

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

November 8, 2021

Governor's Office of Planning &amp; Research

**Nov 09 2021**

Mr. Jodie Sackett

Subdivisions

Department of Regional Planning

County of Los Angeles

320 West Temple Street, Room 1362

Los Angeles, CA 90012

**STATE CLEARINGHOUSE**

RE: Entrada South and Valencia Commerce

Center Project

SCH # 2000011025

Vic. LA-05/PM R54.38-R56.61,

LA-126/PM R4.87

GTS # LA-2021-03727-NOP

Dear Mr. Sackett:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced recirculated NOP. The Entrada South Planning Area consists of approximately 382 acres located west of I-5 and The Old Road, both north and south of Magic Mountain Parkway, and south of Six Flags Magic Mountain theme park in the Santa Clarita Valley. The Entrada South Project includes 1,574 dwelling units, 730,000 square feet of non-residential development, a neighborhood park and potential school site, a spine flower preserve, trails, roadways, and infrastructure. The Valencia Commerce Center Planning Area consists of approximately 321 acres in an undeveloped portion of the partially completed VCC industrial/business park center located west of I-5 and north of Henry Mayo Drive (SR-126). The VCC Project includes approximately 3.4 million square feet of industrial/business park space, a multi-purpose trail, roadways, and infrastructure. This project has a long history since 2000 with past certified EIR.

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, 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

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Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You 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-tisq-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 this development 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.

In the spirit of mutual cooperation, we would like to invite the Lead Agency, developer, and consultants for a scoping meeting before the environmental document preparation. 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-2021-03727AL-NOP.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse