

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

JUL 28 2022

July 28, 2022

STATE CLEARINGHOUSE

Ms. Megan Taggart, Planning Manager
City of Palmdale Planning Division
38250 Sierra Highway
Palmdale, CA 93550

RE: Lockheed Martin Plant 10 Specific Plan
Amendment Environmental Impact Report
SCH # 2022070108
Vic. LA-14/PM R61.41
GTS # LA-2022-03995-NOP

Dear Ms. Taggart:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed Lockheed Martin Plant 10 Specific Plan Amendment (Specific Plan Amendment) anticipates and captures growth, as foreseen by Lockheed Martin and the City. The goals of the Specific Plan Amendment are to 1) create a development plan that provides the flexibility of implementation based on the changing needs of the aviation industry and Lockheed Martin; 2) plan for adequate backbone infrastructure and parking to support future growth; and 3) enable a streamlined permitting and approval process for future development. The existing 2,764,115 square feet of building area on-site is programmed to expand by approximately 1,152,700 square feet as part of the proposed Development Plan. Approximately 24 new structures/expansion projects are proposed to be constructed between 2020 and 2032.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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.

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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, this development 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 the SB 743 Implementation Resource at the following link:

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential impacts associated with construction-related traffic, project-related operational traffic on local and regional transportation facilities, vehicle miles traveled, site access/internal circulation, traffic hazards, and emergency access in the project area will be addressed in the Draft EIR. The Draft EIR will summarize the results of a Traffic Impact Analysis addressing these issues and will also analyze effects on alternative modes of transportation, including walking, bicycling, and transit use.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2022-03995AL-NOP.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse