

DEPARTMENT OF TRANSPORTATION

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7/1/2020

Governor's Office of Planning & Research

Jul 01 2020**STATE CLEARINGHOUSE**

July 1, 2020

Lisa Levy Buch, Chief Communications Officer
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Dr, Suite 202
Monrovia, CA 91016

RE: Metro Gold Line Foothill Extension
Phase 2B– Supplemental Notice of
Preparation (NOP)
SCH # 2010121069
GTS # 07-LA-2019-03277
VIC. LA-210/PM: R 38.982 to
SBD-10/PM: R 1.115

Dear Lisa Levy Buch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned project's Supplemental Notice of Preparation (NOP). Phase 2B of the Metro Gold Line Foothill Extension (Project) is a 12.3-mile extension of the existing Metro Gold Line Light Rail Transit line from its current terminus in the City of Azusa, located in Los Angeles County, to the Montclair Transcenter, located in San Bernardino County. In 2013, the Metro Gold Line Foothill Extension Construction Authority ("Authority") certified a Final Environmental Impact Report (FEIR) and approved the Project. In 2019, the Authority also certified a Final Supplemental Environmental Impact Report (SEIR) to the 2013 FEIR which addressed changes to the phasing of construction and operation of the Project and identified a new traffic/transportation mitigation measure. The Authority is considering modifications to the Project to construct surface parking lots (instead of enclosed parking structures, as previously approved) at the Glendora, San Dimas, La Verne, and Pomona Stations. In response to these proposed changes, the Authority will be initiating the preparation of a SEIR to evaluate the potential for significant impacts that may result from the potential changes at the five stations.

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, we are replacing LOS with VMT when evaluating traffic impacts.

For any future project, like the proposed SEIR, 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 Supplemental NOP Caltrans has the following comments:

- The proposed Pomona Parking Facility has relocated from the north side to the south side

with a larger open space parking. Please reflect in the SEIR whether the proposed change could cause any significant impact to the State Route 66 (SR-66), which is the closest State facility to the project site.

- Please indicate in the SEIR if any additional impacts to our facilities could potentially occur during construction or after rail service commences.

Further information included for your consideration:

Please consider integrating transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project to 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-2019-03277.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse