

California Department of Transportation

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11-SD-5, 76, 78
PM VAR

Vista 2050 Program Environmental Impact Report
DEIR/SCH#2024080799

Mr. Michael Ressler
City Planner
City of Vista
200 Civic Center Drive
Vista, CA 92084

Dear Mr. Ressler:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the Vista 2050 Program Environmental Impact Report located near Interstate 5 (I-5) and State Routes 76, 78 (SR-76, SR-78). 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 Vista 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 Impact Study

- A Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS) may be needed for all future developments within the scope of this DEIR.
- Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.¹
- When required, future developments will need to provide a VMT analysis, a Local Mobility Analysis (LMA), including a multimodal and safety analysis within the LMA and a safety review that follows the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf>

North County Design Corridors

Goals and policies outlined in the Circulation and Mobility Element align with [North County Comprehensive Multimodal Corridor Plan \(CMCP\)](#) vision. The Planned Bicycle Network in the Circulation and Mobility Element of the DEIR indicates planned Class IV separate bikeway facilities at SR-78 along Melrose Avenue & Sycamore Avenue.

There are existing bike lanes on shoulder for both local streets. Please consider installation of separate bikeways which may require additional roadway width on local streets or modifications to lane configurations.

Vehicle Miles Traveled (VMT)

We encourage the City to utilize strategies that will help the City achieve conformance with State greenhouse gas (GHG) emission and VMT reduction goals. Potential measures to reduce VMT include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle, and pedestrian facilities.

¹ California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

- Improve pedestrian or bicycle networks or transit service.
- Provide traffic calming measures and strategies.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Hydrology and Drainage Studies

For all future projects within the scope of this DEIR, please be aware that Caltrans generally does not allow development projects to impact hydraulics within the State's Right-of-Way (R/W). Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

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.

Environmental

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

For encroachment permit approval Caltrans requires the conclusions from environmental technical studies. Caltrans recommends that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure (highways/roadways/on- and off-ramps) and appurtenant features (lighting/signs). Caltrans is interested in the analysis for resources listed in the document that are contained within Caltrans' R/W.

The following is a list of impacts that are typical to Caltrans' facilities, and we recommend that they be addressed, if appropriate, in environmental and supporting documents for this project:

- Noise
- Air Quality
- VMT
- Hazardous Materials
- Community Impacts
- Visual/Aesthetic Impacts (including any removal of vegetation or trees)
- Biological Resources
- Cultural Resources
- Tribal Resources
- Water Quality
- Agricultural/Farmland Impacts
- Traffic/Circulation

Sustainability

The City of Vista Climate Action Plan (CAP) adopted in 2021 contains several actions and strategies that align with Caltrans' responsibilities and priorities. Caltrans recommends collaboration between our agency and the City of Vista on the proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce VMT, and off-road and on-road GHG emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. We recommend collaborating with Caltrans on the following measures such as increasing the use of zero emission vehicles, installing electric vehicle (EV) charging stations, identifying right-of-way areas to be used for carbon sequestration, and complete streets.

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.

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
- 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,

Rogelio Sanchez for

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review