

California Department of Transportation

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4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov



August 5, 2024

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PM VAR

City of Oceanside General Plan Update, Smart
and Sustainable Corridors Specific Plan,
and Climate Action Plan Update
DEIR/SCH #2021050529

Mr. Russ Cunningham
Principal Planner
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Cunningham:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Oceanside in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Engineering & Analysis (TEA)

When required, future proposed developments will need to provide a vehicle miles traveled (VMT) analysis, local mobility analysis, and a safety review that follows the Caltrans [Local Development Review \(LDR\) Safety Review Practitioner's Guidance, February 2024](#).

Table S-1: Summary of Environmental Impacts (pg. S-5) mentions that future development would be required to adhere to relevant General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCP) policies, including preparation of the project level Traffic Analysis. Caltrans is looking forward to reviewing the project level Traffic Analysis for future developments when they become available.

New development resulting from the General Plan may need to provide a Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) and/or Local Mobility Analysis.

Design

Appendix D (TIS and TOA) Figure 3.1: Planned Roadway Classifications (pg. 15) shows a new interchange/connector at Rancho Del Oro Drive and SR-78. There is not a planned Caltrans improvement at this area. Further coordination with Caltrans needs to occur to determine if this is feasible. Analysis should be reviewed to ensure that it does not account for an interchange/connector in this area.

Section 3.7.1.3: Pipeline Projects (pg. 3-39) includes retail development greater than 50,000 square feet. The December 2018 *OPR Technical Advisory on Evaluating Transportation Impacts in CEQA* (pg. 17) VMT guidelines for retail states:

"retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT."

Please ensure that VMT analysis' accounts for projects that may be considered regionally serving.

Climate Change Programs

Caltrans supports the City's efforts to reduce greenhouse gas (GHG) emissions as per AB1279, SB 32 and others, in a way that promotes equitable access to transit and reduction in vehicle miles traveled. As an environmentally conscious agency, Caltrans strives to work with partner agencies like the City of Oceanside to reduce GHG emissions and adapt to the impacts of climate change on our communities and the state highway system. Caltrans appreciates the large array of strategies and policies utilized to reduce GHG emissions, promote energy efficiency, and improve the overall quality of the community's environment found in the Climate Action Plan Update measures. This updated Climate Action Plan (CAP) is an excellent step forward, and great example of the strategies and plans needed to improve air quality, curb GHG emissions and promote energy efficiency. This updated CAP will be taken into consideration while Caltrans continues to expand the Zero Emission Vehicle (ZEV) charging

grid, reduce VMT, and promote the use of ZEV across California. Caltrans looks forward to working with the City of Oceanside to implement recommendations outlined in this Climate Action Plan update when possible.

For additional information regarding Caltrans' policies, plans, guidance, and strategies related to climate change impacts please refer to documents such as, but not limited to, Caltrans Climate Change Vulnerability Assessment, Caltrans Climate Change Adaptation Priorities Report, Caltrans Climate Change Adaptation Strategies Report, Caltrans Climate Change Communication Guide, and Caltrans GHG Emissions Mitigation Report.

These documents and other resources can be found at:

[https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/climate-change.](https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/climate-change)”

Planning

As part of the City's Housing Element, Caltrans requests that the City include discussions and mapping/graphics that describe the City's existing and future housing inventory per the City's Regional Housing Needs Assessment (RHNA).

Housing-element law requires a quantification of each jurisdiction's share of the regional housing need as established in the RHNA Plan prepared by the jurisdiction's metropolitan planning organization (MPO) or council of governments.

In accordance with California Government Code Sections 65583 and 65584, housing elements shall contain an analysis of population and employment trends and documentation of projections and quantification of the locality's existing and projected housing needs for all income levels. These projected needs shall include the locality's share of the regional housing needs (i.e., RHNA) per Government Code Section 65584.

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 network. 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, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Oceanside, is encouraged.

To reduce GHG emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use 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-modal transportation network 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.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of I-5, SR-76 & SR-78.

Environmental

Should future projects based upon the changes enacted from the General Plan have elements and/or mitigation measures that affect Caltrans' R/W, Caltrans would welcome the opportunity to be a Responsible Agency under CEQA.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of GHG emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

Mitigation

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

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' 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.

Additional information regarding encroachment permits may be obtained by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process

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- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review