

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Feb 04 2021

STATE CLEARINGHOUSE

February 4, 2021

Mindy Wilcox
City of Inglewood
Planning Division
One W. Manchester Boulevard
Inglewood, CA 90301

RE: Inglewood Transit Connector Project – Draft
Environmental Impact Report (DEIR)
SCH # 2018071034
GTS # 07-LA-2018-03462
Vic. LA-405/PM: 23.331

Dear Mindy Wilcox:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The project is an automated people mover (APM) to transport riders between the regional Metro Rail system (Crenshaw Line), Downtown Inglewood, the Forum, the Los Angeles Sports and Entertainment District, and the future Inglewood Basketball and Entertainment Center. The project would consist of elevated dual guideways to allow for continuous APM trains to travel in each direction. It would also include support facilities, such as an approximately 78,000 square feet maintenance and storage facility, and two traction power substations facilities to provide the system's electrical power. Ultimately the project is planned to have a ridership capacity of 11,500 passengers per hour. The City of Inglewood is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 1.5 miles away from the Interstate 405 (I-405) and Manchester Boulevard interchange, and approximately 2 miles away from the Interstate 105 (I-105) ramps at Prairie Avenue in Inglewood.

From reviewing the DEIR, Caltrans concurs with the following statement: "The proposed Project would result in a reduction of VMT [Vehicle Miles Traveled] under all scenarios and would not, therefore, conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant." Furthermore, Caltrans supports the goals of this project to reduce VMT and greenhouse gas emissions, which are also the goals of Senate Bill 743. Thus, 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 VMT and Greenhouse Gas emissions. For examples of TDM options to further reduce this project's VMT, 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

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

<https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways such as I-405 will need a Caltrans transportation permit. Caltrans supports limiting project construction traffic to off-peak periods to the greatest extent possible to minimize potential impacts on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit the Worksite Traffic Control Plans detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2018-03462.

Sincerely,



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