



June 7, 2022

Mr. Ron Kosinski
Deputy District Director – Division of Environmental Planning
Caltrans District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Subject: I-10 ExpressLanes Extension Project NOP/Initiation of Studies

Dear Mr. Kosinski

The California State Polytechnic University, Pomona (Cal Poly Pomona) is pleased to submit this comment letter, in response to the Metro/Caltrans I-10 ExpressLanes Extension Project Notice of Scoping. The intent of the scoping process is to gather input on the purpose and need for the project, proposed alternatives, environmental issues, local projects that may be proposed in the study area and approaches for community participation. We offer these comments for Metro/Caltrans consideration as your agencies begin the CEQA environment scoping process, and look forward to providing additional comments as the studies progress.

Cal Poly Pomona is a major stakeholder and major activity/employment center, located immediately adjacent the I-10 corridor. The University is one of three state-funded, public polytechnic universities in the 23-campus California State University system. Cal Poly Pomona provides high-quality, affordable education to nearly 30,000 full- and part-time students and employs nearly 2,700 faculty and staff, many of whom reside within a 15-mile radius from campus, so providing equitable and sustainable transportation options as well as improved access to campus are critical to our campus.

While the university understands the importance of the I-10 ExpressLanes Extension Project, we are deeply concerned about the construction fatigue that the campus has had to endure throughout the construction of the HOV lane project; and now there is this potential for another major construction project along the same stretch of the I-10 Freeway. Besides environmental resource concerns such as noise, air quality, traffic, the university is concerned about the potential for additional right-of-way impacts given the project's proximity to campus. The campus was previously impacted by the construction of the HOV Lane widening project, in which specific university-owned parcels and easements were transferred to Caltrans. The university is concerned about the cumulative impacts of both projects, particularly with Build Alternative 3 which may require additional right-of-way.

In a prior Transfer of Jurisdiction agreement reached with Caltrans, the university explored the possibility of moving the historic Kellogg Mansion entrance gates located in the upper parking Lot R as a way to mitigate damages due to proposed footing easements, which may need to be revisited again. Caltrans agreed to build a retaining in such a way as to accommodate the addition of a soundwall, which we are not certain took into account of any additional widening needed for this project. Caltrans also agreed to provide additional noise analysis and sound attenuation, given the proximity of the freeway to



instructional, administrative and dormitory buildings on campus. In addition, Caltrans agreed to redesign the Kellogg Drive on/off-ramps in order to minimize the amount of thru-traffic through the campus by re-routing traffic along East Campus Drive directly to South Campus Drive, and that the effort would be incorporated into the HOV project, or if necessary, be made part of a future project. We request that these prior commitments continue to be honored.

Moreover, we believe the I-10 ExpressLanes Extension Project presents a significant opportunity for Metro and Caltrans to improve access to campus by integrating complete streets and transit infrastructure at the Kellogg interchange area, which is a major entrance to our campus as well as Mt. San Antonio College. Our campus Master Plan Update proposes the upgrade of East Campus Drive to a two-way road. The California Highway Patrol (CHP) also has plans to relocate its Baldwin Park Office to a six-acre site, just off of East Campus Drive, and they have expressed support for such a two-way road. The campus also envisions new Gateway entry and complete streets elements along Kellogg Drive and East Campus Drive, respectively, that would improve the student/visitor experience entering campus as well as enhanced multimodal connectivity. The university also has a partnership with Foothill Transit to explore the feasibility for building a mobility hub/transit center on campus, and we are exploring the potential re-routing of Silver Streak rapid bus service to connect on campus. Therefore, expanded transit services may be a frequent user of the Kellogg Drive interchange.

The Cal Poly Foundation, Inc. is also in discussions with Clear Channel and Caltrans about installing a digital billboard sign that is proposed to be located immediately adjacent to the freeway right-of-way. These area improvements may be affected in the immediate study area. Therefore, we strongly encourage your study team to work with us to develop a project that further improves access options to our campus. We also encourage Metro to develop incentive programs that will help further incentivize ridesharing/transit use in the corridor, and to consider discount tolls for low-income students that may enhance equitable access to the ExpressLanes.

We look forward to engaging with the study team to further discuss these matters. Should you have any questions regarding this letter, please contact me at (909) 869-5044 or dannywu@copp.edu.

Sincerely,

A handwritten signature in black ink that reads "Danny Wu".

Danny Wu, PMP, AICP, PTP
Executive Director, Campus Planning, Transportation & Sustainability

C: Project Files
Ysabel Trinidad, VP Administrative Affairs/CFO
Frances Teves, AVP Government Relations
City of Pomona