

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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7/2/2020

Governor's Office of Planning &amp; Research

*Making Conservation  
a California Way of Life.***Jul 13 2020**

July 13, 2020

**STATE CLEARINGHOUSE**

SCH #2020069005

GTS #04-SM-2020-00322

GTS ID: 19638

Co/Rt/Pm: SM/82/22.588

Anna Chaudhuri  
Town of Colma, Planning Department  
1198 El Camino Real,  
Colma, CA 94014

**Town of Colma General Plan Update- Notice of Preparation (NOP) of an  
Environmental Impact Report****Dear Anna Chaudhuri:**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Town of Colma General Plan Update NOP. 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 June 2020 NOP.

***Project Understanding***

The Town of Colma General Plan is a long-range plan that directs decision making and establishes rules and standards for town improvements and new development. It reflects the community's vision for the future and is intended to provide direction through the year 2040. The last General Plan Update was in 1999. The 2040 General Plan update will provide the context to effectively plan and manage the Town of Colma based on an updated set of goals, policies, and implementation programs that reflect the values and aspirations for the future expressed by the community. Additionally, the update will equip the Town of Colma with a policy framework to responsibly manage future projects and have the capacity to accommodate the growth and development anticipated to occur in the Town for the next 20 years. The Town is centrally bisected by State Route (SR)-82 and the intersection of Highway (HWY)-1 and Interstate (I)-280.

*"Provide a safe, sustainable, integrated and efficient transportation  
system to enhance California's economy and livability"*

### **Travel Demand Analysis**

Please note that a travel demand analysis that provides a Vehicle Miles Traveled (VMT) analysis is required as part of the California Environmental Quality Act (CEQA) process. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth using efficient development patterns, innovative travel demand reduction strategies, multimodal improvements, and VMT as the primary transportation impact metric. The travel demand analysis should include:

- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions in the plan area and area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The plan's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

### **Transportation Impact Fees**

The City should identify any generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed plan; viable funding sources such as the City's existing development and/or transportation impact fee programs should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal 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.

The City should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared along with the General Plan. Caltrans welcomes the

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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.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at (510)286-5614 or [laurel.sears@dot.ca.gov](mailto:laurel.sears@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact [ldigr-d4@dot.ca.gov](mailto:ldigr-d4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

cc: State Clearinghouse