

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
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*Making Conservation  
a California Way of Life.*

December 14, 2020

**Governor's Office of Planning & Research**

**Dec 14 2020**

**STATE CLEARINGHOUSE**

Eduardo Maguino  
Los Angeles County Dept. of Public Works,  
Waterworks District No. 29  
P.O. Box 1460  
Alhambra, CA 91802-1460

RE: District 29 Priority Capital Deficiencies  
Improvements Project – Draft  
Environmental Impact Report (DEIR)  
SCH # 2017111032  
GTS # 07-LA-2017-03402  
Vic. LA-1/PM: 41.098 - 61.332

Dear Eduardo Maguino:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The purpose of the proposed project is to make several separate improvements to existing waterlines and water reservoirs (i.e., tanks) as well as construct a new waterline. The project would include demolishing 3 water tanks and replacing those with new tanks; replacing 34,300 feet of underground water pipeline; constructing 6,300 feet of new underground pipeline; and repairing several creek-crossing, bridge-mounted pipelines. Certain underground pipeline improvements would be within the right-of-way of State Route 1, also known as Pacific Coast Highway (PCH). These improvements would replace 19,000 feet of pipeline and recoat segments of pipe and air-release valves. The Los Angeles County Department of Public Works, Waterworks District No. 29 is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located adjacent to or near sections of the PCH, State Route 23 (SR-23), and State Route 27 (SR-27) in Los Angeles County. As noted in the DEIR, this project will need an encroachment permit for any work on or near these facilities. Please contact Caltrans' Office of Permits for more information on applying for an encroachment permit. Contact information for this office can be found at the following link: <https://dot.ca.gov/caltrans-near-me/district-7/district-7-programs/d7-encroachment-permits>.

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans supports the project limiting construction traffic to off-peak periods to minimize the potential impact on State facilities. Since construction traffic may cause delays on State facilities, please submit a construction traffic management plan detailing these delays and the proposed measures for mitigating these delays for Caltrans' review. This plan should account for construction traffic caused by Caltrans' PCH Secant Wall Improvements project, since as noted in the DEIR, construction traffic from Caltrans' project could overlap with construction traffic from this project.

The construction traffic management plan should also include measures similar to MM-TRA-5 to accommodate the circulation of bicyclists and pedestrians on state facilities such as the PCH during

construction. In addition, since the PCH serves as the popular Pacific Coast Bicycle Route, the Adventure Cycling Association (ACA) should be notified about any construction impacts to this route. The ACA can then communicate any potential route closures to the non-motorized community. Please see the following link for more information on the ACA: [www.adventurecycling.org](http://www.adventurecycling.org).

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. For TDM options to potentially include in this project, 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>.

As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT 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](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

The Department 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.

If you have any questions about these comments, please contact the project coordinators, Mayra Jimon and Emily Gibson, at [Mayra.Jimon@dot.ca.gov](mailto:Mayra.Jimon@dot.ca.gov) and [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS # 07-LA-2017-03402.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse