

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Jan 12 2022**STATE CLEARINGHOUSE***Making Conservation
a California Way of Life*

January 12, 2022

Monica Mercado-Rodriguez, Associate Planner
City of Montebello
Community Development Department
1600 W. Beverly Boulevard
Montebello, CA 90640

RE: City of Montebello 2021-2029 Housing
Element
SCH # 2021120484
Vic. LA-60 & LA-05 Citywide
GTS # LA-2021-03806-ND

Dear Monica Mercado-Rodriguez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed project consists of a comprehensive update to the Housing Element of the City of Montebello General Plan. The draft Housing Element Update identifies residential sites adequate to accommodate a variety of housing types for all income levels and needs of special population groups. It analyzes governmental constraints to housing maintenance, improvement, and development; addresses conservation and improvement of the condition of existing affordable housing stock; and outlines policies that promote housing opportunities for all persons.

The City of Montebello's 6th Cycle RHNA is 5,186 units, broken down by income category as follows:

- Very Low Income (<50% of AMI): 1,314 units
- Low Income (50 to 80 percent of AMI): 707 units
- Moderate Income (80 to 120 percent of AMI): 777 units
- Above Moderate Income (>120% of AMI): 2,388 units

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and

Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisq-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for all developments in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

Because the project would not directly result in development of a specific site, and because it would constitute infill development that would be consistent with implementation strategies from SCAG's 2020-2045 RTP/SCS to focus growth near destinations and mobility options that would generally reduce vehicle miles travelled (VMT) and greenhouse gas emissions, it would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) for the reduction of VMT. The project would therefore not increase or redistribute traffic in a way that would conflict with any applicable plans, policies, or ordinances relating to the performance of the circulation system.

Caltrans concurs that "future development would occur on already urbanized land. Any site-specific and project-specific impacts of future projects on those sites would depend on what exactly is proposed for those sites once a developer submits an application for development on the site. The City would review each project's potential impacts through the development review and, if applicable, CEQA processes at the time of project submittal.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03806-ND.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse