

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



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Governor's Office of Planning & Research

FEB 10 2020

STATE CLEARINGHOUSE

February 10, 2020

Jennifer Parson
State of California Department of General Services
Real Estate Services Division, Project Management & Development Branch
Energy & Environmental Section
707 Third Street, 4th Floor, MS 509
West Sacramento, CA 95605

RE: California Highway Patrol Baldwin Park Area
Office Replacement Project – Mitigated
Negative Declaration (MND)
SCH # 2020019028
GTS # 07-LA-2020-03103
Vic. LA-57/PM: R7.349

Dear Jennifer Parson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project is to relocate the California Highway Patrol's Baldwin Park Area Office to provide adequate workspace, equipment storage, and vehicle parking for an increasing number of employees assigned to this office (approximately 138 current employees, increasing to 147 employees over 10 years). The project would develop approximately 5 acres within the approximate 6-acre site. The project includes office facilities, a radio tower, parking areas, storage areas, a fuel island, and utility improvements. The California Highway Patrol (CHP) is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is located approximately 2,000 feet away from the State Route 57 (SR-57) and Interstate 10 (I-10) interchange near the City of Pomona. It is also located approximately 3,000 feet away from the intersection of State Route 71 (SR-71) and South Campus Drive.

After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse and significant impact to the existing State transportation facilities.

The following information is included for your consideration.

The California Highway Patrol has chosen to analyze the project's transportation impacts in terms of both Level of Service (LOS) and Vehicle Miles Traveled (VMT). 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, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Also, 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 lead agencies 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. Caltrans appreciates that this project will result in a net decrease in VMT compared to the existing CHP facility. In light of the State's ambitious greenhouse gas emissions and air quality goals, Caltrans encourages CHP to evaluate the potential of Transportation Demand Management (TDM) strategies to further reduce the VMT impacts of this project. Additional potential TDM strategies for this project include:

- Extend the lane markings for the bike lane on S Campus Drive to the East of Kellogg Drive so that the bike lane on S Campus Drive connects with the bike lane on Kellogg Drive
- Enhance bike lanes near the project site with Durable Liquid Pavement Markings (DLPM) such as green Methyl-Methacrylate (MMA)
- Provide additional bike racks
- Decrease parking requirements by providing additional bicycle storage and carpool/vanpool preferential parking

For more TDM options that can reduce VMT, please refer to:

- *Quantifying Greenhouse Gas Mitigation Measures* 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>.

In addition, 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. Since construction traffic is expected to cause delays on State facilities such as I-10, please submit the proposed construction traffic management plan detailing these delays for Caltrans' review. Caltrans supports the proposed item within this plan to schedule major truck trips and deliveries to avoid peak traffic hours.

Finally, encroachment permits are required for any project on or near Caltrans right of way. This project might require such a permit for the proposed street improvements on South Campus Drive, however, this decision will be subject to additional review by Caltrans' Office of Permits.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to # 07-LA-2020-03103.

Sincerely,



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