

Attachment #4

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

November 19, 2014

Ms. Clarice Nash
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

RE: LAC+USC Medical Center Campus
Master Plan
Vic. LA-05/PM 18.78, LA-10/PM 19.07
SCH # 2014051061
Ref. IGR/CEQA No. 140915AL-DEIR
IGR/CEQA No. 141123-FEIR

Dear Ms. Nash:

This is a follow-up to Caltrans' comment letter dated October 20, 2014. After review of the Response to Comment, prepared November 2014 for the above mentioned project, Caltrans has further comments.

As mentioned in Caltrans letter dated October 20, 2014, the Freeway Impact Analysis Procedure Agreement (Agreement) between the City of Los Angeles and Caltrans District 7 only applies when the project is being developed and reviewed by the City for Los Angeles Department of Transportation (LADOT). During a telephone conference between Caltrans District 7 staff and Los Angeles County Department of Public Works staff on October 29, 2014, the County concurred with Caltrans, that the Agreement would not be used for Los Angeles County projects and the traffic consultant would be instructed to respond accordingly.

We would like to remind the County that the intent of the CMP is to assist federal, state and local agencies in developing and implementing comprehensive planning strategies to handle traffic congestion. (Gov. Code, § 60588) Unfortunately, the CMP process does not adequately evaluate the impacts to the State Highway System (SHS), nor does it make the Lead Agency the final authority over highway safety issues. As the owner and operator of the SHS facilities, Caltrans provides comments on environmental documents and the analysis of impacts to the SHS.

On page 1 of Caltrans' guide, "The level of service (LOS) for operating State highway facilities is based upon measures of effectiveness (MOEs).....If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained." Per

Ms. Clarice Nash
November 19, 2014
Page 2

CEQA, it is the Lead Agency's responsibility to define significant thresholds. However for this project, MOE must be maintained.

In the Response to Comment A3-9, we concur that this project will have significant impact under Cumulative plus Project conditions. Any proposed mitigation on the State facilities needs to be reviewed and approved by Caltrans.

After careful review of the Response to Comments, there are some outstanding traffic issues that Caltrans is concerned with. As a follow up to your November 18, 2014 telephone conversation with Mr. Alan Lin of my staff, we would like to formally invite the Lead Agency and the traffic consultants to discuss traffic direct/cumulative impacts and possible traffic mitigation alternatives for this project. Please contact this office at your earliest convenience to schedule a meeting in the near future.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 141123AL.

Sincerely,



DIANNA WATSON
Branch Chief
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse