

DEPARTMENT OF TRANSPORTATION

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8/5/2020

Governor's Office of Planning & Research



*Making Conservation
a California Way of Life.*

Aug 07 2020**STATE CLEARINGHOUSE**

August 6, 2020

Marilyn Simpson, AICP
City of Irwindale
5050 N. Irwindale Ave.
Irwindale, CA 91706

RE: Irwindale Materials Recovery
Facility and Transfer Station
Project – Recirculated Draft
Environmental Impact Report
(DEIR)
SCH # 2013051029
GTS # 07-LA-2020-03297
Vic. LA-605/PM: 23.631

Dear Marilyn Simpson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned project's Recirculated Draft Environmental Impact Report (DEIR). The proposed Irwindale Materials Recovery Facility and Transfer Station ("MRF/TS") Project includes development of a municipal solid waste collection facility, in which materials are sorted for recovery of recyclable and compostable materials, and then transported to either shipping facilities (for recyclables), composting facilities, and landfills (for residual wastes). The MRF/TS includes associated administrative offices, and a convenience store/public gas station within the City of Irwindale. This 2020 Recirculated Draft EIR presents analyses of fueling operations, transportation energy use, greenhouse gas emissions and health effects of criteria air emissions.

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact, "Vehicle Miles Traveled (VMT)". Effective July 1st, 2020, Caltrans is replacing LOS with VMT when evaluating traffic impacts.

For any future project, like the proposed Final EIR, we encourage the Lead Agency to adopt or develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as required by SB 743.

After reviewing the project's Recirculated DEIR Caltrans has the following comments:

- Due to the nature and scale of the project a potentially significant impact may occur to the transportation/circulation system. In the future Final EIR please consider including a Construction Traffic Management Plan and Truck Haul Route Program for Caltrans review.

- Please consider scheduling the construction working hours during off peak hours to the maximum extent possible. This may minimize congestion and provide higher levels of safety to the pedestrians and vehicular traffic on the streets and freeway.
- Please consider including a VMT analysis that looks at potential safety concerns to Caltrans facilities as part of proposed DEIR.
- If the project develops VMT analysis please consider utilizing the latest version of the Technical Advisory and Guidelines on Evaluating Transportation Impacts in CEQA by the Governor's Office of Planning and Research, and the latest version of Caltrans' Transportation Impact Study Guide.

Further information included for your consideration:

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improves safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project consider the use of methods such as, but not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

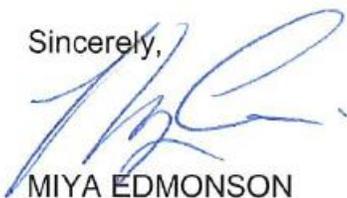
Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Also, storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2020-03297

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse