

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 20-21, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(7), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: August 7, 2026

Subject: Approval of Project for Future Consideration of Funding – Final Environmental Impact Report for the Hueneme Road Widening Project, Resolution E-26-59

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency under the California Environmental Quality Act (CEQA), approve Resolution E-26-59 (Attachment A), which accepts the Final Environmental Impact Report for the Hueneme Road Widening Project (Project) in Ventura County; approves the Project for future consideration of funding; makes CEQA Findings (Attachment C); and adopts a Statement of Overriding Considerations (Attachment D).

Issue:

The County of Ventura (County) is the CEQA Lead Agency for the Project. The Project is located on Hueneme Road from the Edison Drive intersection to 0.25 miles east of Rice Avenue in the Oxnard Plans Area in unincorporated Ventura County. The Project consists of widening an approximately 1.93-mile portion of Hueneme Road from two lanes (one lane in each direction) to four 12-foot through lanes. Additionally, construction would include a 14-foot paved median, two 6-foot bicycle lanes with a 2-foot buffer between the bicycle lanes and traffic lanes, and two 4-foot-wide shoulders.

For all projects that are anticipated to be funded through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared Project for future funding consideration.

Background:

On December 16, 2025, the County certified the Final Environmental Impact Report and found that the Project would have significant and unavoidable impacts on agriculture due to the conversion of 9.2 acres of Prime Farmland/Farmland of Statewide Importance. Mitigation would be implemented to the extent feasible by establishing an agricultural conservation easement. However, the impact would remain significant.

Other resource areas were found to be less than significantly impacted, and no mitigation measures were required for them.

The County approved the Project because it found the benefits outweighed the significant and unavoidable adverse effects. The benefits listed below are summarized from the County's Findings of Fact and Statement of Overriding Considerations included in Attachment B. The Project would:

- Address deteriorating levels of service during peak travel periods;
- Provide additional lateral clearance and emergency access through widened roadway shoulders;
- Allow for safer travel along the corridor for all types of vehicles by adding bicycle lanes, a paved median, and turn lanes;
- Within the project limits, provide a facility consistent with the 2007 Ventura Countywide Bicycle Master Plan by adding Class II bicycle lanes;
- Complete the facility as recommended in the 2008 Southern California Association of Governments Cities of Port Hueneme/Oxnard Truck Traffic Study, which recommended widening Hueneme Road to a full 4-lane divided arterial street between Ventura Road and Rice Road; and
- Correct existing deficiencies and provide necessary improvements for enhanced circulation, safety, and access along Hueneme Road.

On June 29, 2026, the County confirmed that the Final Environmental Impact Report remains valid; there are no new impacts requiring mitigation; and the Project set forth in the Final Environmental Impact Report is consistent with the scope of work programmed by the Commission.

Commission staff has reviewed the Final Environmental Impact Report, Findings, and Statement of Overriding Considerations prepared by the County. Based on the documents, the Commission's Findings and Statement of Overriding Considerations, included in Attachment C and D, have been prepared pursuant to CEQA for the Commission to approve in its independent judgment as a CEQA responsible agency.

The Project is estimated to cost \$51,000,000 and is funded through preliminary engineering, design, and right-of-way. Funding is from Highway Infrastructure Program (\$1,172,000), Trade Corridor Enhancement Program (\$11,340,000), and State Transportation Improvement Program (\$3,744,000) funds. No construction funding has been programmed. The project team is pursuing funding for the construction phase.

Construction for the Project is estimated to begin in Fiscal Year 2030-2031.

Attachments:

- Attachment A: Resolution E-26-59
- Attachment B: County of Ventura – Findings and Statement of Overriding Considerations Required Under the California Environmental Quality Act for the Hueneme Road Widening Project, Ventura County, California
- Attachment C: California Transportation Commission – Findings of Fact
- Attachment D: California Transportation Commission – Statement of Overriding Considerations
- Attachment E: Notice of Determination
- Attachment F: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Funding Consideration**

**7 – Ventura County
Resolution E-26-59**

- 1.1 WHEREAS, the County of Ventura (County) has certified a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Hueneme Road Widening Project (Project); and
- 1.2 WHEREAS, the Project is located on Hueneme Road from the Edison Drive intersection to 0.25 mile east of Rice Avenue in the Oxnard Plans Area in unincorporated Ventura County; and
- 1.3 WHEREAS, the Project consists of widening an approximately 1.93-mile portion of Hueneme Road from two lanes (one lane in each direction) to four 12-foot through lanes. Additionally, construction would include a 14-foot paved median, two 6-foot bicycle lanes with a 2-foot buffer between the bicycle lanes and traffic lanes, and two 4-foot-wide shoulders; and
- 1.4 WHEREAS, on December 16, 2025, the County certified the Final Environmental Impact Report and found that the Project would have significant and unavoidable impacts on agriculture due to the conversion of 9.2 acres of Prime Farmland/Farmland of Statewide Importance; and
- 1.5 WHEREAS, other resources areas were found to be less than significantly impacted and no mitigation measures were required for them; and
- 1.6 WHEREAS, the County approved the Project analyzed in the Final Environmental Impact Report because it found the benefits outweighed the significant and unavoidable adverse effects; and
- 1.7 WHEREAS, on June 29, 2026, the County confirmed that the Final Environmental Impact Report remains valid; there are no new impacts requiring mitigation; and the Project set forth in the Environmental Impact Report is consistent with the scope of work programmed by the California Transportation Commission (Commission); and
- 1.8 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.9 WHEREAS, the Commission has made findings as required by California Code of Regulations, section 15096, subdivision (h) (Attachment C); and

- 1.10 WHEREAS, the Commission has adopted a Statement of Overriding Considerations (Attachment D) pursuant to California Code of Regulations, title 14, section 15093 and has approved the Project because it found the benefits of the project render the significant impacts acceptable.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Final Environmental Impact Report and approves the above-referenced Project for future consideration of funding.

Findings and Statement of Overriding Considerations
Required Under the California Environmental Quality Act
for the
Hueneme Road Widening Project, Ventura County,
California

Prepared pursuant to
Sections 15091 and 15093 of the State CEQA Guidelines
and Section 21081 of the Public Resources Code

By
Ventura County

December 2025

Introduction

Statutory Requirements

The California Environmental Quality Act (CEQA) and particularly the CEQA Guidelines (Section 15091) require that:

No public agency shall approve or carry out a project for which an Environmental Impact Report (EIR) has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- 1. Changes or alternations have been required in, or incorporated into, the project, which avoid or substantially less the significant environmental effect as identified in the Final EIR. [Referred to herein as "Finding 1"]*
- 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives in the Final EIR.*

For those significant effects that the agency determines are not feasible to mitigate to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see Public Resources Code (PRC) Section 21081(b)). The guidelines state in Section 15093 that:

If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.

Record of Proceedings and Custodian of Record

For purposes of CEQA and these findings, the record of proceedings for Ventura County (County) decisions on the project consist of: (a) matters of common knowledge to the County, including, but not limited to, federal, state, and local laws and regulations and policies, and (b) the following documents, which are in custody of Ventura County, Department of Public Works, 800 South Victoria Avenue, Ventura, CA 93009:

- Notice of Preparation and other public notices issued by the County in conjunction with the project

- Draft EIR, dated October 2025
- All testimony, documentary evidence, and correspondence submitted in response to the Draft EIR by agencies or members of the public during the public comment period on the Draft EIR, and the County's responses to those comments
- Final EIR, dated December 2025, including all documents incorporated therein by reference
- Mitigation Monitoring and Reporting Program, dated December 2025
- All findings, statements of overriding consideration, and resolutions adopted by the County in connection with the project, and all documents cited or referred to therein
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by the County or the County's consultants relating to the project
- All documents submitted to the County by agencies or members of the public in connection with development of the project
- All references listed in the references section of the Draft EIR
- Meeting agenda, minutes, and staff reports of the County relating to the project
- Other documents regarding coordination and consultation with the public and public agencies and other documents designated by the County

Preparation and Consideration of the Final EIR and Independent Judgement Findings

Pursuant to PRC Section 21082.1(c)(3), the County finds, with respect to the County's preparation, review and consideration of the Final EIR, that:

- The County retained the independent firm of GPA Consulting to prepare the EIR, and GPA Consulting prepared the EIR under the supervision and at the direction of the County's Public Works Department.
- The County circulated the Draft EIR for review by responsible agencies and the public from October 1, 2025, to November 14, 2025, for a period of 45 days and submitted it to the State Clearinghouse for review and comment by state agencies.
- The EIR has been completed in compliance with CEQA.
- The project will have significant, unavoidable impacts as described and discussed in the EIR.
- The EIR is adequate under CEQA to address the potential environmental impacts of the project.

- The EIR has been presented to the County and the County's Board of Supervisors has independently reviewed and considered information contained in the EIR.

By these findings, the County ratifies, adopts and incorporates the analyses, explanations, findings, responses to comments, and conclusions of the EIR, except as specifically described in these findings.

Significant and Unavoidable Impacts

The EIR identifies the following significant impact as remaining significant and unavoidable because the impact cannot be mitigated to a less than significant level. As stated in CEQA Guidelines Section 15091, the County finds that the "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternative" identified in the EIR. The County further finds that the project has been designed in a manner that reduces impacts to the extent feasible, while achieving the specific economic, legal, social, and technological benefits of the project. The County is adopting a Statement of Overriding Consideration in accordance with CEQA Guidelines Section 15093 for the following significant impact that is not avoided.

Agricultural Resources

As discussed below, the following potentially significant impact would not be reduced to a less-than-significant level with implementation of the corresponding mitigation measures of the project and would be considered significant and unavoidable.

Impact

Widening of Hueneme Road could conflict with an applicable County program, *Implementation Program AG-O*, which assesses farmland impacts under CEQA. The guidelines specify that any project that would result in the direct or indirect loss of five acres of Prime Farmland/Farmland of Statewide Importance, 10 acres of Unique Farmland, or 15 acres of Farmland of Local Importance is considered a significant impact. The project would require permanent acquisition from existing farmland in the project area, resulting in the conversion of 9.2 acres of Prime Farmland/Farmland of Statewide Importance into a transportation facility.

Findings

The County finds that Measures MM-AGR-1 in the EIR would reduce impacts to Important Farmland to the extent feasible; however, any direct or indirect loss of Important Farmlands would be considered a permanent loss of a valuable resource. Establishing agricultural conservation easements would conserve Important Farmland within the county but would not prevent the loss of existing Important Farmland. There are no actions or policies that the County could feasibly mandate to fully replace the loss of

Important Farmland. Therefore, this impact would remain significant and unavoidable. The County adopts Finding 1; however, because the acquisition of the land is necessary to implement the project and achieve the purpose and need of the project outlines in the EIR, the County concludes that the project's benefits outweigh the significant and unavoidable impacts of the project.

Facts in Support of Findings

Facts in support of the findings are described in Section 3.3 of the EIR and these findings, which include the Statement of Overriding Considerations.

Alternatives to the Proposed Project

Introduction

The EIR analyzes one build alternative (Alternative 3, Hybrid) that meets the project objectives: to serve existing transportation demand, improve the freight movement corridor, and improve vehicle and bicycle travel and safety. Other alternatives considered in the EIR include the No Build Alternative and two alternatives that were initially considered but subsequently rejected and therefore not evaluated in detail: Alternative 1, Widening on Both Sides, and Alternative 2, Widening on One Side. The two alternatives considered but not evaluated in detail are discussed below.

The number of alternatives evaluated in detail was determined to be an adequate range of reasonable alternatives as required under CEQA Guidelines Section 15126.6. The environmental impacts of each alternative are identified in the EIR. The environmentally superior alternative, Alternative 3, is identified in Section 4.2.2 of the Draft EIR.

Alternative Analysis

The County finds that the range of alternatives studied in the EIR along with recognition of the project objectives reflects a reasonable attempt to identify and evaluate various alternatives that would be capable of reducing project environmental impacts while accomplishing most project objectives. The County is required to determine whether any alternative identified in the EIR is environmentally superior. The following summarizes the No Build Alternative and alternatives considered but not evaluated in detail.

No Build Alternative

Under the No Build Alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. This alternative would maintain the current configuration of the roadway segments and local intersections within the project area. The No Build Alternative would not address the purpose and need of the project.

Alternative 1 – Widening on Both Sides

Alternative 1 would include widening Hueneme Road by approximately 20 feet on both sides. The roadway fill embankments would range from close to existing to approximately five feet. Drainage would need to be extended, and existing roadside ditches would need to be relocated. Alternative 1 would require upgrading and modifying three traffic signals. This alternative would require 9.1 acres of property acquisition from 29 separate parcels. In addition, Alternative 1 would require the removal of one building structure. Hueneme Road is a major utility corridor, with Southern California Edison (SCE) utility poles at close proximity to the roadway. A total of 58 poles would need to be relocated. Three intersections would require modifications to traffic signals, but Alternative 1 would only require modifications to half of the intersections. Water purveyors have three water facilities within the project area that would need to be protected in place, and four facilities that would need to be relocated. The total new pavement area would be 7.46 acres. Alternative 1 was eliminated from further consideration primarily due to greater utility and drainage impacts. Widening the roadway on both sides would result in an increased number of utilities, such as power poles, and drainage ditches that would need to be relocated.

Alternative 2 – Widening on One Side

Alternative 2 would include widening the roadway approximately 38 feet on one side where the impacts would be less adverse. In general, the project would widen one side of the roadway; however, the existing roadway shoulder and shoulder backing on the opposite side of the road would also be brought to County standards. From the City of Oxnard limits to the Rice Avenue intersection, Hueneme Road would be widened to the south. This alternative would require 9.9 acres of right of way (ROW) acquisition from 29 parcels. In addition, Alternative 2 would require the removal of one building structure and the relocation of 63 SCE utility poles. Three intersections would require modifications to traffic signals. Water purveyors have six water facilities within the project area that would need to be protected in place, and two facilities that would need to be relocated. The total new pavement area would be 6.71 acres. Alternative 2 was eliminated from further consideration primarily due to greater ROW and utility impacts. Widening the roadway on one side would result in greater utility impacts, such as power poles, and require increased ROW acquisitions from parcels on the widened side of the roadway.

Environmentally Superior Alternative

CEQA requires that an environmentally superior project alternative be specified, if one is identified. In general, the environmentally superior alternative is supposed to minimize adverse impacts on the environment while achieving most of the basic objectives of the project.

The No Build Alternative would avoid the agriculture impacts of the project. Therefore, the No Build Alternative would be considered the environmentally superior alternative; however, it would not meet any of the project objectives.

CEQA Guidelines Section 15126.6, subdivision (e)(2) states: "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." The identification of the environmentally superior alternative for this project was based on the criteria described in the Executive Summary of the EIR. Three build alternatives were originally under consideration and Alternative 3 was selected as the environmentally superior alternative.

When compared to the other alternatives, Alternative 3 had fewer impacts on utility poles, driveways, and culverts when compared to Alternatives 1 and 2. Alternative 3 would use a combination of widening both sides or only one side in certain areas to reduce impacts in sensitive areas. From the City of Oxnard city limits to the Olds Road intersection, Hueneme Road would be widened to the south. From the Olds Road intersection, Hueneme Road would be widened on both sides at the Rice Avenue intersection. Alternative 3 would require 9.3 acres of ROW acquisition from 30 parcels and would require the removal of four building structures and the relocation of 41 SCE utility poles. Modifications to traffic signals would be required at three intersections. Four private water facilities within the project area would need to be protected in place, and 10 facilities would need to be relocated. The total new pavement area would be 7.8 acres. Based on the analysis in the EIR, Alternative 3 is the environmentally superior alternative.

Preferred Alternative

Based on several factors, including the public and agency comments received on the Draft EIR, Ventura County is recommending the selection of Alternative 3 to be carried forward as the preferred alternative. The primary determining factor in selecting Alternative 3 is that it requires the least amount of disruption to utilities and property acquisition and displacement; therefore, this alternative is expected to cause the least disruption to nearby property owners, businesses, and residents. Based on feedback received during public review, it appears that is acceptable to the community. If Alternative 3 is adopted by the Board of Supervisors as part of the Final EIR certification process, it would be advanced to the final stages of project development leading to construction.

Statement of Overriding Considerations

CEQA requires the County as the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may

be considered acceptable (CEQA Guidelines, Section 15093(a)). CEQA requires the County to support, in writing, the specific reasons for considering the project acceptable when significant effects are not avoided or substantially lessened, based on substantial evidence in the EIR or administrative record (CEQA Guidelines, § 15093(b)).

The County, in accordance with PRC Section 21081(b) and CEQA Guidelines Section 15093, has balanced the benefits of the project against the unavoidable adverse impacts associated with the project discussed below and has adopted all feasible mitigation measures. The County has also (i) independently reviewed the information in the EIR and the record of proceedings; (ii) made a good faith effort to eliminate or substantially lessen the impacts resulting from the project to the extent feasible by adopting the mitigation measure as identified in the EIR; and (iii) balanced the project's benefits against the project's significant unavoidable impacts. The County has also examined alternatives to the project and has determined that adoption and implementation of the project is the most desirable, feasible, and appropriate action. The County Board of Supervisors has chosen to approve the Final EIR because in its judgment, it finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the project's significant effects on the environment. Substantial evidence supports the various benefits and can be found at a minimum in Sections 2 and 3 of these Findings, the EIR, and the documents that make up the record of proceedings.

Significant and Unavoidable Impacts

Based on the information and analysis set forth in the EIR and the record of proceedings, construction of the project would result in the following significant unavoidable impacts even with the implementation of all feasible mitigation measures:

- **Impact AGR-1:** Construction of Hueneme Road would conflict with County guidelines regarding the conversion of Important Farmland to non-agricultural use. The County's thresholds indicate that any conversion of Prime Farmland or Farmland of Statewide Importance greater than five acres constitutes a significant impact. The project would convert 9.2 acres of Prime Farmland or Farmland of Statewide Importance to non-agricultural use. There are no actions or policies that the County could feasibly mandate to fully replace the loss of Important Farmland. Therefore, this impact would remain significant and unavoidable.

Overriding Considerations

Hueneme Road within the project corridor is a 2-lane roadway with heavy traffic flows during peak hours. Motorists on Hueneme Road through the project area experience traffic congestion during the peak travel periods. According to the Traffic Impact Study, by 2050 levels of service at unsignalized intersections would continue to deteriorate. For travelers passing through from the coast to State Route 1 and beyond, this area would continue to act as a bottleneck without implementation of the project.

The existing roadway requires emergency access vehicles, agricultural vehicles, bicyclists, and any other vehicle in the area to share a 2-lane roadway with minimum shoulders. Widened roadway shoulders would provide additional lateral clearance and emergency access. The addition of bicycle lanes, a paved median, and turn lanes would also allow for safer travel along the corridor for all types of vehicles.

In 2007, the Ventura County Transportation Commission (VCTC) adopted the Ventura Countywide Bicycle Master Plan to establish a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. Currently, Hueneme Road is a part of the Ventura County Regional Bike Network and there are Class II bicycle lanes provided to the west and the east of the project area. Currently there are no Class II bicycle lanes within the project area creating a gap in the route, and according to the VCTC Bicycle Master Plan Hueneme Road is rated as a segment with the “most stress bicycling.”

Hueneme Road serves as the primary freight route to and from the Port of Hueneme. The Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area, and the United States Port of Entry to California’s central coast region. Freight truck and rail movement to and from Port Hueneme is critical to its continued viability. According to the 2008 SCAG Cities of Port Hueneme/Oxnard Truck Traffic Study recommended widening Hueneme Road to a full 4-lane divided arterial street between Ventura Road and Rice Road.

The Hueneme Road Widening project would correct existing deficiencies and provide the necessary improvements for enhanced circulation, safety, and access along Hueneme Road. These considerations identify why, in the County’s judgement, the project and its benefits outweigh its unavoidable significant environmental impact. The substantial evidence supporting these various considerations is found in the EIR and contents of the record of proceedings for the project.



Environmental Document: *Hueneme Road Widening Project, SCH# 2023080368, Final Environmental Impact Report*

Project Name: Hueneme Road Widening Project

SCH# 2023080368

**CALIFORNIA TRANSPORTATION COMMISSION
FINDINGS OF FACT**

FOR

HUENEME ROAD WIDENING PROJECT IN VENTURA COUNTY

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Sections 15091 and 15096 and also Title 21, Section 1501 et seq. Reference is made to the *Hueneme Road Widening Project, SCH# 2023080368, Final Environmental Impact Report* (EIR), which is the basic source of information.

The California Transportation Commission (Commission), in its independent judgment as a CEQA responsible agency, reviewed and considered the EIR prepared by the County of Ventura (County) and finds that the EIR contains a complete, objective, and substantiated reporting of the Project's potential impacts.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

1 FINDINGS

1.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Agricultural Resources

As discussed below, the following potentially significant impact would not be reduced to a less-than-significant level with implementation of the corresponding mitigation measures of the project and would be considered significant and unavoidable.



Impact

Widening of Hueneme Road could conflict with an applicable County program, *Implementation Program AG-O*, which assesses farmland impacts under CEQA. The guidelines specify that any project that would result in the direct or indirect loss of five acres of Prime Farmland/Farmland of Statewide Importance, 10 acres of Unique Farmland, or 15 acres of Farmland of Local Importance is considered a significant impact. The project would require permanent acquisition from existing farmland in the project area, resulting in the conversion of 9.2 acres of Prime Farmland/Farmland of Statewide Importance into a transportation facility.

Findings

The Commission finds that Mitigation Measure (MM)-AGR-1 in the EIR would reduce impacts to Important Farmland to the extent feasible; however, any direct or indirect loss of Important Farmlands would be considered a permanent loss of a valuable resource. Establishing agricultural conservation easements would conserve Important Farmland within the county but would not prevent the loss of existing Important Farmland. This impact would remain significant and unavoidable. However, because the acquisition of the land is necessary to implement the project and achieve the purpose and need of the project outlined in the EIR, the Commission concludes that the project's benefits outweigh the significant and unavoidable impacts of the project. The Commission therefore adopts Finding 1.

Mitigation

MM-AGR-1: The County shall prepare and submit a report for the review and approval of the Planning Division in consultation with the Department of Agriculture/Weights & Measures Division which identifies a minimum of one proposed potential mitigation site suitable for ensuring the permanent protection of offsite farmland of equal quality at a 1:1 ratio (acres preserved: acres converted) through the establishment of one or more offsite agricultural conservation easements. The County shall also deposit funds to contract with a qualified third-party agricultural economic consultant to review and advise the Planning Division and Department of Agriculture/Weights & Measures Division regarding the establishment and implementation of the agricultural conservation easement(s).



Facts in Support of Findings

Important Farmland within the County totals approximately 118,508 acres. There is Important Farmland in the project area, including Prime Farmland and Farmland of Statewide of Importance. Any project that would result in the direct or indirect loss of five acres of Prime Farmland/Farmland of Statewide Importance, 10 acres of Unique Farmland, or 15 acres of Farmland of Local Importance is considered a significant impact under Ventura County's threshold of significance. The Project would permanently impact 9.2 acres of Prime Farmland or Farmland of Statewide of Importance.

As discussed above, the County found that measure MM-AGR-1 would reduce impacts to the extent feasible, however, it would not prevent the loss of existing Important Farmland.

Documents or other material which constitute the record of the proceedings upon which the California Transportation Commission's decision is based are available at the County of Ventura, 800 S. Victoria Avenue #L1620, Ventura, CA 93009.

Paul Golaszewski

Chief Deputy Director

Signature

Date



Environmental Document: *Hueneme Road Widening Project, SCH #2023080368, Final Environmental Impact Report*

Project Name: Hueneme Road Widening Project

SCH# 2023080368

**CALIFORNIA TRANSPORTATION COMMISSION
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

HUENEME ROAD WIDENING PROJECT IN VENTURA COUNTY

The following information is presented to comply with California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Sections 15091 and 15096 and also Title 21, Section 1501 et seq. Reference is made to the *Hueneme Road Widening Project, SCH #2023080368, Final Environmental Impact Report* (EIR), which is the basic source of information.

The California Transportation Commission (Commission), in its independent judgment as a CEQA responsible agency, reviewed and considered the EIR prepared by the County of Ventura (County) and finds that the EIR contains a complete, objective, and substantiated reporting of the project's potential impacts.

Significant and Unavoidable Impacts

Based on the information and analysis set forth in the EIR and the record of proceedings, construction of the project would result in the following significant unavoidable impacts even with the implementation of all feasible mitigation measures:

- Impact AGR-1: Construction of Hueneme Road would conflict with County guidelines regarding the conversion of Important Farmland to non-agricultural use. The County's thresholds indicate that any conversion of Prime Farmland or Farmland of Statewide Importance greater than five acres constitutes a significant impact. The project would convert 9.2 acres of Prime Farmland or Farmland of Statewide Importance to non-agricultural use. There are no actions or policies that the County could feasibly mandate to fully replace the loss of Important Farmland. Therefore, this impact would remain significant and unavoidable.



Overriding Considerations

Hueneme Road within the project corridor is a 2-lane roadway with heavy traffic flows during peak hours. Motorists on Hueneme Road through the project area experience traffic congestion during the peak travel periods. According to the Traffic Impact Study, by 2050 levels of service at unsignalized intersections would continue to deteriorate. For travelers passing through from the coast to State Route 1 and beyond, this area would continue to act as a bottleneck without implementation of the project.

The existing roadway requires emergency access vehicles, agricultural vehicles, bicyclists, and any other vehicle in the area to share a 2-lane roadway with minimum shoulders. Widened roadway shoulders would provide additional lateral clearance and emergency access. The addition of bicycle lanes, a paved median, and turn lanes would also allow for safer travel along the corridor for all types of vehicles.

In 2007, the Ventura County Transportation Commission (VCTC) adopted the Ventura Countywide Bicycle Master Plan to establish a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. Currently, Hueneme Road is a part of the Ventura County Regional Bike Network and there are Class II bicycle lanes provided to the west and the east of the project area. Currently there are no Class II bicycle lanes within the project area creating a gap in the route, and according to the VCTC Bicycle Master Plan Hueneme Road is rated as a segment with the “most stress bicycling.”

Hueneme Road serves as the primary freight route to and from the Port of Hueneme. The Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area, and the United States Port of Entry to California’s central coast region. Freight truck and rail movement to and from Port Hueneme is critical to its continued viability. According to the 2008 Southern California Association of Governments Cities of Port Hueneme/Oxnard Truck Traffic Study recommended widening Hueneme Road to a full 4-lane divided arterial street between Ventura Road and Rice Road.

The Hueneme Road Widening project would correct existing deficiencies and provide the necessary improvements for enhanced circulation, safety, and access along Hueneme Road. These considerations identify why, in the County’s judgement, the project and its benefits outweigh its unavoidable significant environmental impact. The substantial evidence supporting these various considerations is found in the EIR and contents of the record of proceedings for the project.

Having considered the benefits outlined above, the Commission finds that benefits of approving the project outweigh and override the unavoidable adverse environmental



effects associated with the project, and therefore, the project's unavoidable adverse environmental effects are acceptable.

Paul Golaszewski

Chief Deputy Director

Signature

Date

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Hueneme Road Widening Project

2023080368	Anitha Balan	(805) 654-2077
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Hueneme Road from the Edison Drive intersection to 0.5 mile east of the Rice Avenue intersection in the Oxnard Plans Area in unincorporated Ventura County.

Project Description: The project consists of widening an approximately 1.93-mile portion of Hueneme Road from two lanes (one lane in each direction) to four 12-foot through lanes. Additionally, construction would include a 14-foot paved median, two 6-foot bicycle lanes with a 2-foot buffer between the bicycle lanes and traffic lanes, and two 4-foot-wide shoulders.

This is to advise that the California Transportation Commission has approved the above-described
(☐ Lead Agency/ ☒ Responsible Agency)
project on August 20-21, 2026, and has made the following determinations regarding the above-described project:

1. The project (☒ will/ ☐ will not) have a significant effect on the environment.
2. ☒ A Final Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☐ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☒ was / ☐ was not) adopted for this project.
6. Findings (☒ were/ ☐ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Public Works, County of Ventura, 800 S. Victoria Avenue #L1620, Ventura, CA 93009.

PAUL GOLASZEWSKI

Signature (Public Agency)

Date

CHIEF DEPUTY DIRECTOR
California Transportation Commission

Title

Date received for filing at LCI:

Project Location Map

Hueneme Road Widening, Ventura County

