

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

July 14, 2021

Governor's Office of Planning & Research

July 15 2021

STATE CLEARINGHOUSE

Mr. Aric Rodriguez
Los Angeles County Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Los Angeles County Countywide Siting
Element Revision
SCH # 1995011048
Vic. LA-Countywide
GTS # LA-2021-03644-DEIR

Dear Mr. Rodriguez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced document. The DEIR for the Draft Revised Siting Element programmatically evaluates the environmental effects associated with the implementation of the Siting Element, a long-term planning and policy document, which identifies the proposed management and disposal of solid waste generated in the County. Similar to the 1997 Countywide Siting Element (CSE), the Draft Revised Siting Element serves as a policy document rather than a specific development program. The Proposed Plan identifies nine potential alternative technology (AT) facilities.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Under this DEIR, the Level of Service standards are referenced for thresholds of significance. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed developments 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/.](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.

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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 for a specific project 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-tisg-a11y.pdf>

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

<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 each new facility 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.

As new facilities are proposed for this project, the affected jurisdictions would require the applicant to assess average daily and peak traffic volumes with and without traffic from the future facilities. Where feasible, existing haul truck routes and traffic control features such as traffic signals, striping, or medians would be maintained. Consistent with the Siting Criteria, travel distances on minor routes would continue to be kept to a minimum, in favor of major routes (e.g., highways), to avoid interference with commercial or residential traffic and reduce the risk of accidents. Adherence to Federal, State, and local regulations, including the CSE Siting Criteria, would address the performance of the circulation system for transportation modes on a project-specific basis through preparation of a project-level traffic impact analysis. In this context and at the Plan level, impacts to traffic and circulation would be less than significant.

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-2021-03644AL-DEIR.

Sincerely,

Emily Gibson

EMILY GIBSON
Acting IGR/CEQA Branch Chief

email: State Clearinghouse