

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

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*Making Conservation
a California Way of Life*

January 19, 2023

Brenda Marines
Metropolitan Water District
of Southern California
700 N. Alameda Street
Los Angeles, CA 90012

RE: F.E. Weymouth Water Treatment Plant
& La Verne Site Improvements Program
Notice of Preparation (NOP) of an
Environmental Impact Report (EIR)
SCH # 2022120175
Vic. Multiple
GTS # 07-LA-2022-04133

Dear Brenda Marines:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed Program consists of four improvement projects and two new construction projects at the Weymouth Plant. The improvement projects include the Water Quality Laboratory Building Improvements, Administration and Control Buildings Seismic Upgrade and Building Improvements, Water Treatment Chemical Delivery Railroad Tracks Replacement, and Basin Nos. 1 and 2 Rehabilitation; the new construction projects include the New La Verne Warehouse Facilities and the New Field Engineering Building. Project construction activities would occur between 2024 and 2029. The Metropolitan Water District of Southern California is the Lead Agency under the California Environmental Quality Act (CEQA).

The project site is approximately less than a mile from State Route (SR-66) and Interstate 210 (I-210), and about 2.5 miles from State Route 57 (SR-57). The Initial Study states impacts to transportation may be potentially significant, and a transportation technical study will be prepared to further analyze this topic. Caltrans looks forward to reviewing the technical study results in the forthcoming Draft EIR. After reviewing the Initial Study, Caltrans has the following comments:

It is anticipated that the SR-66 and SR-210 interchange, SR-66 and Damien Avenue intersection, SR-66 and Moreno Avenue intersection, and SR-66 and Wheeler Avenue intersection will be impacted by increased vehicle miles traveled (VMT) generated by the

development. The developer needs to prepare a Transportation Impact Analysis including, but not limited to, the following:

- A VMT analysis.
- Perform a truck turning analysis for the SR-210/SR-66 interchange, SR-66/Damien Avenue, SR-66/Moreno Avenue, and SR-66/Wheeler Avenue intersections.
- Perform a queuing analysis for SR-210 off-ramps to SR-66 to ensure traffic does not back up to the mainline. Also, a queuing analysis for turning pockets to ensure that through traffic is not impeded at on and off-ramp intersections and SR-66/Damien Avenue, SR-66/Moreno Avenue, and SR-66/Wheeler Avenue intersections.
- If the project will generate pedestrians and/or bicyclists, perform multimodal conflict analysis and address complete street access for SR-210/SR-66 interchange, SR-66/Damien Avenue, SR-66/Moreno Avenue, and SR-66/Wheeler Avenue intersections.

Caltrans encourages Lead Agencies to evaluate the potential to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For TDM strategies that the Lead Agency may want to consider integrating into this project to further reduce VMT, please refer to:

- The 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf> and/or
- Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

If there are any significant impacts to the State Highway System, the implementation of multimodal mitigation measures and other TDM strategies should be considered to reduce the number of vehicle trips generated by the project. Also, signal synchronization and other Transportation System Management should be considered to improve transportation flow.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

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-2022-04133.

Brenda Marines
January 19, 2023
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Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse