

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: To be determined

Project Title: Central Trunk Rail Yard Crossing and Lift Station

Lead Agency: City of Oxnard

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Project Location: Oxnard
City

Ventura
County

Project Description (Proposed actions, location, and/or consequences).

The Central Trunk Rail Yard Crossing and Lift Station Project involves the installation and operation of approximately 2,160 feet of new 24-inch sewer pipeline, approximately 2,270 feet of new 12-inch polyvinyl chloride gravity sewer, and a new sewer lift station on approximately 0.05 acre. In addition, the project would include the repair of a portion of an existing 18-inch sewer parallel to the Central Trunk Sewer (CTS) and abandonment of a portion of the existing CTS. The project is located in the central portion of the city of Oxnard in Ventura County, California. The project site is north of and within E. 5th Street/State Route 34 amongst Union Pacific Railroad (UPRR) tracks. Trenchless construction techniques (i.e., jack and bore) would be used for installation of the new pipeline beneath the railroad tracks, while the remainder of the pipeline would be installed via open-cut trenching.

The City of Oxnard owns and maintain the CTS, a sewer main which conveys wastewater to the Oxnard Wastewater Treatment Plant. A portion of the CTS travels underneath 11 UPRR tracks near the intersection of E. 5th Street/State Route 34 and Richmond Avenue. In January 2017, the casing of the CTS underneath the northernmost UPRR tracks collapsed due to corrosion and lost structural integrity. The City completed a temporary emergency repair, which diverted the wastewater from the CTS into an adjacent sewer line and slip-lined the collapsed line so it could serve as an overflow. The collapsed portion of the CTS is no longer in compliance with UPRR design standard and the City intends to replace this portion to comply with these standards and fully restore the functionality of the CTS through construction and operation of the project.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project's potentially significant impacts and mitigation measures that would reduce potentially significant effects are listed below:

- Construction emissions: Mitigation Measure AQ-1 Construction Equipment Emissions
- Nesting bird disturbance: Mitigation Measure BIO-1 Nesting Bird Avoidance and Minimization Measures
- Archaeological resource disturbance: Mitigation Measure CR-1 Unanticipated Discovery of Cultural Resources
- Paleontological resource disturbance: Mitigation Measure CR-2 Worker Environmental Awareness Program and Mitigation Measure CR-3 Unanticipated Fossil Discovery
- Hazardous substance releases: Mitigation Measure HAZ-1 Notify Regulatory Agency Case Manager of Onsite/Adjacent Release Cases, Mitigation Measure HAZ-2 Subsurface Investigation, Mitigation Measure HAZ-3 Site Management Plan, Mitigation Measure HAZ-4 Remediation, and Mitigation Measure HAZ-5 Disposal of Groundwater
- Construction noise: Mitigation Measure NOI-1 Construction Noise Reduction Plan

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

N/A

Provide a list of the responsible or trustee agencies for the project.

None