

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research



*Making Conservation  
a California Way of Life*

**Jan 28 2022**

**STATE CLEARINGHOUSE**

January 28, 2022

Ramiro Adeva, Assistant City Manager  
City of Agoura Hills  
30001 Ladyface Court  
Agoura Hills, CA 91301

RE: City of Agoura Hills Climate Action and  
Adaptation Plan (CAAP)  
SCH # 2022010101  
Vic. LA-101 Citywide  
GTS # LA-2022-03818-ND

Dear Ramiro Adeva:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project is the City of Agoura Hills' adoption and implementation of the Climate Action and Adaptation Plan (CAAP). The project is a policy and program document that would apply Citywide. It articulates the City's intentions to reducing greenhouse gas emissions consistent with AB 32 and SB 32. The CAAP does not propose land use changes, new development or infrastructure.

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:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, 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 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. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

When possible, we encourage the Lead Agency to evaluate and incorporate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications into the CAAP in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional 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>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. If helpful to the CAAP, the City can review these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for all developments 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 CAAP reduction strategies would reduce vehicles miles traveled. In addition, the CAAP would encourage alternative methods of transportation, such as public transit and bicycle facilities. The GHG reduction measures would improve the operation of the circulation system in several ways, including fewer vehicle trips on roadways and highways and higher numbers of transit riders, bicyclists, and pedestrians.

Caltrans concurs that “implementation of the CAAP would reduce GHG emissions and vehicle miles traveled (VMT) associated with on-road passenger vehicles within the City. The CAAP does this by building upon and supporting the General Plan Policies related to transportation. The implementation of GHG reduction measures would not result in long-term operational increases in vehicular traffic along roadways in the plan area. The GHG reduction measures would improve the operation of the circulation system in several ways, including fewer vehicle trips and VMT on roadways and highways and higher numbers of transit riders, cyclists, and pedestrians. Achieving goals and strategies would result in a reduction in traffic loads, which would reduce the number of vehicle trips, volume to capacity ratio, and intersection congestion within the City. Furthermore, no proposed measure or action would directly increase traffic in relation to the existing traffic load and capacity of the system. Compliance with Federal, state, local and General Plan Policies would ensure implementation of the CAAP would not adversely affect the performance of the circulation system and would not conflict with any applicable transportation plans or ordinances. Therefore, potential impacts would be less than significant.”

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-2022-03818-ND.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse