

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
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6/19/2020

Governor's Office of Planning & Research

Jun 19 2020**STATE CLEARINGHOUSE**

Making Conservation
a California Way of Life.

June 19, 2020

Kristina Boero
Ventura County Planning Division
800 S. Victoria Avenue #1740
Ventura, CA 93009

RE: Carbon California Oil and Gas Project (CUP
Modification Case No. PL13-0158) –
Revised Draft Subsequent Environmental
Impact Report (RDSEIR)
SCH # 2015021045
GTS # 07-VEN-2020-00407
Vic. VEN-150/PM: 26.217

Dear Kristina Boero:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced RDSEIR. The applicant requests that a modification of Conditional Use Permit (CUP) No. 3543 be granted to authorize the continued operation and maintenance of an existing oil and gas exploration and production operation (i.e., the Agnew lease area) for an additional 25-year period. If granted, the operation could consist of a total of five oil and gas wells on the existing pad. The five wells would include the two new oil wells that are proposed to be drilled and an existing well that is proposed to be re-drilled as part of the project. Other components of the project include:

- The use of Koenigstein Road, which connects to State Route 150 (SR-150), to access the project site.
- The full-time use of an existing on-site gas flare.
- A change in the authorized access to the existing oil and gas facility during drilling and production operations.

The Ventura County Planning Division is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 2,000 feet north of the intersection of SR-150 and Koenigstein Road. As discussed in the RDSEIR, in September 2015 Caltrans sent a letter to the Ventura County Planning Division about the Mirada Petroleum Oil and Gas Project (also referred to as the Nesbitt well lease), which is operated by the same company and uses the same intersection as this project. The main comment in that letter is "Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities." See Attachment A for a copy of this letter.

After reviewing the RDSEIR, Caltrans also does not expect the approval of the CUP Modification Case No. PL13-0158 project to result in a direct adverse impact to the existing State transportation facilities. This determination is based on the low volume of trips generated by this project and the results of the safety analyses described in the RDSEIR.

As stated in the RDSEIR, Caltrans needs to review and approve the design, location, and installation of the truck crossing signs. Encroachment permits will be needed, however this decision will be subject to additional review by Caltrans' Office of Permits.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Thus, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. For such TDM options, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

As discussed in the RDSEIR, any transportation of heavy construction equipment, such as the drilling rig, or materials that require use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. Caltrans supports the preparation of a construction traffic control plan in order to "avoid potential traffic-related conflicts at and near the State Route 150 & Koenigstein Road intersection." Please submit the traffic control plan for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-VEN-2020-00407.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

Attachment A: Caltrans' response letter to the Mirada Petroleum Oil and Gas Project.

OCT 02 2015

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, OFFICE OF REGIONAL PLANNING

IGR/CEQA BRANCH

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*Serious drought
Help save water!*

September 28, 2015

Ms. Kristina Boero
Ventura County
800 South Victoria Avenue #1740
Ventura, CA 93009

Re: Mirada Petroleum Oil and Gas Project
Case No. PL15-0600
Vic: VN-150
SCH# 2015091052
IGR# 150932ME-NOP

Dear Ms. Boero:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed **Mirada Petroleum Oil and Gas Project**.

The project is located in a region north of the City of Santa Paula, one and a half miles north of Highway 150 in the County of Ventura, CA. The applicant is requesting that a modification of the Conditional Use Permit No. LU11-0041 be granted to authorize the re-activation, operation and maintenance of the existing oil, gas, and production facilities. It is proposed that the number of vehicles trips associated with the maintenance and operation of production facilities be limited to 14 maintenance visits to the project site per week.

The nearest State facility to the proposed project is State Route-150. Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

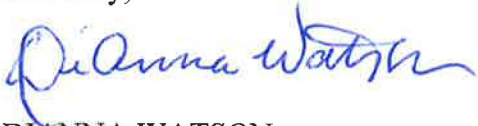
However, storm water run-off is a sensitive issue for Los Angeles Counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Ms. Boero
September 28, 2015
Page 2 of 2

Please continue to keep us informed of this project and any future developments, which could potentially impact State Transportation Facilities. If you have any questions regarding these comments, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No 150932ME.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse