

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

September 20, 2022

Estefany Franco, Planner
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660



RE: SoCalGas Office Building Project
SCH # 2022080553
Vic. LA-05/PM 8.32
GTS # LA-2022-04040-MND

Dear Estefany Franco:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The project applicant proposes the construction of a two-story office building. The new approximately 70,000 square foot office building would house office space, operations equipment, increased server/storage needs, operations training and simulation facilities. Multiple conference rooms, huddle spaces, breakout rooms, and in-house support services would also be accommodated. Primary operation hours for the new office building would be between the hours of 7:00 a.m. to 5:00 p.m., and a small contingent of the building would include occupants operating up to 24 hours a day, seven days a week. The new building would serve approximately 235-day shift and 15-night shift employees, totaling to approximately 259 employees.

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.

The project is estimated to generate a daily total VMT of 4,375. The resulting VMT per Employee is 16.89. A comparison of the resulting Project VMT per Employee to the South County Baseline shows that the project VMT per Employee is anticipated to be 91.8 percent of the Baseline VMT per Service Population. The required reduction threshold is 15.31 VMT per Employee. As such, the project does not meet the required reduction. Accordingly, without the implementation of reduction strategies, the project would result in a significant transportation impact. Therefore, the project would be required to reduce VMT by 9.3 percent, or 1.58 VMT per Employee, in order to reduce the project's VMT per Employee to a level of insignificance.

Mitigation Measure TRA-1 requires that the Transportation Demand Management (TDM) Plan include two TDM strategies: TDM Strategy #1 (Promotions and Marketing) which involves the use of marketing and promotional tools to educate and inform travelers about site specific transportation options and the effects of their travel choices, and TDM Strategy #2 (Alternative Work Schedules and Telecommuting Program) which encourages employees to work alternative schedules or to telecommute (i.e., staggered start times, flexible schedules, or compressed work weeks). The County guidelines assign each strategy an estimated VMT reduction percentage. According to the County Guidelines, TDM Strategy #1 would result in a 4.0 percent VMT reduction, and TDM Strategy #2 would result in a 5.5 percent VMT reduction. Both strategies would exceed the project's overall VMT reduction requirement of 9.3 percent, resulting in a VMT reduction of 9.5 percent. Thus, with the implementation of Mitigation Measure TRA-1, impacts pertaining to an increase in VMT would be reduced to less than significant levels.

Given the above finding of less than significant Project VMT impact, Caltrans concurs the identification of mitigation measures. However, Caltrans highly recommend a post-development VMT analysis (after one year of project operation) for monitoring/validation purpose and for future project thresholds in the area. Additional mitigation measures (TDM) should be implemented when the post-development VMT analysis discloses any traffic significant impact.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of stormwater run-off is not permitted onto State highway facilities without any stormwater management plan.

As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend that large-size truck trips be limited to off-peak commute periods. Construction trucks need to place a tarp cover to avoid debris from falling off.

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-2022-04040-MND.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse