

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Apr 09 2021

STATE CLEARINGHOUSE

April 9, 2021

Nandini Moran
Los Angeles County Flood Control District
900 South Fremont Avenue
Annex Building, 2nd Floor
Alhambra, CA 91803

RE: Long-term Streambed Alteration Agreement
for the Soft-Bottom Channel Maintenance
Plan for Select Reaches Project – Mitigated
Negative Declaration (MND)
SCH # 2021040017
GTS # 07-LA-2021-03538

Dear Nandini Moran:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The Project proposes to set specific parameters and requirements for maintenance activities carried out at 18 reaches and restoration activities at the Stickleback River Ranch (SRR) site in the County of Los Angeles. During one season, each of the reaches would receive one round of routine maintenance which may include: (1) annual brush clearing, tree trimming, and vegetation mowing; (2) sediment removal; (3) access road maintenance and other appurtenances; (4) storm damage repair and restoration; and/or (5) exotic species eradication or control. The Project does not involve new construction, expansion, or alteration of any of the reaches, but rather includes annual maintenance activities that protect persons and properties from flooding. The Los Angeles County Flood Control District is the Lead Agency under the California Environmental Quality Act (CEQA).

From reviewing the MND, Caltrans concurs with the following: "The proposed Project is a short-term construction-based activity and would not generate any long-term change in traffic conditions or increase Vehicle Miles Traveled (VMT). Therefore, impacts would be less than significant."

The following information is included for your consideration.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For more 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*

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(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 a construction traffic control plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Mayra Jimon, the project coordinator, at Mayra.Jimon@dot.ca.gov, and refer to GTS # 07-LA-2021-03538.

Sincerely,

Emily Gibson

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