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July 9, 2021

Governor's Office of Planning & Research

July 09 2021

Tina Fung, Supervising Regional Planner
Housing Policy Section
County of Los Angeles Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, California 90012

STATE CLEARINGHOUSE

RE: County of Los Angeles Housing Element
Update – Draft Program Environmental
Impact Report (DPEIR)
SCH# 2021010016
GTS# 07-LA-2021-03616
Vic. LA Multiple

Dear Tina Fung,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The County is updating the Housing Element of the General Plan for the 2021-2029 planning period. The Housing Element is one of the seven required elements of the General Plan per the California Government Code, beginning at Section 65583. Generally, State law mandates updates to the Housing Element every eight years. The Housing Element serves as a policy guide to address the comprehensive housing needs of the unincorporated areas of Los Angeles County (unincorporated areas). The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. The County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated areas to accommodate its fair share of the regional housing need, also known as the Regional Housing Needs Assessment (RHNA) allocation.

After reviewing the DPEIR, Caltrans concurs with the following Mitigation Measures: MM TRA-1, MM TRA-2, MM TRA-3, MM TRA-4, MM TRA-5, MM TRA-6, and MM TRA-7.

These measures are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045

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Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

If the mitigation measures listed above are effectively implemented, then Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03616.

Sincerely,

Emily Gibson

Emily Gibson
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse