

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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November 6, 2024

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GTS #: 04-NAP-2022-00452
GTS ID: 26948
Co/Rt/Pm: NAP/VAR/VAR

Brent Cooper, Community Development Director
City of American Canyon
4381 Broadway Street, Suite 201
American Canyon, CA 94503

Re: City of American Canyon General Plan Update – Draft Environmental Impact Report (DEIR)

Dear Brent Cooper:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of American Canyon General Plan Update. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the September 2024 DEIR.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project consists of an update to the City's General Plan which will serve as a long-term framework for future growth and development.

Travel Demand Analysis

The project's vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the DEIR, this project is found to have significant and unavoidable VMT impact. Caltrans commends the City for implementing policies in the General Plan to increase multi-modal transportation and reduce VMT. We encourage the City to document progress with annual monitoring reports to demonstrate effectiveness.

Please also consider the measures listed below that are quantified by the California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Increase Residential Density
- Increase Job Density
- Provide Transit-Oriented Development
- Integrate Affordable and Below Market Rate Housing
- Locate Project/Developments in Area with High Destination Accessibility
- Improve Destination Accessibility in Underserved Areas
- Implement Shared Vehicle Program (car/bike/E-bike/scooter)
- Create Urban Non-motorized zones
- Extend Transit Network Coverage or Hours
- Increase Transit Service Frequency
- Implement Transit-Supportive Roadway Treatments
- Provide Bus Rapid Transit
- Reduce Transit Fares
- Improve Transit Access, Safety, and Comfort
- Provide Bike Parking Near Transit
- Provide Electric Vehicle Charging Infrastructure
- Limit Residential Parking Supply
- Implement Market Price Public Parking (On-Street)
- Implement Area or Cordon Pricing
- Replace Traffic Controls with Roundabout
- Required Project Contributions to Transportation Infrastructure Improvement
- Install Park-and-Ride Lots

Please consider exploring the following options to help further reduce the VMT impact if the implementation of applicable TDM measures is insufficient to mitigate the project VMT impact to a less-than-significant level: VMT based Transportation Impact Fee program, VMT Mitigation Exchange and VMT Mitigation Bank. Please note that Caltrans has funded several local/regional agencies to study the feasibility of a variety of VMT mitigation programs through the Sustainable Transportation Planning Grant program ([link](#)). Caltrans welcomes the potential opportunities to work with the City.

The City may also consider encouraging fair share contributions from future development projects to multimodal projects that promote mode shift and reduce single-occupancy vehicle travel to mitigate VMT impacts. Caltrans suggest the following Regional Transportation Plan (Plan Bay Area 2050) projects for future fair share contribution considerations:

RTP ID	Project Description
21-T06-049	511 Bay Area Program includes funding to support the 511 Bay Area Program, which provides multi-modal traveler information.
21-T07-052	Carpool/Vanpool Program includes funding to provide carpool-matching tools and encourage carpool behavior through outreach, education, rewards, incentives, and new technology.
21-T07-056	This program generally implements projects exempt from regional air quality conformity, but it does include non-exempt local roadway widenings or extensions. Improvements include local road extensions or new lanes, and intersection improvements such as channelization and signalization.
21-T10-067	This program includes funding to implement improvements to existing Napa VINE regional/local bus service. Improvements include frequency upgrades (30-minute peak headways); expanded service hours (from 4am- 12am); and Sunday service.
21-T10-070	This program includes funding to implement improvements to existing bus service in Priority Development Areas (PDAs) without existing high-frequency rail, ferry, or bus service. Improvements include frequency upgrades (30-minute peak headways) and reorganization and/or expansion of bus routes.
21-T12-118	This program includes funding to implement express bus enhancements between Napa (Redwood Park-and-Ride) and the Vallejo Ferry Terminal. Improvements include bus-on-shoulder facilities.

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director’s Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also

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facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

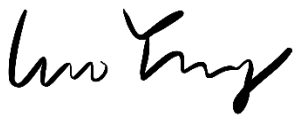
Equity and Public Engagement

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the City to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Lisel Ayon, Associate Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse