated through Mitigation Measure HAZ-6, the commenter's suggestions would be addressed and no revisions to the Final IS-MND are warranted.

Comment #2: Hazardous Materials Management

Summarized Comment

The commenter acknowledges the project includes Mitigation Measure HAZ-1 which requires the construction contractor develop and implement a Hazardous Materials Management and Spill Control Plan (HMMSCP) that includes a project-specific contingency plan for hazardous materials and waste operations.

Response

As described in Environmental Checklist Section 9, *Hazards and Hazardous Materials*, of the IS-MND and acknowledged by the commenter, the project would implement Mitigation Measure HAZ-1, which would require preparation of a Hazardous Materials Management and Spill Control Plan (HMMSCP). The HMMSCP is required to articulate hazardous materials handling practices to prevent the accidental spill or release of hazardous materials.

Comment #3: Recommended Measures

Summarized Comment

The commenter also recommends the following measures during construction:

1. Construction vehicles should avoid congested state facilities especially during peak hours.
2. Construction vehicles are recommended to transport to and from construction sites during non-peak hours.
3. Cover construction trucks with tarpaulin to avoid debris spillage onto the roadways.

Response

As described in Environmental Checklist Section 17, *Transportation*, of the IS-MND, project construction would result in a maximum of 48 daily trips and would not result in a significant increase in vehicle miles traveled in the project area. This number is significantly lower than the average daily traffic on the affected roadways, indicating the construction's impact on existing traffic patterns would be minimal. Additionally, the commenter recommends construction vehicle transportation to and from the construction sites occur during non-peak hours to minimize disruption to local traffic. As described in Initial Study Section 6, *Project Description*, in the IS-MND, project construction would occur between

7:00 A.M. and 4:00 P.M., Monday through Friday. Construction workers would mostly travel to and from the site during non-peak hours before 7:00 A.M. and after 4:00 P.M. In addition, construction vehicle trips would not exceed 48 daily trips, which would not substantially contribute to congestion on Caltrans roadways as it is minimal compared to existing daily trips on such roadways. SCV Water is amenable to avoiding congested state facilities especially during peak hours and for construction vehicles to transport to and from construction sites during non-peak hours.

Moreover, to mitigate the risk of debris spillage onto the roadways, construction trucks would be required to be covered with tarpaulin during transportation. The project would apply South Coast Air Quality Management District Rule 403 which includes covering haul vehicles prior to exiting the site as a Best Available Control Measure.