26. Transportation

26.1 BACKGROUND AND CONTEXT

Systems of transportation and circulation include facilities for pedestrians and bicycles, *public transit*, roadways, railroads, and airports. Pedestrian and bicycle facilities include, but are not limited to sidewalks, bike lanes, bike paths, crosswalks, bike lockers, pedestrian lighting, flashing beacons, and protected highway and/or railroad crossings. Refer to Section 19, Aviation Hazards, of the Initial Study Assessment Guidelines for thresholds of significance and guidance for analyzing project impacts related to airports.

The safety and design of roadways is the physical configuration of existing and future roads or highways (e.g., width, curve radius, gradient, and ability to support the weight of fire apparatus). Tactical access is an organized system of roads/access to and from a project site used during an emergency or disaster. California Code of Regulations Title 14, Division 1.5, Chapter 7 Fire Protection, Subchapter 2, Articles 1-3 ("State Fire Safe Regulations") and Ventura County Fire Protection District (VCFPD) Access Standards apply to the safety, design, and tactical access for all public roads and private roads.

County maintained roads are designed to provide for the needs of roadway users while maintaining the integrity of the environment. County maintained roads are defined as those roads accepted into the County road system by action of the Board of Supervisors in accordance with Section 941 of the California Streets and Highways Code. The Ventura County Road Standards ("Road Standards"), as maintained by the Public Works Agency (PWA) and adopted by the Board of Supervisors, establish uniform policies and procedures for the design and construction of County maintained roads and appurtenances.

Many existing roads in the County do not comply with current County Road Standards, State Fire Safe Regulations, or VCFPD Access Standards because many existing roads were built prior to the existence of modern road standards and were often simply "farm to market" roads or rural access roads (often in remote, mountainous, or otherwise rugged areas), intended for limited traffic. The fact that existing roads do not comply with current Road Standards, State Fire Safe Regulations, or VCFPD Access Standards does not imply that those roads are unsafe, nor does it mandate the initiation of improvement projects. However, new development can place an additional burden on such roads and create expectations of increased vehicle trips or municipal levels of services. The impacts from development on existing roads should be evaluated in the context of the most current regulations and guidance available, as well as and engineering knowledge, experience, and judgment.

26.1.1 Vehicle Miles Traveled

Vehicle miles traveled (VMT) refers to the amount and distance of automobile travel attributable to a project. The *VMT* metric integrates land use and multimodal transportation choices, encourages alternative transportation, greater efficiency, and reduced greenhouse gas (GHG) emissions. The *VMT* metric was established by the Governor's Office of Land Use and Climate Innovation (LCI), formerly known as the Office of Planning and Research as an alternative to vehicle delay as a new

methodology for evaluating transportation impacts under the California Environmental Quality Act (CEQA) following the State Legislature's passage of Senate Bill (SB) 743, codified in Public Resources Code Section 21099. *VMT* analysis in CEQA Guidelines Section 15064.3 became effective statewide on July 1, 2020.

26.2 VMT SCREENING CRITERIA

VMT measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. The term "vehicle" typically refers to on-road passenger vehicles, specifically cars and light trucks. However, special consideration of other vehicle types (e.g., heavy duty trucks) may be warranted for certain projects as determined by the ~~Ventura County Road Commissioner~~ PWA during review of the project and for incorporation into the *Traffic Impact Study*, if required. Regardless, for an appropriate comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.

The Southern California Association of Governments (SCAG) updates its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years as required by federal and state regulations. The RTP/SCS provides for the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The RTP is integrated with the development of a SCS, which encompasses a holistic approach to programs and strategies that leverage existing infrastructure to serve infill development, repurpose underutilized properties, and reduce greenhouse gas emissions. Projects that are consistent with the core vision and goals of the adopted RTP/SCS and meet the applicable screening criteria below are considered to have a less than significant impact, and no further analysis is required upon approval of the screening criteria determination by PWA. The screening criteria below incorporates guidance contained within LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA ("LCI Technical Advisory"), December 2018, as may be amended and updated.

If a project does not meet at least one of the *VMT* screening criteria stated in Section 26.2.1 and 26.2.2, *VMT* analysis shall be required to determine the significance of *VMT* impacts in accordance with Threshold TRA-1. *VMT* analysis must use the methodology in Section 26.4 and be provided to the *Lead Agency* for review and acceptance. The determination of significance of VMT impacts shall ~~must~~ be conducted by a registered civil or traffic engineer in the State of California familiar with Ventura County and who is qualified to perform traffic engineering studies and/or VMT analyses. ~~Such studies must utilize methodology identified in Section 26.4 and be provided to the Lead Agency for review and acceptance.~~

26.2.1 Screening Criteria for Land Use Projects

The *Ventura County Transportation Model (VCTM)* currently divides Ventura County into 663 unique *traffic analysis zones (TAZs)*. Similar types of development within *TAZs* can generally be expected to generate *VMT* metrics in line with the baseline metrics. The *TAZs* can therefore be utilized to screen projects unless the development has unique land uses or operating characteristics significantly different from existing development within the *TAZ*. Ventura County utilizes a Countywide VMT Screening Evaluation Tool to assist in determining whether a project is screened for residential, office, and industrial land use types. A proposed land use project is presumed to have a less than significant impact on *VMT* if the project meets any of the following screening criteria:

a. Generates or attracts fewer than 110 net vehicle *average daily trips*. "Average daily trips" mean the total bi-directional volume of traffic passing through a given point during a given time period, divided by the number of days in that time period;

b. Includes 100 percent *affordable housing* residential development associated with infill development (i.e., development of unused or underutilized land within areas that are already largely developed). If a project contains *affordable housing* along with other land uses, the non-*affordable housing* uses need to meet at least one of the other screening criteria presented in this section to avoid the need for further *VMT* analysis;

c. Includes mixed-use development with a residential housing component of 100 percent *affordable housing* and is associated with infill development;

d. Is a "local serving retail" project (for purposes of *VMT* analysis, a "local serving retail" project consists of a retail business with a combined gross floor area of less than 50,000 square feet);

e. Is a residential, retail, office, or mixed-use project located within a half mile of a *Transit Priority Area* as defined in PRC Section 21099 or a transit stop along a "high-quality transit corridor" as defined in PRC Section 21155, and has a floor area ratio of 0.75 or more; or

f. Is located within a *low VMT area* designated for residential, office, or industrial uses in the General Plan and incorporates features (i.e., density, mix of uses, transit accessibility) consistent with existing land uses within the area. For purposes of *VMT* analysis, a low *VMT* area is a *TAZ* with the applicable development *VMT* metric at least 15 percent below the regional (unincorporated area) average as modeled by the *VCTM*.

26.2.2 Screening Criteria for Transportation/Roadway Improvement Projects

CEQA Guidelines Section 15064.3(b)(2) states that transportation projects that reduce or have no impact on *VMT* should be presumed to have a less than significant transportation impact. Furthermore, LCI's Technical Advisory indicates that transportation projects that promote active transportation, such as transit, bicycle, and pedestrian facilities, are presumed to reduce *VMT* and can be screened from further analysis. Projects that improve safety or traffic operations at current bottlenecks, such as installing a new traffic signal or widening an intersection to provide new turn lanes, are not expected to increase *VMT*. Reducing roadway capacity (for example, by removing or repurposing motor vehicle travel lanes) will generally reduce *VMT* and therefore is presumed to cause a less than significant impact on transportation. Based on the foregoing, the following transportation projects listed in the LCI Technical Advisory are not likely to lead to a substantial or measurable increase in *VMT* and are not subject to further *VMT* analysis:

a. Rehabilitation, maintenance, replacement, safety, and repair projects that do not add additional motor vehicle capacity and are designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; tunnels; transit systems; and transportation management system (TMS) field elements such as cameras, message signs, and signals; and assets that serve bicycle and pedestrian facilities).

b. Roadside safety devices or hardware installation such as median barriers and guardrails.

c. Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles to provide bicycle access or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.

d. Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.

e. Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes.

f. Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.

g. Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes or changing lane management in a manner that would not substantially increase vehicle travel.

h. Addition of a new lane that is permanently restricted to use only by transit vehicles.

i. Reduction in the number of through vehicle lanes (e.g. "road diet") to accommodate facilities for pedestrians, cyclists, and *transit use* within the right-of way.

j. Differences in grade elevations to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles from general vehicles. Examples of preferential vehicles may include trucks or high occupancy vehicles, which are motor vehicles carrying more than a specified minimum number of people and are therefore permitted to use a traffic lane reserved for such vehicles (i.e., high-occupancy toll lane).

k. Installation, removal, or reconfiguration of traffic control devices, including transit signal priority features to improve the phasing and control of traffic at stoplights.

l. Installation of traffic metering systems, detection systems, cameras, changeable message and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.

m. Timing of signals to optimize vehicle, bicycle, or pedestrian flow.

n. Installation of roundabouts or traffic circles.

o. Installation or reconfiguration of traffic calming devices.

p. Addition of tolled lanes, where tolls are sufficient to mitigate *VMT* increase.

q. Initiation of new transit service.

r. Conversion of streets from one-way to two-way operation with no net increase in the number of traffic lanes.

s. Removal or relocation of off-street or on-street parking spaces.

t. Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).

u. Addition of traffic wayfinding signage.

v. Rehabilitation and maintenance projects that do not add motor vehicle capacity.

w. Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or existing public rights-of-way.

x. Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.

y. Installation of publicly available alternative fuel/charging infrastructure.

z. Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.

26.3 THRESHOLDS OF SIGNIFICANCE

The determination of significance shall be made on a case-by-case basis and evaluated using the following thresholds of significance as specified below.

TRA-1 If a project does not meet the screening criteria identified in Section 26.2, the following *VMT* significance thresholds shall be used to evaluate a project's potential *VMT* impact, as applicable.

a. Residential Uses: A project involving residential uses may have a significant impact if it would exceed a *VMT* per capita threshold of 15 percent below baseline *VMT* per capita levels.

b. Office and Industrial Uses: A project involving office or industrial uses may have a significant impact if it would exceed a *VMT* per employee threshold of 15 percent below baseline *VMT* per employee levels.

c. Retail Uses: A project involving regional serving retail may have a significant impact if it would result in a net increase in total *VMT* based on model data found in the *VCTM*.

d. Mixed Uses: A project that includes a combination of residential, retail, and/or office uses may have a significant impact if any of the uses included in the project would exceed a *VMT* threshold of 15 percent below baseline *VMT* per capita or *VMT* per employee levels.

e. Agricultural Uses: A project that involving agricultural uses may have a significant impact if it would result in a net increase in regional (unincorporated area) total *VMT* based on model data found in the *VCTM*.

f. Roadway Improvement Projects: A project involving roadway improvements may have a significant impact if it would result in a net increase in total *VMT* based on model data found in the *VCTM*.

TRA-2 A project may have a significant impact if it would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

TRA-3 A project may have a significant impact if it would a) conflict with the VCFPD Access Ordinance, Ventura County Road Standards, and/or State Fire Safe Regulations addressing the circulation system, including *public transit*, roadway, bicycle, or pedestrian facilities; and b) result in a significant adverse environmental effect due to that conflict.

TRA-4 A project may have a significant impact on the circulation system, including *public transit*, pedestrian, or bicycle facilities if it would result in substantial adverse physical barriers to such facilities, substantially increase demand in the use of such facilities, or substantially decrease the performance or safety of such facilities.

TRA-5 A project may have a significant impact if it would result in a substantial adverse physical interference with an existing railroad's facilities or operations.

~~26.3-6~~**TRA-6** A project may have a significant impact if it would result in inadequate access during an emergency ~~access~~.

26.4 IMPACT ANALYSIS

Guidance on addressing the questions from the Initial Study Checklist is provided below. In order to determine whether project impacts exceed or meet the criteria of the thresholds of significance in Section 26.3, the level of impact shall be evaluated based on the appropriate assessment methodologies as outlined below, which may require the preparation of a *Traffic Impact Study*. Prior to preparation of the *Traffic Impact Study*, a scope of work must be submitted as part of the discretionary permit application and routed to PWA for review and acceptance. If required, the project applicant shall retain an engineer to prepare, sign, and stamp a *Traffic Impact Study*.

(a) Would the project exceed the VMT thresholds as established in the ISAGs pursuant to CEQA Guidelines section 15064.3(b)?

The *VMT* analysis must be performed by a civil engineer or traffic engineer registered in the State of California who is qualified to perform traffic engineering studies and is familiar with Ventura County.

The County relies on the *VCTM* in its transportation analysis and planning activities. The *VCTM* should be utilized where modeling is required to prepare *VMT* analysis for the project. A full copy of the traffic model, documentation, request form, and usage agreement are available online (see section 26.5). The County regional average baseline *VMT* levels are established using the latest publicly released VCTC Base Year *VCTM* report. An engineer may revise model estimates to reflect professional judgment based on *substantial evidence*. Any assumptions used to estimate *VMT* and any revisions to model outputs must be approved in advance by PWA and documented and explained in the *Traffic Impact Study*.

Consider the following additional factors, if applicable to the project:

- Retail projects attract a variety of trip types (e.g. home-based and non-home-based trips). The addition of new retail uses in urban areas may improve destination proximity with local retail uses, often shortening trips and as a result, reduce *VMT*. New retail development may also redistribute shopping trips rather than create new trips, so estimating the change in total *VMT* is the most appropriate way to determine the project's impacts. This can be determined by analyzing the project in the *VCTM* and comparing it to the model data.
- For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a *Lead Agency* may tier from that analysis as provided in CEQA Section 15152. If a project would lead to an increase in vehicular travel, an analysis shall be undertaken to determine the amount of vehicle travel induced by the project.

Cumulative analysis involves evaluation of past, present, and reasonably foreseeable probable future projects regarding land use development and the transportation network. Land use development and infrastructure projects consistent with Policies CTM-1.1 and CTM-1.2 of the General Plan may rely on cumulative traffic analysis and conclusions from the General Plan Environmental Impact Report (EIR) and its applicable mitigation measures.

Where a *VMT* analysis finds that a project would exceed the applicable significance threshold(s) stated in Section 26.3, potential mitigation measures to reduce *VMT* must be evaluated and, where appropriate, incorporated into the project. Potential *VMT* reduction measures include, but are not limited to:

All Land Uses:

- Improving or increasing access to transit.
- Increasing access to common goods and services (e.g., groceries, daycare).
- Incorporating neighborhood electric vehicle network.
- Orienting the project design toward transit, bicycle and pedestrian facilities.
- Improving pedestrian or bicycle networks, or transit service.
- Providing bicycle parking.
- Implementing or providing access to a commute reduction program.
- Providing car-sharing, bike sharing, and ride-sharing programs.
- Providing transit passes.

Work-Based Land Uses:

- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services
- Providing incentives or subsidies that increase the use of mobility modes other than single occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing a guaranteed ride home service to users of non-auto modes.

Where *VMT* reduction measures are proposed, *VMT* calculations shall include the effect of all measures and tentative scheduled timing of each proposed mitigation measure. The amount of reduction in *VMT* attributable to the mitigation measures must be fully documented and justified based on *substantial evidence*. Appropriate language and/or exhibits establishing the effectiveness of each mitigation measure must be provided, such as the California Air Pollution Control Officers Association's "Quantifying Greenhouse Gas Mitigation Measures." Multiple mitigation measures may be additive only to an extent. When mitigation measures affect similar demographic groups, their combined effectiveness may be limited due to redundancy.

The best available data on travel demand management effectiveness can be found in the "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity," as may be amended and updated, which was unanimously adopted by the California Air Pollution Control Officers Association Board of Directors.

A monitoring plan ~~will~~ may be required for any VMT mitigation measure established for the project. Monitoring will occur for a term no less than three years and no more than five years following the issuance of a certificate of occupancy or completion, or another equivalent certificate.

(b) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

In addition to evaluating the project's design features as it relates to the circulation system, consider whether the project would result in any of the following conditions:

- Impact to an intersection that includes at least one leg that is part of a County maintained road, so that the intersection would exceed any one of the traffic signal warrants established by the California Manual for Uniform Traffic Control Devices (CAMUTCD), and if necessary, the installation of the traffic control device(s).
- Impact to any un-signalized intersection on the County maintained road system if the project would result in any of the warrants established by the CAMUTCD.
- Use of existing substandard public roads and whether such use would impact the operational safety of the County maintained road system within the vicinity of the project.
- Impact on existing County maintained roads and/or intersections, as well as pedestrian and bicycle facilities within the vicinity. Special consideration should be given to Substandard Impact Areas (see Appendix 23B).
- Potential roadway hazards to County maintained roads[14] or intersections, for example, due to the addition of traffic or proximity of a driveway.

Should the project's design features result in any of the above conditions, consult with the PWA or VCFPD, as appropriate, to determine the level of impact and identify mitigation measures, if necessary. A determination of **Less Than Significant Impact with Mitigation Incorporated (LS-M)** shall be made if a project is deemed to have a significant impact, but mitigation measures will be incorporated into the project to reduce the impact to a less than significant level. A determination of **Potentially Significant Impact (PS)** shall be made and further analysis shall be addressed in an EIR if there is *substantial evidence* that the project would result in potentially significant impacts.

(c) Would the project a) conflict with the VCFPD Access Ordinance, Ventura County Road Standards, and/or State Fire Safe Regulations addressing the circulation system, including public transit, roadway, bicycle, or pedestrian facilities; and b) result in a significant adverse environmental effect due to that conflict?

The VCFPD shall review the project description materials (site plan, grading plan, etc.) and if necessary, make a visit to the project site. Items of design review include, but are not limited to road width, grades, vertical clearance, turning radius, turnouts, turnarounds, surface, bridges and other culvert crossings, and other obstructions.

Determine whether the proposed road is consistent with the VCFPD Access Ordinance and State Fire Safe Regulations. The VCFPD Access Ordinance is applicable to both public and private roads serving new development, including new buildings, expansion of existing building(s), and subdivisions of land. State Fire Safe Regulations are applicable to all roads for projects located within a State mapped *Fire Hazard Severity Zone (FHSZ)*. Ventura County Road Standards are normally applicable to public roads. In case of conflict between VCFPD Access Ordinance, Ventura

[14] County maintained roads include both road segments or linear sections of a road or street and any intersections within the length of the County maintained road being analyzed. For purposes of this section only, a road segment is a portion of a County maintained road being analyzed in relation to a proposed action subject to CEQA.

County Road Standards, and State Fire Safe Regulations, the most restrictive requirement shall prevail.

The following information shall be used to determine the level of impact for the safety and design of access roads:

A determination of **No Impact (N)** shall be made if there are no new roads proposed, and all roads comply with the County Road Standards, VCFPD Access Ordinance, and State Fire Safe Regulations.

A determination of **Less than Significant Impact (LS)** shall be made if:

- Existing or proposed roads meet the applicable requirements of the County Road Standards and/or VCFPD Access Ordinance, and State Fire Safe Regulations; or use of alternate access standard is proposed.
- Existing or proposed roads are using the exceptions for secondary access under the provisions of the VCFPD Access Ordinance, and State Fire Safe Regulations.
- Reasonable safety measures as approved by the VCFPD shall be incorporated in the project design to offset the areas where full access requirements cannot be provided due to site-specific conditions or constraints.

A determination of **Less Than Significant Impact with Mitigation Incorporated (LS-M)** shall be made if existing or proposed roads do not meet the full requirements of the County Road Standards, VCFPD Access Ordinance, and/or State Fire Safe Regulations. The project shall be required to provide a *Fire Protection Plan* from a qualified fire protection consultant as approved by the VCFPD. The *Fire Protection Plan* shall identify mitigation measures to reduce the impact to a less than significant level. Note that mitigation in lieu of secondary access will generally not be accepted. Consult with VCFPD where necessary to identify appropriate mitigation measures (also see Initial Study Checklist question (f) below). Proposed mitigation measures shall be approved by the VCFPD and PWA.

A determination of **Potentially Significant Impact (PS)** shall be made and further analysis shall be addressed in an EIR if there is *substantial evidence* that the project would result in potentially significant impacts.

(d) Would the project result in substantial adverse physical barriers to the circulation system, including public transit, pedestrian, or bicycle facilities, substantially increase demand in the use of such facilities, or substantially decrease the performance or safety of such facilities?

Public Transit Facilities

A public transit facility is defined in Government Code Section 65852.2(j)(11), as may be amended, which states: A location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. To determine whether a project would result in substantial interference or substantial increase in demand for additional bus transit facilities or services, the *Lead Agency* shall consult with the appropriate transit authority (see Figure 6-8 and Table 6-17 in Section 6.4 of the Ventura County General Plan Background Report). The *Lead Agency*, in consultation with the appropriate transit authority, shall determine whether the project would conflict with the transit authority's adopted policies, plans, or programs regarding public transit facilities or otherwise decrease the performance or safety of such facilities, and if so, the types of

new operations or facilities that would be required to address the conflict. A project may have the potential to cause a significant impact if it would result in a substantial change in operations and/or the construction of new facilities which would result in an adverse, physical impact to the environment. Consult with the appropriate transit authority to determine the level of impact.

Projects that can be expected to generate more than 100 daily vehicle trips (10 single family housing units or equivalent traffic generation) shall provide an evaluation of the specific project impacts through either consultation with the appropriate transit service provider or a separate analysis performed by the applicant and approved by PWA. Historically, transit ridership has been less than 10 percent of all traffic generated within Ventura County. This equates to a maximum anticipated ridership from the individual development of 10 daily riders or approximately 1 bus rider per peak hour period.

Pedestrian and Bicycle Facilities

PWA shall evaluate the impact on pedestrian and bicycle facilities that are or would be located within public rights-of-way, as well as demand for expanded pedestrian and bicycle facilities, including both existing facilities and planned facilities. Typically, this involves pedestrian and bike routes to and from schools, commercial centers and transit stops. A project may have the potential to cause a significant impact if it would generate or attract pedestrian and/or bicycle traffic volumes that require new protected highway crossings or new pedestrian and bicycle facilities (e.g., pedestrian overcrossings, traffic signals, and bikeways), the construction and/or use of which would result in an adverse, physical impact to the environment. Consult with PWA to determine the level of impact.

(e) Would the project result in a substantial adverse physical interference with an existing railroad's facilities or operations?

Review the project description and consult Figure 6-8 in Section 6.4, as well as Section 6.5 of the Ventura County General Plan Background Report for additional railroad information.

To determine whether a project would significantly impact rail facilities and services, the *Lead Agency* shall, where necessary, consult with the Union Pacific Transportation Company, the Southern California Regional Rail Authority, California Public Utilities Commission Rail Crossings and Engineering Branch (Rail Safety Division), and the VCTC.

(f) Would the project result in inadequate access during an emergency ~~access~~?

The VCFPD shall review the project description materials (site plan, grading plan, etc.) and if necessary, make a visit to the project site to determine the project's consistency with the VCFPD Access Ordinance, Ventura County Road Standards, and State Fire Safe Regulations. Items of design review include, but are not limited to road width, grades, vertical clearance, turning radius, turnouts, turnarounds, surface materials, bridges, culvert crossings, and other obstructions.

The VCFPD Access Ordinance is applicable to both public and private roads serving new development, including new buildings, expansion of existing building(s), and subdivisions of land. State Fire Safe Regulations are applicable to all roads for projects located within a State designated *FHSZ*. Ventura County Road Standards are normally applicable to public roads. In case of conflict between VCFPD Access Ordinance, Ventura County Road Standards, and State Fire Safe Regulations, the most restrictive requirement will prevail.

Should a project be served by a single dead-end access road that exceeds the allowable distance limits as established in the most recent VCFPD Access Ordinance and State Fire Safe Regulations,

consult with VCFPD to determine the level of impact and mitigation measures, as appropriate, to potentially reduce potential impacts to a less than significant level.

26.5 RESOURCES & REFERENCES

Source	Managing Agency/Organization	Online Access
Resources		
Ventura County CEQA Implementation Manual	Ventura County Resource Management Agency (RMA) Planning Division	PDF | Website
Ventura County Initial Study Assessment Guidelines, Introduction	Ventura County RMA Planning Division	PDF | Website
Ventura County Initial Study Checklist Template	Ventura County RMA Planning Division	PDF | Website
References		
A Policy on Geometric Design of Highways and Streets	The American Association of State Highway and Transportation Officials (AASHTO)	Website
Access Ordinance Number 29	Ventura County Fire Department	PDF | Website
California Code of Regulations (CCR) Title 14, Division 1.5, Chapter 7 Fire Protection, Subchapter 2, Articles 1-3: Fire Safe Regulations. ("State Fire Safe Regulations")	Thomson Reuters Westlaw	Website
California Environmental Quality Act	California Governor's Office of Land Use and Climate Innovation, formerly Office of Planning and Research	Website
The California Manual of Uniform Traffic Control Devices (CAMUTCD)	California Department of Transportation	Website
California Streets and Highways Code	State of California	Website
Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity	California Air Pollution Control Officers Association	Website
Highway Design Manual (HDM)	Division of Design, California State Department of Transportation (Caltrans)	Website
Regional Transportation Plan/Sustainable Communities Strategy	Southern California Association of Government's (SCAG)	PDF | Website
State Designated Fire Hazard Severity Zones	Office of the State Fire Marshal	Website
Technical Advisory on Evaluating Transportation Impacts in CEQA	California Governor's Office of Land Use and Climate Innovation, formerly Office of Planning and Research	PDF | Website

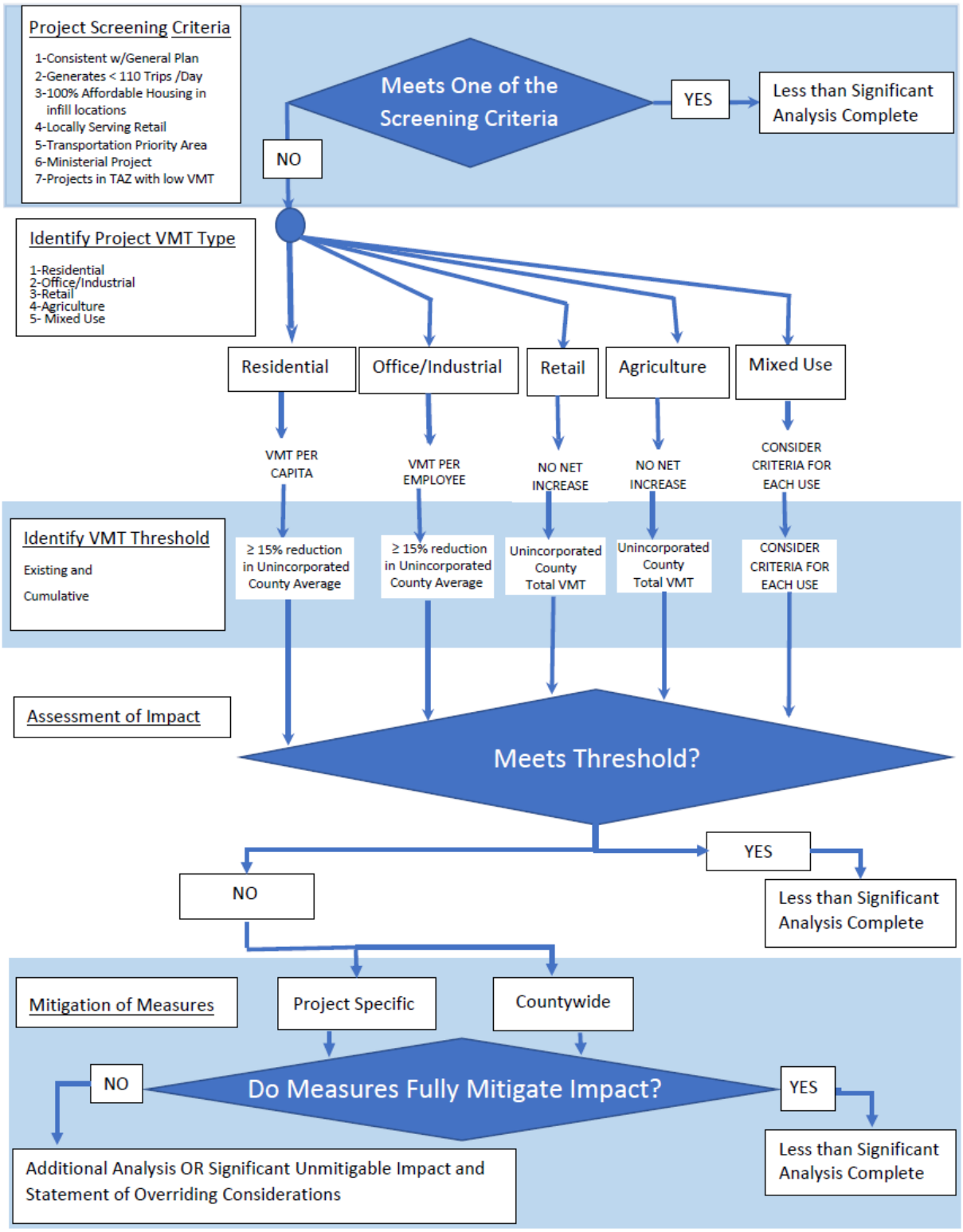
Source	Managing Agency/Organization	Online Access
Ventura Countywide VMT Screening Evaluation Tool	County of Ventura	Website
Ventura County General Plan Background Report, Chapter 6	Ventura County RMA Planning Division	PDF | Website
Ventura County Road Standards	Ventura County Public Works Agency	PDF | Website
Ventura County Traffic Model (VCTM)	Ventura County Transportation Commission	Website

APPENDIX 26A

VMT Analysis Process for Land Use Projects

See Figure 26-1 for a summary flow chart of the *VMT* analysis process.

Figure 26-1. VMT Analysis Process for Land Use Projects



APPENDIX 26B

Substandard Impact Areas

The following figures depict the substandard impact areas within Ventura County.

Figure 26-2. Substandard Impact Areas Vicinity Map

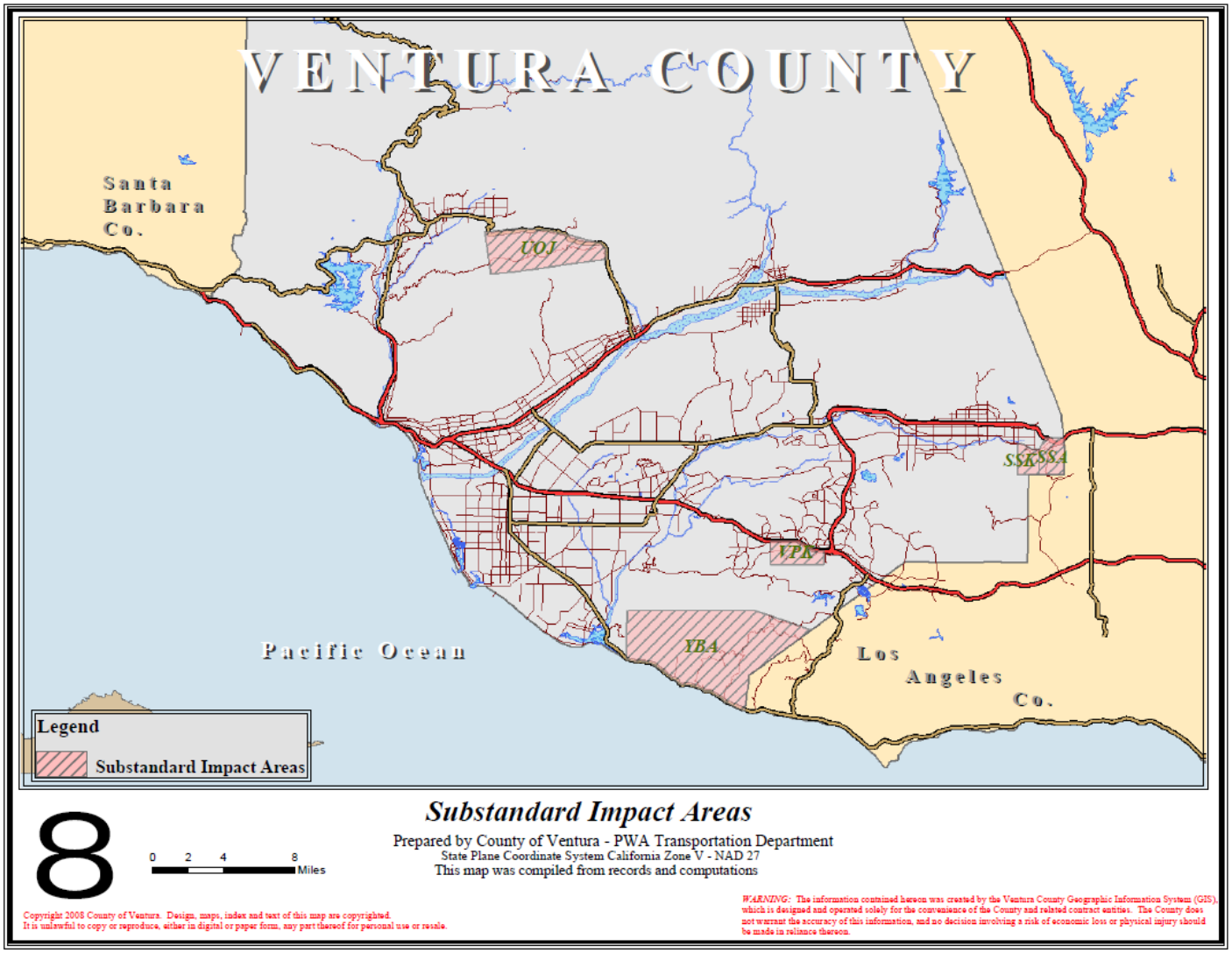


Figure 26-3. Upper Ojai Substandard Impact Area Map

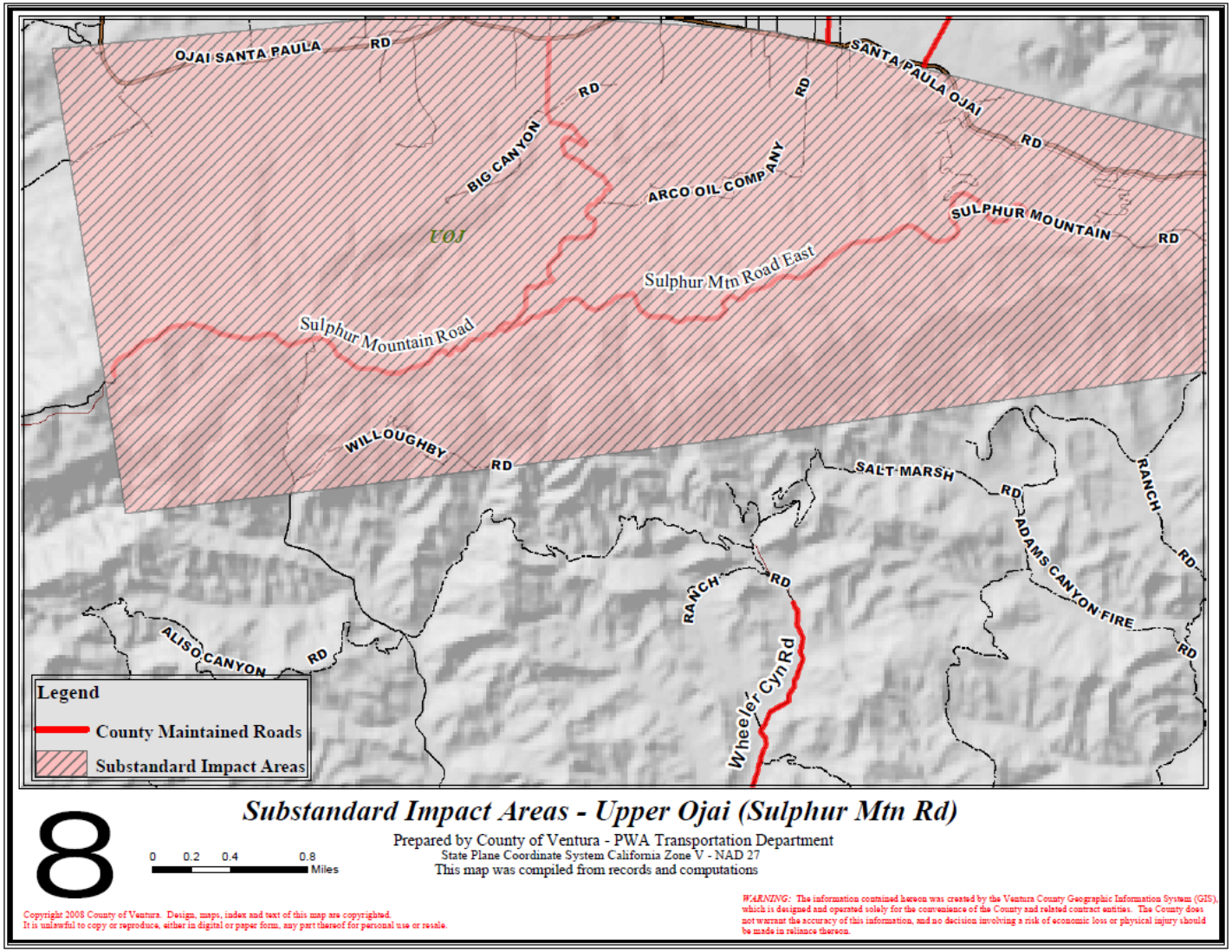


Figure 26-4. Santa Susana Area Substandard Impact Area Map

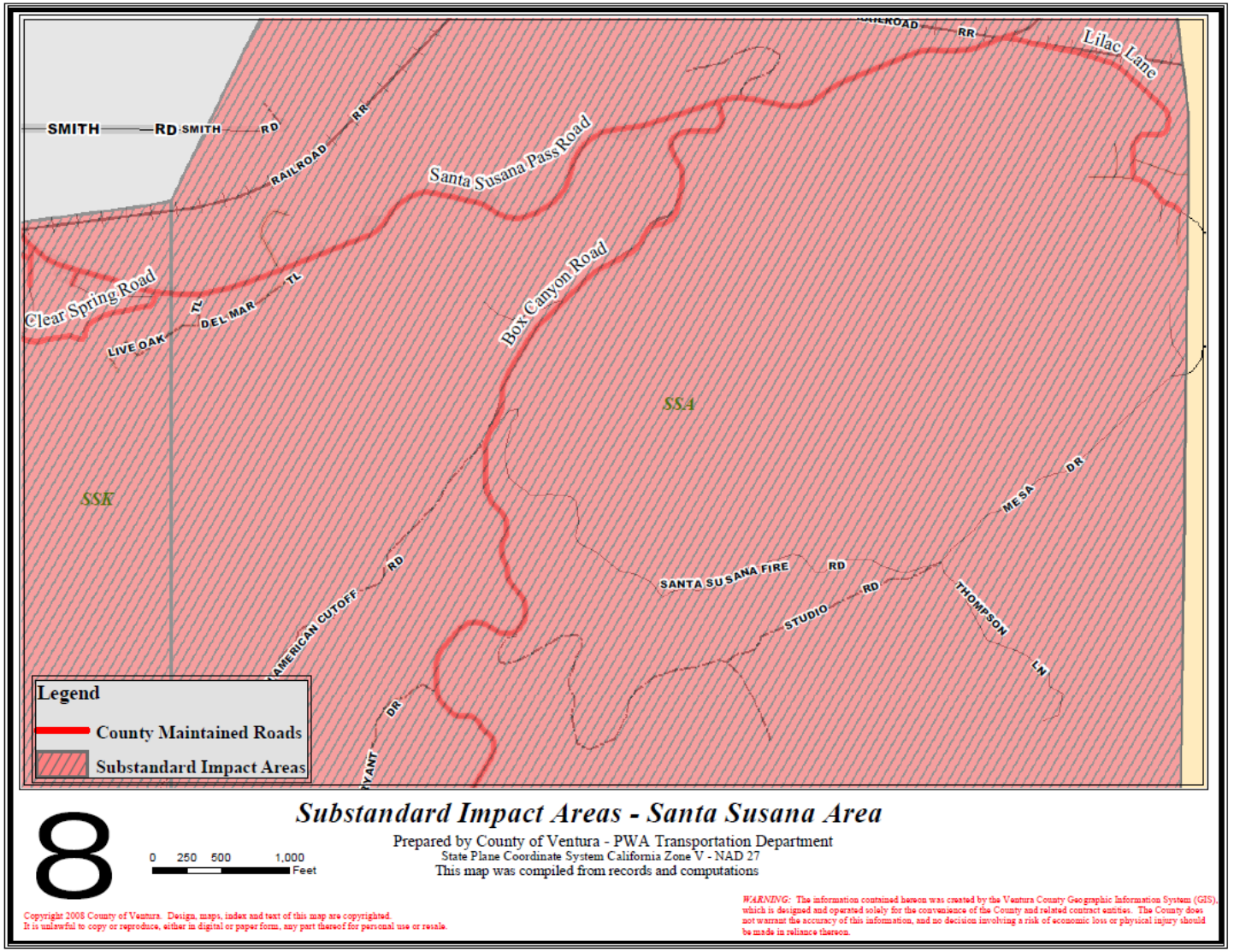


Figure 26-5. Ventu Park Area Substandard Impact Area Map

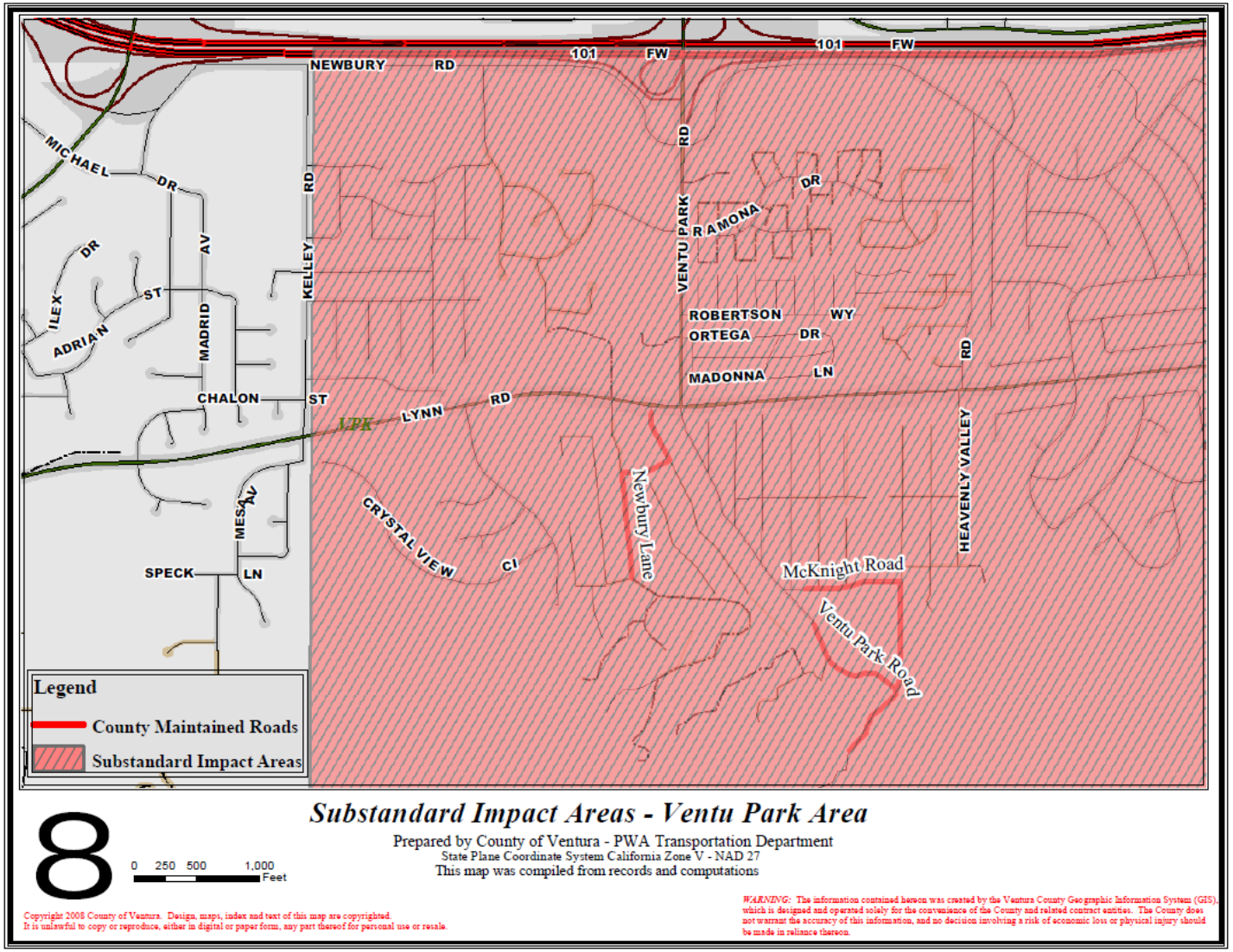


Figure 26-6. Yerba Buena Area Substandard Impact Area Map

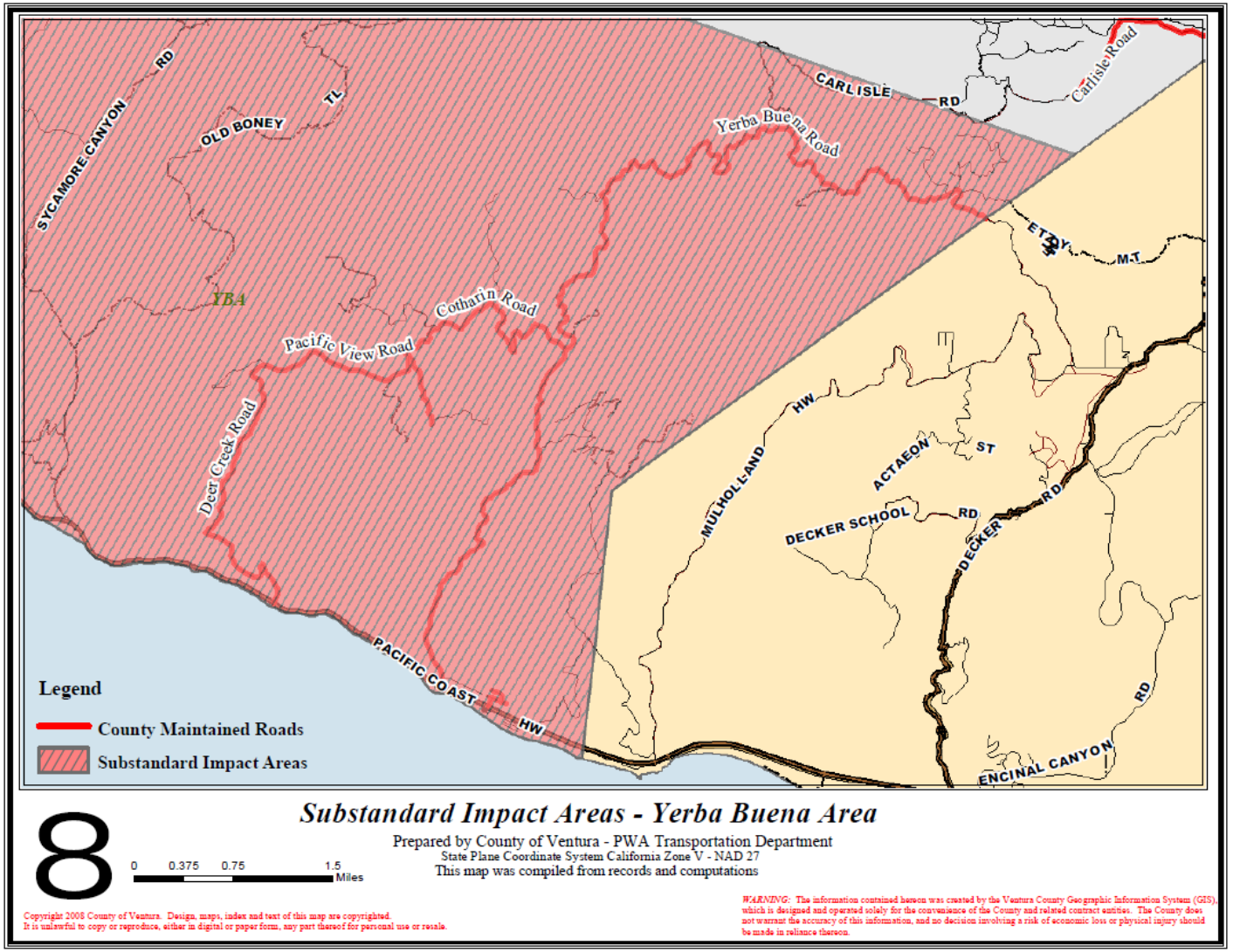


Figure 26-7. Santa Susana Knolls Area Substandard Impact Area Map