

California Department of Transportation

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September 1, 2026

Jennifer Boberg
Director of Infrastructure and Capital Projects
Oxnard Harbor District-Port of Hueneme
333 Ponomo Street
Port Hueneme, CA 93041

RE: P1 Hueneme Parking Structure Project
SCH # 2026020575
Vic. VEN-1/PM 12.783 to R14.865
GTS # VEN-2026-00689-DEIR

Dear Jennifer Boberg:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The Oxnard Harbor District proposes to construct and operate a new approximately 455,900-square-foot, up-to-six-level aboveground vehicle parking structure at the Port of Hueneme (Port), just west of the Port office building located at 333 Ponomo Street, Port Hueneme. The parking structure would serve as the transfer point for automobiles unloaded from between ocean-going vessels, with vehicles subsequently driven to designated regional off-site processing centers for processing and distribution. An approximately 345,800-square-foot concrete parking pad would also be poured outside the parking structure for high-and-heavy cargo/vehicles, which may include oversized cargo, vehicles, or specialized equipment. This concrete pad would be designed to support existing operational requirements, including vehicle maneuvering, staging, and access. With project implementation, annual automobile imports could increase to approximately 700,000 vehicles by the year 2046.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Land Use and Climate Innovation (LCI) for more information:

<https://lci.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

The proposed project involves demolishing the existing on-site warehouse and constructing a parking structure and surface parking for temporary storage of newly imported vehicles within the Port. The majority of project operations would occur within the boundaries of the project site as the vehicles are offloaded from the vessels and driven elsewhere on-site for temporary storage. As such activities would occur within the boundaries of the Port, they would not affect local pedestrian, bicycle, or transit facilities, nor cause the need to alter any local roadways. No off-site improvements are required or proposed; existing conditions at the off-site processing facilities would remain unchanged with project implementation.

The proposed project will not increase trip lengths or Vehicle Miles Traveled (VMT) for vehicle processing. Imported vehicles will travel short distances, 1.2 to 2.4 miles, to designated processing centers, which remains well below the City of Oxnard's trip length threshold of 8.4 miles. As such, the project stays below the significance threshold and results in less than significant impacts. Caltrans concurs with these findings.

Construction of the proposed project will result in temporary and limited impacts to local roadways serving the Port. Peak construction is expected to generate up to 312 daily vehicle trips from approximately 156 workers, while average daily employment would result in about 94 trips from 47 workers. Construction-related truck traffic will be intermittent over a 24-month period, with material deliveries anticipated at 61 truck trips per day and haul truck activity at 139 trips per day. All construction activities, including transport of materials, will occur during standard daytime hours (8:00 a.m. to 6:00 p.m., Monday through Saturday, excluding holidays) unless otherwise approved. Haul trucks will use state routes with access to Highway 101. Overall, construction traffic will be temporary, low in intensity, and is not expected to substantially impact roadway operations in the project area, consistent with CEQA and Caltrans guidance.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. To minimize potential traffic impacts on State facilities, any large-size truck trips should be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue for Ventura County. Please be mindful that projects should be designed to discharge clean run-off water.

Jennifer Boberg, Director of Infrastructure and Capital Projects
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If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator at (213) 269-1124 and refer to GTS # VEN-2026-00689-DEIR.

Sincerely,

Frances Duong

FRANCES DUONG
LDR Branch Chief

email: State Clearinghouse