

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research



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June 07 2021**STATE CLEARINGHOUSE**

June 7, 2021

Jeannie Naughton, AICP
City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274

RE: Rolling Hills Estates General Plan Update –
Notice of Preparation of an Environmental
Impact Report (NOP)
SCH # 2021050450
GTS # 07-LA-2021-03598
Vic. LA-1/PM: 15.244

Dear Jeannie Naughton:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. In 2017, the City initiated a multi-year process to update the City's 1992 General Plan, referred to as the "General Plan Update" or GPU. If adopted, this General Plan Update would be the overarching policy document that guides land use, housing, transportation, infrastructure, community design, and other policy decisions through the anticipated plan horizon year of 2040. The proposed GPU will address the General Plan elements required by State law (i.e., circulation, conservation, housing, land use, noise, open space, and safety), as well as a Sustainability Element. The City of Rolling Hills Estates is the Lead Agency under the California Environmental Quality Act (CEQA).

The project, which spans the entire City, is located near several state facilities including State Route 1 (also known as the Pacific Coast Highway), Interstate 110, State Route 213, and State Route 107. From reviewing the NOP, Caltrans has the following comments.

Caltrans looks forward to reviewing the Vehicle Miles Traveled (VMT) analysis for this project. For information on determining VMT impacts on the State Highway System, see the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. The City can also refer to Caltrans' updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory.

Note that the updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues." Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated December 2020 and found here, for the City's reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-digr-safety-review-guidance-a11y.pdf>.

Caltrans encourages lead agencies to complete traffic safety impact analysis in the California Environmental Quality Act (CEQA) review process so that through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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. Thus, Caltrans supports the City's decision to include numerous policies in the GPU that will promote the safety and capacity of pedestrian and bicycle infrastructure in the City. For more TDM options to consider including in the GPU, 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>.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2021-03598.

Sincerely,

Frances Duong

FRANCES DUONG
Acting IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse