

**DEPARTMENT OF TRANSPORTATION**

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Making Conservation  
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9/4/2020

Governor's Office of Planning &amp; Research

**Aug 24 2020**

August 24, 2020

**STATE CLEARINGHOUSE**

Omeed Pour  
City of Santa Monica  
1685 Main Street  
Santa Monica, CA 90401

RE: Olympic Well Field Restoration and Arcadia  
Treatment Plant Expansion (MND)  
SCH # 2020070129  
GTS # 07-LA-2020-03309  
Vic. LA-10/PM: R4.083

Dear Omeed Pour:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed Project involves: (1) restoration of the Olympic Well Field's pumping capacity through completion of two injection wells and two production wells to reduce reliance on imported water supplies; (2) conveyance of the groundwater via a dedicated pipeline to the existing Arcadia Water Treatment Plant (WTP); and (3) construction of an Olympic Advanced Water Treatment Facility and upgrades to the Arcadia WTP with a reverse osmosis concentrate treatment technology to enhance production efficiency. Upon project completion, the overall raw water treatment capacity of the Arcadia WTP would be expanded by 3 million gallons per day. The City of Santa Monica is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located near Interstate 10 (I-10) and Interstate 405 (I-405). According to the MND, "The nearest ramp interchange with I-10 is at Cloverfield Boulevard and 20th Street to the west of the proposed Project and at Centinela Avenue to the east of the proposed Project." The MND also states, "The nearest ramp interchange with I-405 is at Wilshire Boulevard, approximately a mile east of the Arcadia WTP facility."

From reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

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. Furthermore, 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>.

Also, any transportation of heavy construction equipment and/or materials which requires 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. If construction traffic is expected to cause delays on any State facilities, please submit the construction Traffic Control Plan detailing these delays for Caltrans' review.

Finally, any project work done on or near Caltrans right-of-way might require an encroachment permit. This decision will be subject to additional review by Caltrans' Office of Permits.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS # 07-LA-2020-03309.

Sincerely,



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