

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

JULY 03 2019**STATE CLEARINGHOUSE**

July 3, 2019

11-SD- 5,8,15,52,56,94,163,805

PM VAR

Transit Priority Area Housing and Infrastructure Incentive Program

NOP/SCH#2019060003

Mr. Oscar Galvez
City of San Diego
9485 Aero Dr., M.S. 413
San Diego, CA 92123

Dear Mr. Galvez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the Transit Priority Area Housing and Infrastructure Incentive Program located near Interstate 5 (I-5), Interstate 8 (I-8), Interstate 15 (I-15), Interstate 805 (I-805), State Route 52 (SR-52), State Route 56 (SR-56), State Route 94 (SR-94) and State Route 163 (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 has the following comments:

Traffic Impact Study

It is understood that impacts are not being mitigated at a programmatic level, instead individual projects will analyze their impacts and develop appropriate mitigations for project specific direct, cumulative and latent demand traffic impacts. Caltrans anticipates further coordination with the City to address transportation needs and mitigations, with mitigation solutions not being limited solely to projects mentioned in the SANDAG Regional Transportation Plan. Operational improvements should be considered as mitigation measures and developed to fulfill the intent of CEQA.

A Traffic Impact Study (TIS) may be needed to determine each project's relative impacts and contributions to proposed mitigations.

- The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity.
- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.
- Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
- The data used in the TIS should not be more than 2 years old.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, buses on shoulders, ramp improvements, or other enhancements that promote a complete and integrated transportation system. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Land Use and Smart Growth

Caltrans recognizes the strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, land use patterns can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-

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modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, and coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in any TIS submitted to Caltrans. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts. Caltrans looks forward to continuing to coordinate with the City on developing appropriate mitigation opportunities as part of updating the "Transit Priority Area Housing Program" into the "Infrastructure Fee Study".

Right-of-Way

Any work performed within Caltrans' Right-of-Way (R/W) will require discretionary review and approval by Caltrans and 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 approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W and any corresponding technical studies.

Early coordination with Caltrans in locations that may affect both Caltrans and the City of San Diego is encouraged.

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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,



(SETH CUTLER) for

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch