

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

September 7, 2023



Alex Ho, Associate Civil Engineer
Los Angeles County Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Pacoima Reservoir Restoration
Project
SCH #2023080371
GTS #07-LA-2023-04295
Vic. LA-210/PM 4.12

Dear Alex Ho:

The Los Angeles County Flood Control District (LACFCD) proposes to implement the Pacoima Reservoir Restoration Project (PRRP), which consists of removing accumulated sediment within the Pacoima Reservoir over the period of three phases. Phase 1 proposes removal of 1.5 Million Cubic Yards (MCY) of sediment with construction anticipated to start late 2025 with site preparation and vegetation removal. Phase 1 is planned to be implemented over a period of up to five years. Phase 2 proposes removal of the amount of sediment sufficient to restore 8.0 MCY of storage capacity in the reservoir. Phase 3 establishes a long-term sediment maintenance program for removing approximately 1.1 MCY of sediments approximately every 10 years to avoid the need for future large-scale projects.

After reviewing the NOP, Caltrans has the following comments:

Over the course of the approximate 15-year implementation schedule, multiple construction equipment and haul truck trips to accompany sediment excavation, transportation, and placement will be expected to occur. The construction of the proposed access road alongside and within Pacoima Creek will provide access for vehicles from Little Tujunga Canyon Road, which is approximately 1.5 miles upstream of the reservoir. In the forthcoming Draft Program Environmental Impact Report (PEIR), Caltrans recommends that the Lead Agency highlight the locations of the proposed access road

and two bridges on the eastbound route of Little Tujunga Canyon Road that would need to be upgraded to handle the weight of the haul trucks in Phase 1. If the bridges cannot be replaced in time, Caltrans would like to confirm the proposed alternative route for haul trucks that would exit the reservoir and go westbound on Little Tujunga Canyon Road toward Placerita Canyon Road. Additional figures to supplement descriptions of transportation methods for Phase 1 will assist Caltrans in making a recommended construction management plan for your consideration.

Additionally, Caltrans encourages a discussion of potential construction truck trips to and from the project site in the Transportation section of the PEIR. Although site-specific planning is in progress, we recommend disclosing construction trips for the public's understanding. Caltrans planners and engineers are available to partner on implementing construction management plans to preserve safety and mobility throughout the Plan area.

As a reminder, 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.

Caltrans' targets of tripling trips made by bicycle, doubling trips made by walking and public transit, and a 15% reduction in statewide VMT can be achieved with connectivity improvements to the state-wide transportation network. Through collaboration, California can meet its policy goals to reduce Greenhouse Gas (GHG) emissions and sustainably provide for multimodal transport options.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2023-04295.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse