

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

March 15, 2023

Ms. Jennifer Lancaster
Calleguas Municipal Water District
2100 Olsen Road
Thousand Oaks, CA 91360

RE: Calleguas Regional Salinity Management
Pipeline Phases 3 and 4
SCH # 2023020421
Vic. VEN-Various Locations: SR-23/SR34/
US-101/SR-01
GTS # VEN-2023-00534-NOP

Dear Ms. Lancaster:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Calleguas Regional Salinity Management Pipeline (CRSMP) is a brine and treated wastewater conveyance pipeline designed to manage the use of high salinity groundwater and treated municipal wastewater, dispose of the brine produced by enhanced water treatment, and facilitate the development of water sources otherwise unavailable due to poor water quality. The proposed project would extend the CRSMP approximately 14 miles inland from the existing eastern terminus, enabling connections to additional dischargers in Simi Valley and unincorporated Ventura County. Discharges from these phases, as well as previously constructed phases, would intermingle and combine to create the effluent discharged through the existing ocean outfall. Dischargers connecting to Phases 3 and 4 would be subject to existing NPDES constituent limits at the outfall. Any new infrastructure needed to connect specific dischargers to the project would be subject to separate CEQA review.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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, this development 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.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications 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. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Construction of the proposed project would temporarily increase traffic associated with project roadways. Project-generated traffic during construction would include worker-related commuter trips, trucks used for delivering construction equipment, and trucks used for delivering and hauling construction materials and wastes. Trenchless construction methods would be used to cross Somis Road, Santa Rosa Road, and busy intersections to minimize traffic impacts. However, lane closures during pipeline construction activities would be necessary. Project construction would result in temporary disruption to the existing circulation system. Other than a short segment of alignment along Santa Rosa Road and in front of certain driveways requiring flagger-controlled traffic controls, a minimum of one lane of traffic in each direction would be open during project construction. Construction phasing across arterial roads and driveways would be implemented to maintain access across these locations. Properties with multiple driveways and access points would have only one driveway closed at a time to maintain access to the property. In addition, traffic control plans would be prepared as part of the encroachment permitting process for all work within the public ROW.

Potential impacts associated with construction-related traffic, project-related operational traffic on local and regional transportation facilities, vehicle miles traveled, site access/internal circulation, traffic hazards, and emergency access in the project area should be lightly discussed in the Draft EIR.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # VEN-2023-00534AL-NOP.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse