

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

October 18, 2023

Daniel Hortert
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254



RE: RTI-I Transpacific Fiber-Optic Cables
Project
SCH # 2019080175
Vic. LA-01/PM 21.45
GTS # LA-2019-04308-DEIR

Dear Daniel Hortert:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The applicant proposes to install and operate up to two submarine fiber-optic cable systems with landing sites in Hermosa Beach. Terrestrial facilities (i.e., landing pipes, manholes, ocean ground beds, terrestrial cables, conduits, and an existing power feed equipment [PFE] facility), and marine components (i.e., marine conduits, marine cables, and cable regenerators) would be installed. An onshore landing site would be installed at either 6th Street or 10th Street to connect marine cables to a terrestrial conduit system and lead to an existing PFE facility.

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 Planning and Research (OPR) for more information:

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

Project-related construction trips would not require a substantial or sustained increase in vehicle miles traveled (VMT) compared to regional averages, or result in temporary emission increases that could conflict with plans and policies related to the reduction of greenhouse gas emissions. Construction activities are anticipated to be intermittent over two phases, which would be completed approximately 2 years apart, in 2024 and 2026,

respectively. These activities would generate short-term, temporary increases in construction-related traffic volumes. Daily passenger vehicle trips would be generated by worker commutes, and construction would include truck trips during the workday for the delivery of equipment and materials, movement of cut-and-fill material, watering for dust control, concrete delivery, disposal of waste, and other various construction needs. During peak construction, a maximum of 50 daily trips (38 passenger vehicles, 12 large trucks) would be expected for the Project. On average, 18 daily trips (16 passenger vehicles, 2 large trucks) would be required.

Construction worker commutes would be 29.4 VMT per worker. This is consistent with typical commute VMTs within the City of Los Angeles and the region. Project construction worker commute trips, which are temporary, would have impacts that are less than significant related to a substantial or sustained increase in VMT.

Truck trips associated with construction would be 13.8 VMT for local deliveries and 40 VMT for specialized equipment deliveries associated with the horizontal directional drilling (HDD). These VMTs are expected to be similar to typical construction-related trips within the City of Los Angeles and the region. Therefore, impacts from construction-related truck trips, which are temporary, would be less than significant related to a substantial or sustained increase in VMT. Once operational, occasional worker trips would be required to inspect and test the power feed and transmission equipment at the power feed equipment (PFE) facility. No routine maintenance would be needed for the terrestrial components of the cable network. Therefore, Project operation would have no impacts related to traffic volumes and VMT.

Any transportation of heavy construction equipment and/or materials that requires use of oversized transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods.

However, please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standards and specifications.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2019-04308AL-DEIR.

Sincerely,

Frances Duong for

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse