

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

April 23, 2025

Emiko Innes, Planner
Los Angeles County Department
of Beach and Harbors (LACDBH)
13837 Fiji Way
Marina del Rey, CA 90292

RE: LACDBH Sand Compatibility and
Opportunistic Use Program (SCOUP)
SCH # 2025040385
Vic. LA-Beaches
GTS # LA-2025-04789-MND

Dear Emiko Innes:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed project would include opportunistic beach nourishment at five public beaches where high-quality beach compatible sand/sediment would be placed to protect against coastal erosion. The LACDBH SCOUP includes five receiver sites: Zuma Beach, Will Rogers State Beach, Dockweiler State Beach, Manhattan Beach, and Redondo Beach that were selected by LACDBH based on a variety of criteria that include present and future coastal erosion and flooding vulnerabilities, presence of existing resources, presence of critical public infrastructure and amenities, recreational and economic benefits, and avoidance of adverse effects on coastal resources. The sediment typically would be delivered to each site by truck, where it would be placed along the beach and spread using equipment such as a bulldozer.

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. As a reminder, all environmental documents should

include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

Nourishment activities conducted under the proposed project would include the transportation of sand from stockpile sites and source sites to receiver beach sites. Trucks and construction equipment used for placing sand on the beaches would use specified haul routes that are along existing heavily trafficked roadways and staging areas to store equipment when not in use. Small increases in traffic volumes during construction may occur near the project sites but would be temporary and short-term.

The maximum number truck trips for any receiver beach associated with the proposed project would be 10,714 per year, which equates to 72 per day. Thus, project generated average daily trips would not exceed 83 per day (72 dump trucks, one fuel truck, and 10 passenger cars for construction personnel), which is an overly conservative estimate. These trips would be short-term and temporary, occurring only when opportunistic sand that meets the Program criteria is available and until maximum fill quantities have been met.

The proposed project is well below the 31.1 VMT per Service Planning Area Population (SPAP) threshold set by the LA County Department of Public Works (LA County Department of Public Works, 2020), with a VMT per SPAP of 0.019 for Zuma and Will Rogers Beach locations and 0.012 for Dockweiler, Manhattan, and Redondo Beaches. Caltrans concurs that the proposed project would result in no impact and would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Please be reminded that, if needed, any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Emiko Innes, Planner
April 22, 2025
Page 3 of 3

All contractors operating under the purview of the proposed project would be required to develop a traffic control plan that includes measures, such as the presence of flagmen on certain haul routes as needed to reduce the risk of safety conflicts between construction activities and the public. Traffic Management Plans involving lane closures or street detours which will impact the circulation system affecting traffic to and from highway should be coordinated with Caltrans.

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-2025-04789-MND.

Sincerely,

Frances Duong for

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse