

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

Governor's Office of Planning & Research

Oct 27 2020

October 27, 2020

STATE CLEARINGHOUSE

Jaclyn Lee
City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

RE: Camarillo Springs General Plan Amendment
(GPA) 2017-2 – Draft Environmental Impact
Report (DEIR)
SCH # 2019070514
GTS # 07-VEN-2019-00420
Vic. VEN-101/PM: 10.956
VEN-34/PM: 12.78

Dear Jaclyn Lee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The proposed project is located within the City of Camarillo in Ventura County, at the 182-acre Camarillo Springs Golf Course. The project would result in 248 age-restricted (55+) single family detached units on a 31-acre portion of the golf course and the reconfiguration of an existing 18-hole golf course into a 12-hole golf course. The project would also include a private recreation center and open spaces that include two pocket parks and a walking trail. The City of Camarillo is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 1,500 away from the United States 101 (US-101) ramps at Camarillo Springs Road. From reviewing the DEIR, Caltrans has the following comments:

- Caltrans commented on the Notice of Preparation (NOP) for this project in August 2019. Since then, the implementation deadline for Senate Bill 743 (2013), which mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA starting July 1, 2020, has passed. Thus, Caltrans has reviewed this DEIR from a VMT rather than Level of Service (LOS) perspective.
- Caltrans agrees that the project's VMT impact would be less than significant since it is more than 15% below existing regional per capita VMT.
- For information on determining transportation impacts in terms of VMT on the State Highway System, the City can 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 Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research (OPR), dated December 2018.
- The updated TISG states, "Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal

conflict analysis as well as access management issues.” Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated July 2020 and found here, for the City’s reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-07-01-interim-ldigr-safety-guidance-a11y.pdf>.

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. Therefore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to meet these goals. Potential strategies for this project are listed in our previous letter about the NOP. For more TDM options, 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>.

Also, if construction traffic is expected to cause delays on any State facilities, please submit a Construction Traffic Management Plan detailing these delays for Caltrans’ review. 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. We recommend large size truck trips be limited to off-peak commute periods to minimize congestion and ensure maximum safety conditions for pedestrians, cyclists, and motorists.

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-VEN-2019-00420.

Sincerely,



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