

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

August 29, 2024

Hannah Garcia-Wickstrum
United Water Conservation District
1701 North Lombard Street, Suite 200
Oxnard, CA 93030

RE: Groundwater Recharge Capacity
Expansion Project – Ferro Recharge:
Mitigated Negative Declaration (MND)
GTS # 07-VEN-2024-00607
SCH # 2024071176
Vic. VEN 232 PM 3.084

Dear Hannah Garcia-Wickstrum:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Project proposes to construct an undercrossing beneath Vineyard Avenue and install pipelines to connect the Ferro Basin to the Noble Basin, which would enable the conveyance of water to the Ferro Basin for artificial groundwater recharge. United estimates connecting the basins would, on average over time, provide capacity for an additional 2,000 to 3,000 acre-feet of groundwater recharge per year. Project construction would occur over approximately six to eight months, and would start as early as July 2025; however, in the event of project delays, United would delay construction to begin as late as June 2027. Construction activities would generally occur from 6:30 a.m. to 6:30 p.m., Monday through Friday; trenchless pipeline installation may require constant (24 hours a day, 7 days a week) construction activities. The proposed pipeline would be installed via open-cut trench on either side of Vineyard Avenue, and via trenchless methods underneath Vineyard Avenue in accordance with California Department of Transportation requirements. The project would also involve grading and contouring of the embankments along the pipeline alignment and in the Ferro Basin to facilitate recharge. The United Water Conservation District is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is VEN 232. After reviewing the project's documents, Caltrans has the following comments:

Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To achieve this goal, Caltrans encourages the Lead Agency to enhance pedestrian and

bicyclist amenities around the project area, connecting them to community destinations. Effective strategies include constructing physically separated facilities like Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, and landscaping. Additionally, visual indicators such as warning signage, flashing beacons, crosswalks, and striping should complement physical design improvements, signaling to motorists that they should expect pedestrians and cyclists.

Caltrans will require an Encroachment Permit for work performed within the State Right-of-way. Caltrans recommends that the Lead Agency conduct a Traffic Impact Study that includes the analysis and determination of any transportation and construction traffic impacts to the highway, intersection safety, or queuing on State Facility in the vicinity of the proposed project. Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours. Additionally, Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-VEN-2024-00607.

Sincerely,



Anthony Higgins

Acting LDR/CEQA Branch Chief

cc: State Clearinghouse