

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 505-5003
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*



March 25, 2022

Lisa Levy Bunch, CCO
Metro Gold Line Foothill
Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016

RE: Metro Gold Line Foothill Extension
Phase 2B - Azusa to Montclair
Draft Supplemental Environmental
Impact Report (EIR)
SCH # 2010121069
Vic. LA-Multiple
GTS # 07-LA-2018-03868

Dear Lisa Levy Bunch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced Draft Supplemental EIR. The Project Modifications include relocation of the proposed parking facility at the San Dimas Station from the previously approved location to a new location south of the project right-of-way between Monte Vista Avenue and San Dimas Avenue. The Project Modifications are proposed as a result of coordination conducted between the City of San Dimas and the Construction Authority. The Metro Gold Line Foothill Extension Construction Authority is the Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is located approximately a mile away from State Route 57 (SR-57) and Interstate 210 (I-210). It is also located approximately 2.5 miles from the State Route 66 (SR-66) and 5 miles from the SR-57 and Interstate 10 (I-10) interchange.

After further review of the Draft Supplemental EIR, Caltrans has the following comments:

- The reconfiguration and relocation of the San Dimas Parking Facility from the currently approved location to south of the right of way between Monte Vista Avenue and San Dimas Avenue did not reveal any significant safety impact to the SR-57, which is the closest State Facility.

- The new traffic signals should be synchronized with the railroad crossing. However, Caltrans would like to be informed of any additional impacts to our facilities should it occur during construction or after rail service commences.

The following information is included for your consideration.

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/>

The proposed project may conduct its own analysis to determine significant traffic safety impact. If potential safety impacts are identified, the following preferred traffic safety impact mitigation may be recommended as mitigation:

- Transportation demand management programs to reduce the traffic safety impacts, which may include increased transit access, commute trip reductions such as rideshare programs, shared mobility facilities (bicycle or vehicular), increased bicycle and pedestrian infrastructure.
- Investments to existing active transportation infrastructure, or transit system amenities (or expansion) to reduce the project's traffic safety impacts; and/or
- Potential changes to the ramp terminal operations including, but not limited to lane reassignment, traffic signalization, signal phasing or timing modifications, turn lane extensions to mitigate safety impacts from project traffic.

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.

For this project, 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>

Please be reminded that any work performed within the State right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

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, please feel free to contact Karen Herrera, the project coordinator, at Karen.Herrera@dot.ca.gov and refer to GTS # 07-LA-2018-03868.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse