

## California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660  
[www.dot.ca.gov](http://www.dot.ca.gov)



January 20, 2022



SCH #: 2021120123  
GTS #: 04-MRN-2021-00224  
GTS ID: 24967  
Co/Rt/Pm: MRN/VAR/VAR

Rachel Reid  
Environmental Planning Manager  
County of Marin  
3501 Civic Center Drive, Room 308  
San Rafael, CA 94903

### **Re: Housing and Safety Element Update Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)**

Dear Rachel Reid:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Marin County Housing and Safety Element Update. 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 December 2021 NOP.

#### **Project Understanding**

The County of Marin is in the process of updating the Housing and Safety Elements of the Countywide Plan (the County's General Plan). The Countywide Plan serves as the guiding vision for the future of unincorporated Marin. These Elements focus on housing needs and conditions, and climate change adaptation measures including wildfire, sea level rise and flooding concerns.

#### **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](#)).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR, which should include a VMT analysis pursuant to the City'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.

**Lead Agency**

As the Lead Agency, the County of Marin is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

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