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Governor's Office of Planning & Research

Apr 23 2021

STATE CLEARINGHOUSE

April 22, 2021

Brian Lam,
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7,
Los Angeles, CA 90012

RE: Arts District/6th Street Station Project –
Notice of Preparation (NOP)
SCH# 2021030653
GTS# 07-LA-2021-03535
Vic. LA-101 PM S0.36

Dear Brian Lam:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project would construct a heavy rail station to extend the current termini of the Metro B (Red) and/or D (Purple) Lines at Los Angeles Union Station. Potential station access options could include a connection to Mesquit Street/Santa Fe Avenue through property owned by the Los Angeles Department of Water and Power (LADWP). The project will explore linking station access to adjacent projects, including 6th Street Viaduct connections to Mesquit Street, the City of Los Angeles 6th Street PARC (Park, Arts, River and Connectivity Improvements) Project, and the Metro Los Angeles River Path Project utilizing an inactive tunnel owned by the City of Los Angeles that connects Mesquit Street to the Los Angeles River underneath the existing rail yard. There may also be an opportunity to coordinate secondary access and/or an emergency access road with adjacent developments. Existing track alignment would need to be revised to accommodate the Proposed Project. This may include new tail tracks, new crossover tracks, and relocating tracks owned by Metro, SCRRA, Amtrak, and/or BNSF Company. The track relocations may also require partial acquisition of a parking area located on the east side of the Lucky Jeans Brand building. Ancillary facilities may include, but are not limited to, a traction power substation, operator facilities, benches, ticketing kiosks, and bicycle racks.

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

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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 US 101. 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.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03535.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

Cc: Scott Morgan, State Clearinghouse