

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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a California Way of Life.*

October 19, 2020

Mr. Gregory Nord
Section Manager
Orange County Transportation Authority
600 Main Street
Orange, CA 92868

File: IGR/CEQA
SCH#: N/A
12-ORA-2017-01804
All routes within OC

Dear Mr. Nord,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Orange County Transportation Authority's Congestion Management Plan (CMP) for the County of Orange. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The goals of Orange County's CMP are to support regional mobility objectives by reducing traffic congestion, to provide a mechanism for coordinating land-use and development decisions that support the regional economy, and to support gas tax funding eligibility. To meet these goals, the CMP contains policies designed to monitor and address system performance issues. Caltrans is a commenting agency for this project and upon review, have the following comments:

Transportation Planning

1. Caltrans appreciates OCTA's recommendation, to local agencies, to coordinate with Caltrans' Local Development Intergovernmental Review Branch. The LD-IGR Branch's role is to provide early coordination, review, and comments on potential transportation impacts to State Highway facilities. This early coordination reduces time and effort for approvals on projects and helps reduce impacts to the local and regional transportation system.
2. Caltrans encourages the evaluation of potential Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network. For additional TDM options, refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

3. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Complete Streets improvements promote regional connectivity, improve air quality and public health, reduce congestion, and Vehicle Miles Traveled (VMT), promote improved first-/last-mile connections, and increase safety for all modes of transportation.
4. In accordance with the State's goal of Triple Double Double, Caltrans supports OCTA's OC Active initiative. Along with Vision Zero, Caltrans strives to make Orange County a safer and more improved place for all modes of transportation. These initiatives along with better signage, active transportation infrastructure, and safety features will encourage more active transportation, reducing reliance on automobiles.
5. To improve first mile/last mile connectivity, continue coordinating with local agencies and developing policies for e-transit/micro-transit. Studies show that almost half of all automobile trips are under 3-miles. E-transit/micro-transit can provide more sustainable alternatives to these short length trips.
6. Caltrans supports OCTA in promoting the usage of bus and rail transit services. Transit provides local and regional mobility alternatives to automotive driving, reducing congestion and emission impacts of transportation, while reducing overall VMT. Consider accessibility and transportation equity when analyzing transit performance measures.
7. Caltrans encourages the use of the Governor's Office of Planning and Research Technical Advisory guidance to identify and analyze VMT related impacts. This information can be found at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
8. Please continue to coordinate with Caltrans regarding Capital Improvement Program projects that occur near or on the State Highway System.
9. Proximity to the Port of Los Angeles and Port of Long Beach may contribute to congestion in freight corridors throughout Orange County. Consider a discussion on freight and its impacts to the transportation system. Policies such as off-peak hour transportation and dedicated freight rest areas may result in reduced congestion.
10. Consider the impacts of partial or full implementation of work-from-home initiatives post-pandemic to transportation network congestion and transit services.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or Jude.Miranda@dot.ca.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley". The signature is fluid and cursive, with the first name "Scott" and last name "Shelley" clearly distinguishable.

SCOTT SHELLEY
Branch Chief, Regional-IGR-Transit Planning
Caltrans, District 12