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Governor's Office of Planning & Research



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Apr 27 2021

STATE CLEARINGHOUSE

April 22, 2021

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

RE: Simi Valley Double Track Project – Draft
Environmental Impact Report (DEIR)
SCH# 2020110122
GTS# 07-VEN-2020-00445
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 Southern California Regional Rail Authority (SCRRA) is proposing the Simi Valley Double Track Project (Project) to improve safety at the Simi Valley Station and to increase operational capacity on Metrolink's Ventura County Line. The Project includes at-grade crossing improvements and the construction of new rail infrastructure. The Project would occur primarily within existing railroad ROW owned by Ventura County Transportation Commission (VCTC) and Union Pacific Railroad (UPRR) from Sequoia Avenue east to the Arroyo Simi Railroad Bridge just south of Stearns Street in the City of Simi Valley, California. The Project would add 2.20 miles of second main track and increase the passenger capacity at the Simi Valley Station by adding an additional platform and pedestrian undercrossing. In addition, an existing signal at Sycamore Drive would be relocated, and a new signal would be installed approximately 2,000 feet west of Erringer Road. The objectives of the Project are to improve safety by adding pedestrian safety features and improve reliability by allowing more efficient train operations; allow for an hourly bidirectional service, a half-hourly regional train to dispatch in the peak direction, and an hourly express train in the peak direction along Metrolink's VCL, which operates on the Ventura Subdivision between Moorpark and Los Angeles Union Station; and include at-grade crossing improvements at Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive in support of the city's future application with FRA for quiet zone status along the alignment.

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.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2020-00445.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse