

California Department of Transportation

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

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STATE CLEARINGHOUSE

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Eric Gage, Planner III
County of Sonoma
2550 Ventura Avenue
Santa Rosa, CA 95403

Re: Sonoma County Housing Element Update Notice of Preparation (NOP) for Draft Environmental Impact Report (DEIR)

Dear Eric Gage:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sonoma County Housing Element Update 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 June 2022 NOP.

Project Understanding

The Sonoma County Permit and Resource Management Department (Permit Sonoma) is preparing its 6th Cycle Housing Element Update, which will result in a series of zoning changes and a General Plan Amendment necessary to accommodate the County's Regional Housing Needs Allocation (RHNA). The RHNA is the number of dwelling units assigned to each jurisdiction by state and regional agencies that each city and county must plan for. The County is not responsible to construct the housing but must identify and zone sites that can accommodate the assigned number of units for the duration of the 8-year Housing Element Cycle. For the current 5th RHNA cycle ending in 2022, the County was allocated a total of 515 units to be accommodated in its Housing Element inventory of adequate sites. The County's 6th Cycle RHNA is 3,881 dwelling units.

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) may 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 County of Sonoma 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.

Sincerely,



MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse