

# California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
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## Governor's Office of Planning & Research

**Apr 12 2022**

April 12, 2022

### STATE CLEARINGHOUSE

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Adam Wolff, Director of Planning and Building  
Town of Corte Madera  
P.O. Box 159  
Corte Madera, CA 94976

### **Re: Town of Corte Madera 2023-2031 Housing, Land Use, and Safety Elements Amendments, and Zoning Amendments Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)**

Dear Adam Wolff:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the March 2022 NOP.

#### **Project Understanding**

The Town of Corte Madera will be preparing an update to its Housing Element in order to accommodate the housing numbers allocated to the Town by the California Department of Housing and Development and the Association of Bay Area Governments. In accordance with State law, the eight-year planning period for the updated Housing Element will extend from 2023 to 2031; this is also referred to as the 6th Cycle Housing Element Update. The Housing Element update also requires amendments to the General Plan Land Use Element and Safety Element, as well as the Town's Zoning Code.

#### **Travel Demand Analysis**

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study

Guide ([link](#)). Please note that current and future land use projects proposed near and adjacent to the State Transportation Network (STN) shall be assessed, in part, through the TISG.

### **Transportation Impact Fees**

We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation or cooperative agreements are examples of such measures.

### **Lead Agency**

As the Lead Agency, the Town of Corte Madera is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,



MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse