

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research



*Making Conservation
a California Way of Life.*

September 01 2021

STATE CLEARINGHOUSE

August 31, 2021

Brian Balderrama, Senior Director
LA County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-17-2
Los Angeles, CA 90012

RE: Antelope Valley Line Capacity and Service
Improvement Program – Draft
Environmental Impact Report (DEIR)
SCH# 2020109001
GTS# 07-LA-2020-03668
Vic. LA-5 PM R44.907

Dear Brian Balderrama:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project is intended to enable improved service along the Antelope Valley Line (AVL) by constructing three capital improvements at three locations strategically selected along the AVL corridor to provide the most operational flexibility possible for the level of investment available. These three capital improvements are the Balboa Double Track Extension in the City of Los Angeles, the Canyon Siding Extension in the City of Santa Clarita, and the Lancaster Terminal Improvements in the City of Lancaster.

The nearest State facility to the proposed project is Interstate 5. After reviewing the DEIR, Caltrans has the following comments:

- **Balboa Double Track Extension:** As stated in the DEIR, track realignments at this location will require encroachment upon Caltrans ROW. Extensive collaboration will be required with the Caltrans District 7's Office of Permits for all project work at this location and all concerns must be adequately addressed.
- **Canyon Siding Extension.** Based on the preliminary details provided, the Island Platform with Platform to Parking Lot Pedestrian Undercrossing Design Option would be the preferred design alternative. This design option provides more direct access for people walking and biking, and a single platform can also make navigation easier for first-time users. In addition to the more direct access to the platform, this design option also narrows Commuter Way, which results in fewer conflict points between pedestrians and cars when

accessing the station. This design also maximizes the use of the existing roadway and parking lot, limiting potential impacts from expanding into the existing hillside to the south.

- **Lancaster Terminal Improvements.** Based on the preliminary details provided, the Island Platform with Pedestrian At-Grade Crossing Design Option would be the preferred design option. This design option provides easy single-platform navigation with the greatest level of simplicity and accessibility.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03668.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: State Clearinghouse