

DEPARTMENT OF TRANSPORTATION

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8/17/2020

Governor's Office of Planning & Research

Aug 13 2020**STATE CLEARINGHOUSE**

August 13, 2020

Shaun Temple
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: Transdev Facilities – Mitigated Negative
Declaration (MND)
SCH # 2020070232
GTS # 07-LA-2020-03315
Vic. LA-110/PM: 11.907

Dear Shaun Temple:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The Transdev Bus Storage and Maintenance Facility is proposed to replace an existing facility at another location used for the storage and maintenance of buses used by the Los Angeles County Metropolitan Transportation Authority (LA Metro) for local transit service. The project is proposed on a vacant industrial site located at the intersection of Rosecrans Avenue and Avalon Boulevard in the unincorporated community of West Rancho Dominguez in Los Angeles County. The project would involve the demolition of vacant industrial buildings and site improvements, as well as the construction of a 203,877 square foot concrete warehouse building. This building will contain approximately 10,000 square feet of ancillary office space and will be accompanied by various site improvements including paved parking areas, landscaping, and perimeter site walls. The proposed bus storage and maintenance facility would operate 24 hours per day, 7 days a week to support LA Metro transit services. The Los Angeles County Department of Regional Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 1.18 miles west of Interstate 110 and approximately 1.76 miles north of Interstate 105. From reviewing the MND, Caltrans agrees that this project will have a less-than-significant transportation impact 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. This technical advisory states that "Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation." Since this project supports LA Metro transit services, it can be considered a transit project with a less-than-significant transportation impact.

Furthermore, OPR's technical advisory aligns with Caltrans' updated VMT-focused Transportation Impact Study Guide (TISG), dated May 2020 and released on Caltrans' website in July 2020 here: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.

Therefore, 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. Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies this project has incorporated, such as "All employees of the facility shall be provided information including possible incentives for employees, regarding the availability of transit options in the vicinity of the site to reduce VMT for employees, encouraging them to utilize transit." Additional TDM strategies that the County may want to consider integrating into this project in order to further reduce VMT include:

- Verify that no more parking than required by the local permitting agency is provided.
- Ensure that project driveway placements do not directly cause issues related to line of sight of pedestrians or bicyclists.
- Consider reducing parking through providing additional bicycle or carpool spaces.

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, 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 recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic control plan 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-2020-03315.

Sincerely,

Frances Duong for

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