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Governor's Office of Planning & Research

Feb 25 2021

STATE CLEARINGHOUSE

February 25, 2021

Dolores Roybal Saltarelli, Project Manager,
One Gateway Plaza, Mail Stop: 99-22-4,
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance
Project – Notice of Preparation (NOP)
SCH# 2021010269
GTS# 07-LA-2021-03485
Vic. LA-405 PM 17.909

Dear Dolores Roybal Saltaralli:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Los Angeles County Metropolitan Transportation Authority (Metro) C Line (Green) Extension to Torrance Project (Project) is a proposed light rail transit (LRT) line that would extend approximately 4.5 miles from the end of the of the existing Metro C Line (Green) at the Redondo Beach (Marine) Station in Redondo Beach southeast towards Torrance. The purpose of the revised NOP is to notify interested agencies, parties, local jurisdictions, community organizations, and residents of the preparation of the Draft EIR for the Project.

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), 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, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 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.

The nearest State facility to the proposed project is I-405. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities if Alternative 1 is chosen. However, if alignment Alternative 2 is chosen, then significantly

more review and coordination will be required as it includes a section between Inglewood Avenue and Hawthorne Boulevard that appears to run within or along State right-of-way. Caltrans looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) for additional project analysis as well as confirmation of which route alternative is chosen.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03485.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse