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Governor's Office of Planning & Research

**Dec 01 2020**

## STATE CLEARINGHOUSE

December 1, 2020

Chris Haskell  
Southern California Regional Rail Authority  
900 Wilshire Boulevard, Suite 1500  
Los Angeles, CA 90017

RE: Simi Valley Double Track Project – Notice of  
Preparation (NOP)  
SCH# 2020110122  
GTS# 07-VEN-2020-00431  
Vic. VEN-118 PM R26.416

Dear Chris Haskell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Simi Valley Double Track Project (Project) is located on a 2.2-mile segment of the SCRRA's (SCRRA or Metrolink) existing Ventura Subdivision, which supports Metrolink's Ventura County Line (VCL). The Project alignment is located within SCRRA's existing railroad right-of-way (ROW) and begins at its western terminus at Sequoia Avenue and ends south of Stearns Street at the Arroyo Simi Railroad Bridge, within the City of Simi Valley, California. The proposed Project involves construction of a new, second platform (south of the existing platform) and pedestrian undercrossing at the existing Simi Valley Station, the construction of a second siding track along a 2.20 mile stretch of Metrolink's existing railroad right-of-way and the establishment of two new control points (CP) at milepost 436.30 (CP Sequoia) and milepost 438.40 (CP Arroyo). Additionally, Project improvements would include supplemental safety measures at existing at-grade crossings at Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive, which would support the future establishment of quiet zone(s) along the corridor.

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as

AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

The nearest State facility to the proposed project is SR-118. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, Caltrans still looks forward to reviewing the forthcoming Draft Environmental Impact Report for additional project analysis as well as confirmation that the project will result in a net reduction in VMT.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-VEN-2020-00431.

Sincerely,



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