

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

DEC 10 2020

STATE CLEARINGHOUSE

December 9, 2020

Mr. Ron Dragoo, City Engineer
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275-5391

RE: Portuguese Bend Landslide Mitigation
Vic. LA-213 PM 0.266
SCH # 2020110212
GTS # LA-2020-03421AL-NOP

Dear Mr. Dragoo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Portuguese Bend Landslide Mitigation Project (Project) would control the existing landslide area. The proposed Project involves a series of recommended mitigation measures which follow a phased-approach to construction and installation. The construction is likely to be implemented in stages, which may occur separately. The anticipated construction phasing as follows: (i) surface fracture infilling; (ii) surface water improvements; and (iii) groundwater mitigation improvements. Periodic field observation should be performed during construction under the supervision of the appropriate California registered Engineer. Post-construction items are anticipated to include long-term maintenance, landslide monitoring, and possible future construction phases.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, all future developments should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient

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modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in July 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

For future development TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

For this project, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03421AL-NOP.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse