

DEPARTMENT OF TRANSPORTATION

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JAN 27 2020

STATE CLEARINGHOUSE

January 27, 2020

11-SD-8, 15, 163, 805
PM VAR

San Diego State University Mission Valley Master Plan
FEIR/SCH#2019011042

Ms. Laura Shinn
Director
SDSU Facilities Planning, Design and Construction
5500 Campanile Drive
San Diego, CA 92182

Dear Ms. Shinn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Final Environmental Impact Report (FEIR) for the San Diego State University Mission Valley Master Plan located near Interstate 8 (I-8), I-15, I-805, and State Route (SR) 163. The Mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans reviewed the FEIR, appendices, and Mitigation Monitoring Report and has the following comments:

1. The FEIR concludes for mitigation towards transportation facilities such as MM-TRA-1, 5, 6, 7, 12, 14 and 15, any improvement or mitigation is "infeasible". It is also stated that "any CSU/SDSU fair-share mitigation payment to Caltrans would be subject to Caltrans providing satisfactory evidence of a reasonable plan of actual mitigation including identification of the source of the necessary remainder funding, and Caltrans' commitment to implementing the improvement."

The Supreme Court of California case *City of Marina v. Board of Trustees of California State University* (2006) 29 Cal. 4th 341, held that "mitigation measures were not rendered infeasible by any uncertainty in [lead agency's] ability to obtain funding". Just as it is incumbent on a lead

agency to seek funding to implement mitigation measures, it is incumbent on the lead agency to actually seek to implement the identified mitigation through permit conditions, agreements or other measures before coming to a conclusion of infeasibility. See, e.g. Public Resources Code section 21081.6. For transportation impacts, those measures should be coordinated with the California Department of Transportation. (Public Resources Code section 21081.7.)

2. Traffic signal optimization is performed on a continual basis by the Caltrans Signal Operations Branch and therefore is not a mitigation measure. As such, Caltrans requests that CSU/SDSU include language in the mitigation measures for signal optimization of Caltrans facilities that CSU/SDSU shall implement or pay Caltrans the cost to optimize the traffic signal timing along the Friars Road corridor at ramp intersections to accommodate the change in traffic demand, like that of Mitigation Measure MM-TRA-4 for the City of San Diego and like that of Community Benefit Improvements, for interconnectivity adaptive signal equipment, enhanced detection and/or detection cameras, and supporting communications technology.
3. For MM-TRA -5, 6, 7, 14, 15, Caltrans recommends CSU/SDSU pay for the cost to prepare a comprehensive Project Initiation document such as a Project Study Report to identify reasonable and feasible alternative(s) to increase capacity, improve mobility, and relieve congestion on the I-15/Friars Road Interchange.

Caltrans also requests that CSU/SDSU identify the cost of the fair share percentages for the Caltrans facilities mitigation measures and place that amount into a capital improvement fund to be used to fund capital improvement projects at the I-15/Friars Road interchange.

Right-of-Way

Any work performed within Caltrans' R/W, such as the bikeway segments of Rancho Mission Road at I-15 and Rio San Diego Drive at I-805, will require discretionary review and approval by Caltrans. An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide an

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approved/certified final environmental document which includes an analysis of any environmental impacts and further mitigation, if required.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maurice Eaton". The signature is fluid and cursive, with the first name "Maurice" and last name "Eaton" clearly distinguishable.

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review