Local Development/ Intergovermental Review

District 6

Transportation Planning Academy

April 9, 2014

Overview

Who We Are

What We Do in LD-IGR

Why We Do It

- Laws & Regulations
- Policies & Directives
- Case Law

The Planning Process

The NEPA/CEQA Process

The LD-IGR Process

WHO WE ARE

WHO WE ARE, in D06

LD-IGR COORDINATORS

Michael Navarro
Branch Chief, North

Paul-Albert Marquez
Branch Chief, South

Dave Padilla
Fresno/Madera Co.'s

Jeff Sorensen (on rotation)
Kern/Kings Co.'s

Jennifer Bryan-Sanchez
Fresno/Mad/Tul Co.'s

Alec Kimmel
Kern/Kings Co.s

David Deel
Tulare Co.

David Madden
Kern/Kings Co.'s

WHO WE ARE, Statewide

HQ DIVISION OF TRANSPORTATION PLANNING

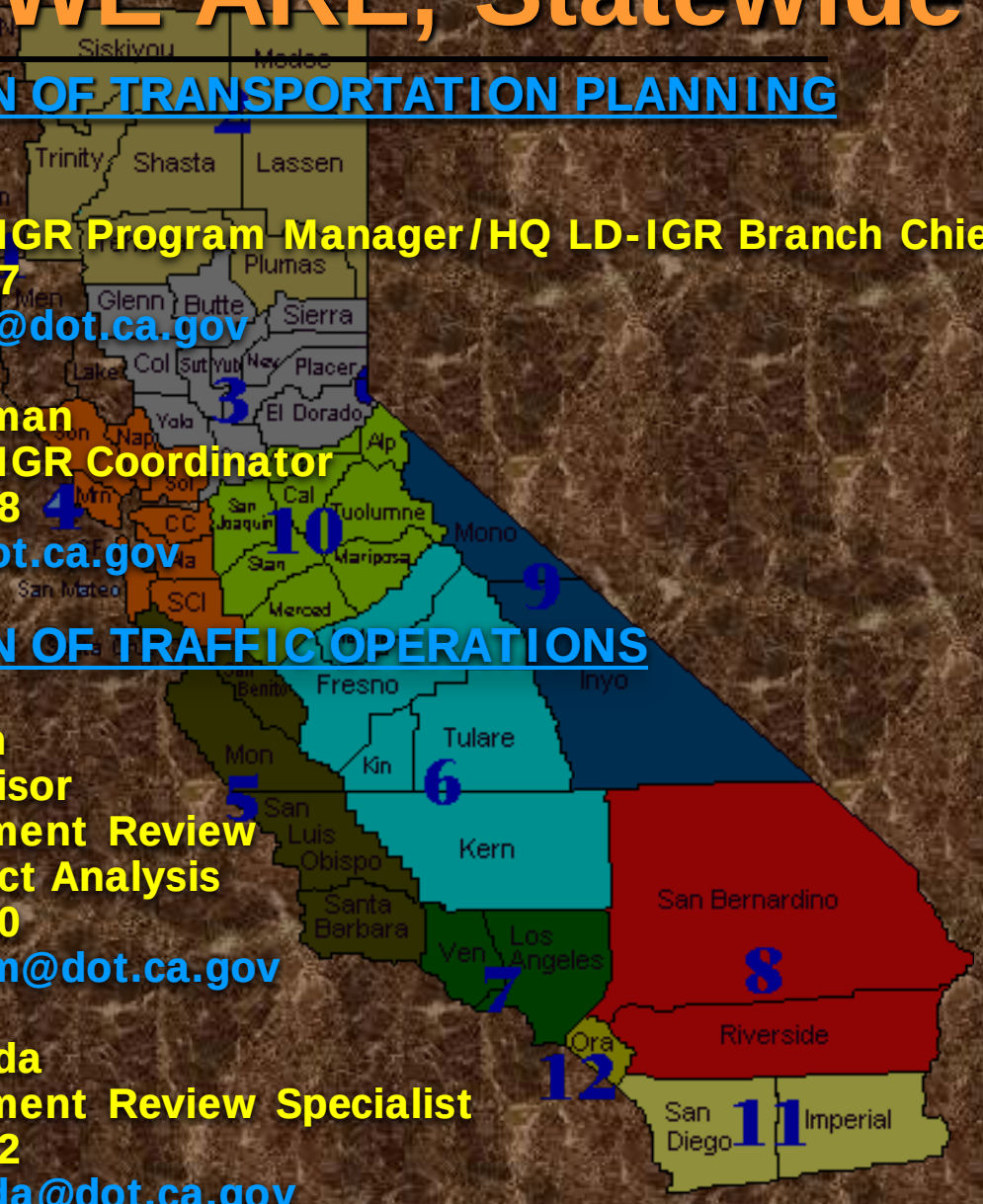
Terri Pencovic
Statewide LD-IGR Program Manager/HQ LD-IGR Branch Chief
(916) 653-1067
terri_pencovic@dot.ca.gov

Joshua Pulverman
Statewide LD-IGR Coordinator
(916) 653-0808
Bennie_lee@dot.ca.gov

HQ DIVISION OF TRAFFIC OPERATIONS

Marc Birnbaum
Statewide Advisor
Local Development Review
& Traffic Impact Analysis
(559) 488-4260
marc_birnbaum@dot.ca.gov

Robert Ferwerda
Local Development Review Specialist
(916) 654-5672
robert_ferwerda@dot.ca.gov



WHAT WE DO

WHAT WE DO
LD-IGR Program Objectives

Review Federal/State/local/Tribal plans, programs & land use development proposals

Assess potential impacts to the State Hwy. System (SHS)

Coordinate with Lead Agencies on mitigation measures to protect facilities, operations and programs in our charge

WHAT WE DO

Districts

- Coordinate review of most development projects
- Establish partnerships with state and local land use authorities
- Coordinate with Lead Agencies on transportation mitigation

Headquarters

- Coordinates review of U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG) and multi-district/regional proposals
- Functions as Legal Liaison for Planning
- Provides training on program fundamentals and technical matters
- Provides direction on procedures, conflict resolution, legislative analysis, “best practices”
- Administers Statewide LD-IGR Program
- Helps ensure statewide consistency

WHAT WE DO

What is an LD-IGR Project?

Federal/State/Local/Tribal Development types

- Subdivisions of Land
- Commercial, including Casino Resorts
- Residential
- Industrial
- Schools and Offices
- Utility Lines
- General, Specific, & Community Plans
- Agricultural, including Forestry & Timber Operations
- Local Agency Formations & Annexations

WHAT WE DO

What is an LD-IGR Project?

CEQA / NEPA Environmental Documents

- From OPR-State Clearinghouse or the Lead Agency
- Formal Notices and Impact Assessments
- Mitigation and Monitoring Reports

Non-CEQA / NEPA Local Development Documents

Preliminary Tentative Maps, Feasibility Studies, Concept Plans, Draft Project Proposals, Site Plans, Traffic Studies, Conditional Use Permit Applications

WHAT WE DO

What is NOT an LD-IGR Project?

Federal/State/Locally Funded Transportation Projects

Caltrans = Oversight authority

- Caltrans (State Routes/Interstate Highways/US Highways [SHS])
- Local Assistance (bridges, city streets)
- Measure Projects (local/regional Highways)
- Special Funded Projects (>$1 mill mitigation feature, passenger rail, some transit)
- Encroachment Permits (discretionary approval)

LD-IGR Review Team Identifies Impacts, Reviews Mitigation & Potential Permit Requirements

- Access management (locations, corner radii, surface material, mainline width, interchanges, tunnels)
- Sight distance and ROW encroachments
- Turn lanes, pockets, signals
- Pedestrian & Bicycle Accommodations
- Transit stops, railroad crossings
- Curb, gutter & sidewalks
- Bridges, Culverts & Drains
- Viewshed, Landscaping, Signs
- Additional traffic/hydrological studies

WHY WE DO IT

WHY WE DO IT

Laws & Regulations

Streets and Highways Code sections

90, 92, 124 – Caltrans overall authority

- To construct, improve, maintain & restrict use of SHS facilities
- By any act necessary or convenient

670, 670.1 – Discretion to require permits & condition encroachment onto SHS R/W

104, 113 - Obtain or Lease R/W, including non-motorized and drainage facilities

WHY WE DO IT

Laws & Regulations

Streets and Highways Code sections

- *94* - Contracts OK, including with Tribal Governments
- *114, 130* – Cooperative agreements for Caltrans to "bank" mitigation funds and to negotiate future mitigation

Government Code 14000-14456

- Specifies DOT structure, powers & duties
- Ultimate Statutory Authority > traffic expertise

Government Code 830-835

- Defines Tort Liability & Responsibilities

WHY WE DO IT

Laws & Regulations

National Environmental Policy Act

(NEPA, 1969), 42 USC Sec. 4321 -70

- **Established CEQ (40 CFR 1500-8), Guidelines for Statutory Agency Cooperation, in each State**
- **Multi-step process of Environmental Review**

California Environmental Quality Act

(PRC 2100, 1970) and CEQA Guidelines (CCR 1500, 1972)

- **Localized analog to NEPA**
- **Flow Chart of Docs & Consultations**
- **Permit Approval Streamlining – Concurrent Rev.**
- **Requires review of environmental impacts, intergovernmental consultation, and mitigation**

WHY WE DO IT

Laws & Regulations

Other Public Resources Codes & GC Planning Laws

- Subdivision Map Act (GC 66410)
  - -Statuartory dedications of real property
- Surface Mining & Reclamation Act (SMARA)
- Planning and Zoning Laws, incl. Gen. Plans
- Local Agency Formation Commission (LAFCO)
- Smart Growth – Infill, Affordable Housing & Transit Oriented Developments
- Transportation $ – SB45 (75% Local/25% CT)

WHY WE DO IT

Laws & Regulations

Case Law Interpretations by the Courts

Nollan v. California Coastal Commission (483 US 825, 1988)

- Must have logical link between proposed mitigation and the impact (ex: reduce average daily trips [ADT] by adding transit, or reduce intersection congestion w/ signal; but not pedestrian access for view) = **Nexus**

Dolan v. City of Tigard (512 US 374, 1994)

- Amount of required mitigation must be roughly proportional to and not exceed magnitude of the impact (ex: dedication of property v. building exclusion for R/W)

  = **Rough Proportionality**

WHY WE DO IT
Laws & Regulations

Presidential Executive Order 12372 (1982)

- Established Federal IGR process
- Delegates to states if Federal financial assist
- Requires compliance with state IGR

Governor's Executive Order D-24-83 (1983)

- Requires state & local agencies to conduct IGR
- Established a State Clearinghouse in Gov's OPR, as the "single point of contact"

WHY WE DO IT

Policies & Directives

2005 HQ Deputy Directive (DD)-25-R1

Local Development - Intergovernmental Review

- Timely & consistent collaboration to ensure state planning priorities are considered for transportation facilities in our jurisdiction (EQUITY, ECONOMY, ENVIRONMENT)
- Obligations for each level of staff, 6 Deputies (Planning & Modal Programs, Maint. & Operations, Project Development, Finance, External Affairs, Chief Counsel)
- 3 Appendices: LD-IGR Decision Process, CEQA Litigation Policy, and Mitigation Monitoring & Reporting Guidelines
- Caltrans Traffic Impact Study Guide (TISG, 2002)

The Planning Process

The Planning Process

General Plans

The Permit Process

CEQA and NEPA

General Plans

Each county and city must adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which it may affect.

The general plan acts as a "constitution for future development."

General Plans

- General Plans

  Overarching policy documents that determine the future growth of a city or county.

  Consists of diagrams and text describing goals, objectives, policies and programs.

- Formats Vary

General Plans

The seven mandatory elements

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Optional elements may be included, but must be consistent with other elements.

Adoptions, updates or amendments typically trigger CEQA

LD-IGR may engage before or during CEQA (prior is preferred)

General Plans - Implementation

Every land use decision must be consistent with the General Plan

- Zoning
- Subdivisions
- Specific Plans
- Public Works Projects
- Acquisition/Disposition of Property
- Capital Improvement Plans

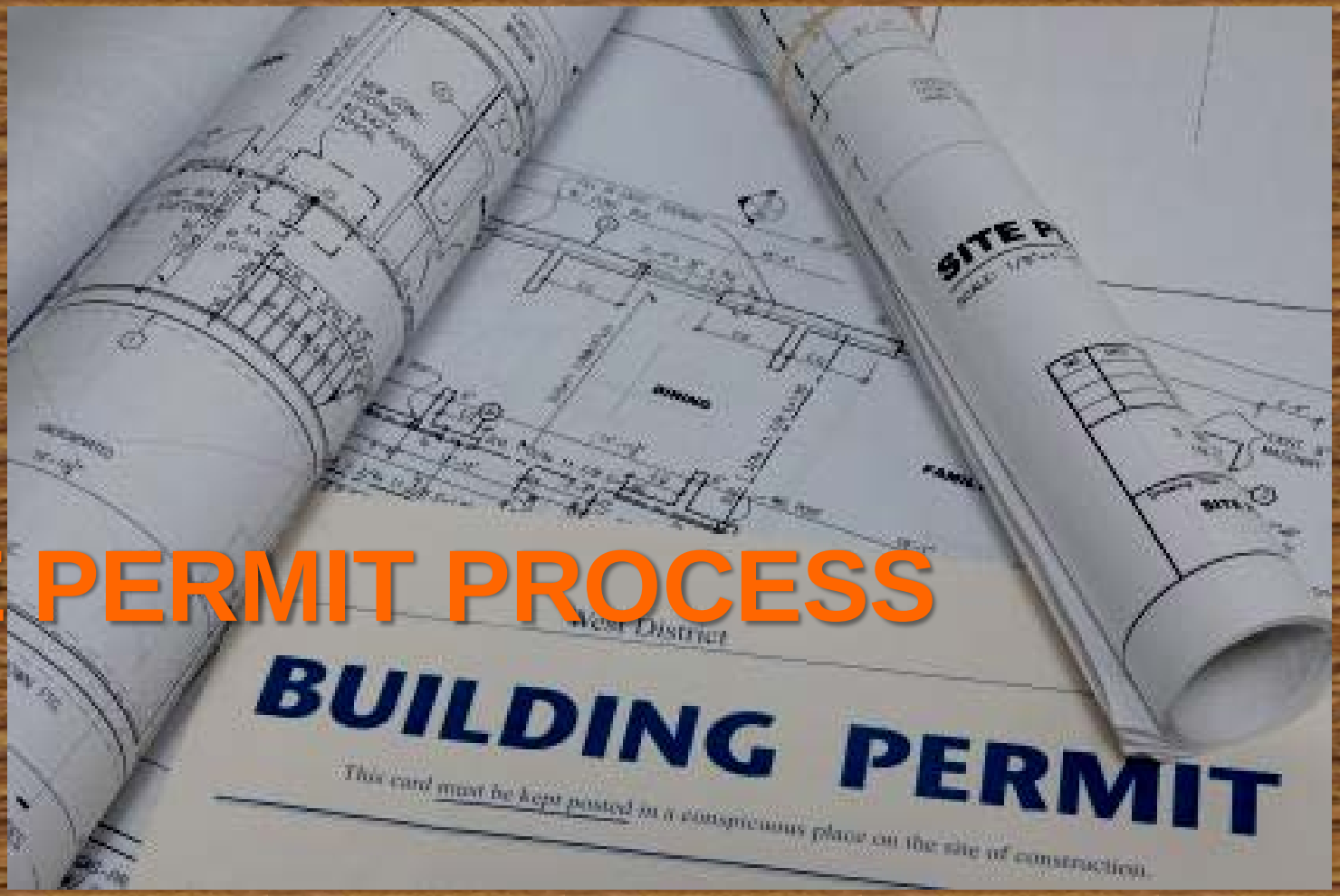
General Plans

Sample Circulation Element Policies

- The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.
- The County shall require dedication of right-of-way or dedication and construction of planned roadway facilities as a condition of land development.....

*LOS policies for State facilities can only be established by Caltrans.

THE PERMIT PROCESS



The Permit Process

Developer brings application to the Planning Department, which examines project and conducts environmental review.

Developer presents project to Planning Commission

Citizens comment

Planning Commission votes to approve project (Advisory/Certification of EIR, etc.) – Role varies

City Council/County Board votes for final approvals.

The CEQA/NEPA Process

CEQA

Purposes of CEQA

- Inform decision makers about significant environmental effects
- Identify ways in which environmental effects can be avoided
- Prevent avoidable environmental damage
- Disclose the public why a project is approved even if it leads to environmental damage

CEQA also carries mitigation monitoring and reporting requirements

CEQA

CEQA Document Stage/Type

Initial Study (IS)

- To determine if there will be significant impacts

Notice of Preparation (NOP)

- First step in the EIR process

Environmental Impact Report (EIR)

- Looks at significant impacts

Notice of Determination (NOD)

- Filed within 5 working days

Negative Declaration (NegDec)

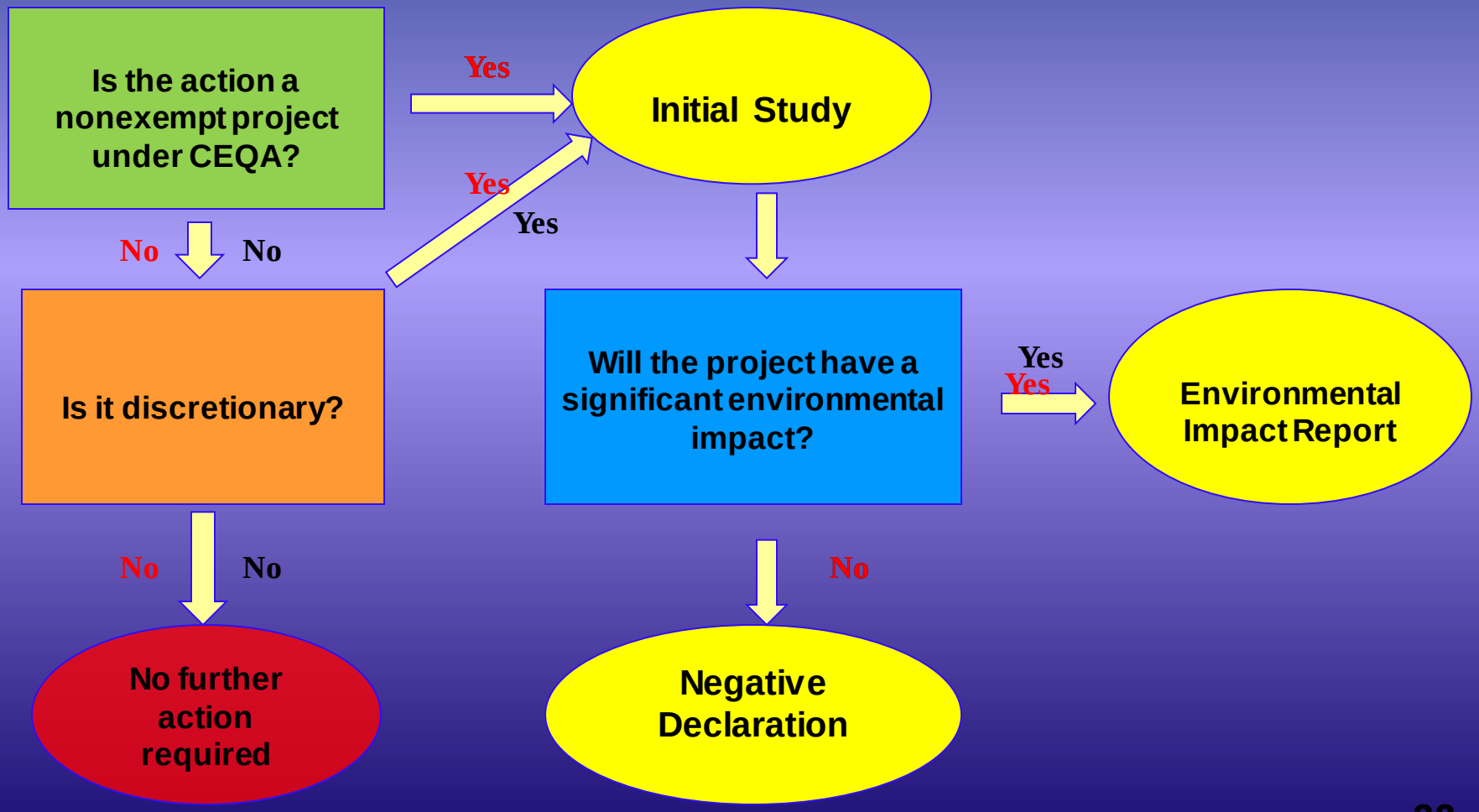
- Follows IS; prepared if no evidence of significant impacts
- or if a significant impact can be mitigated.

Categorical Exemption (CatEx, CE)

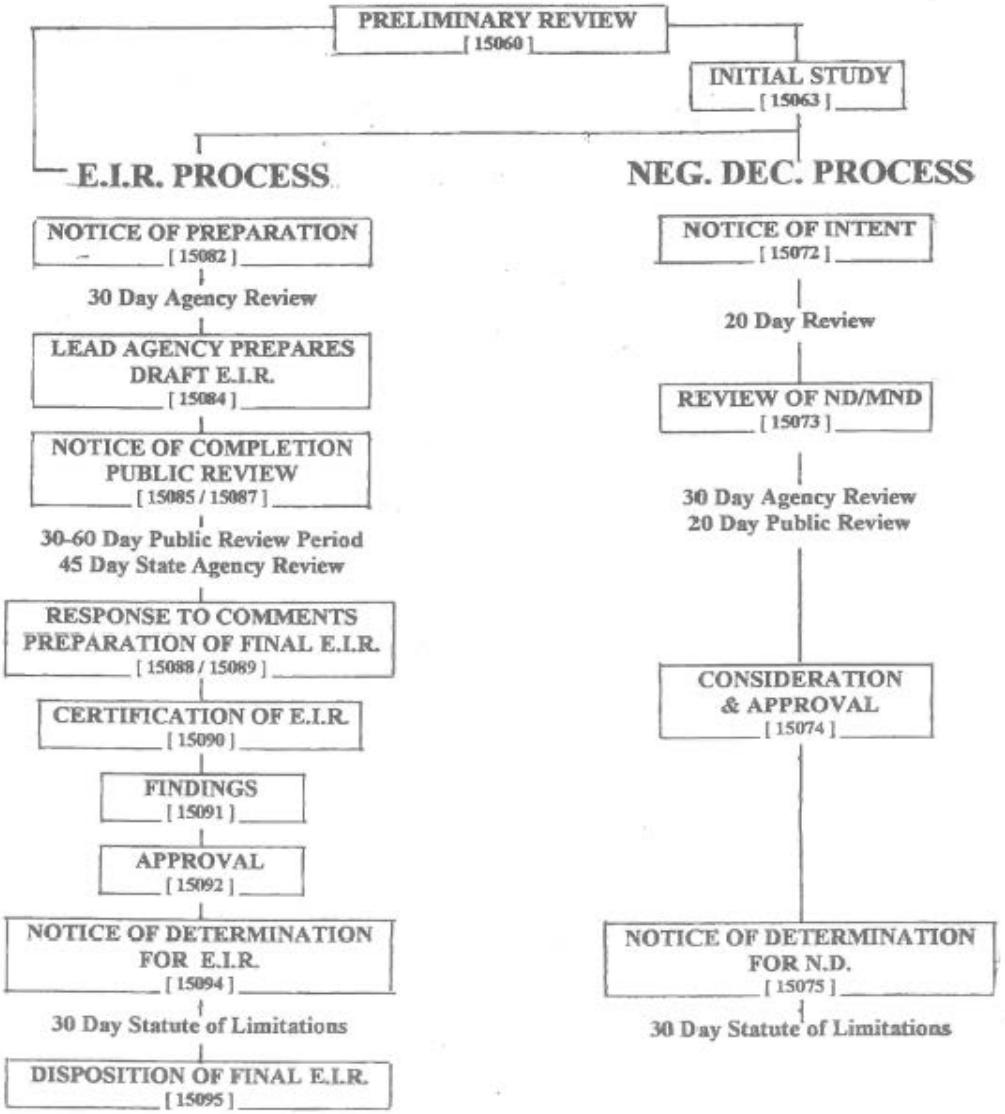
- Projects that do not normally have a significant impacts

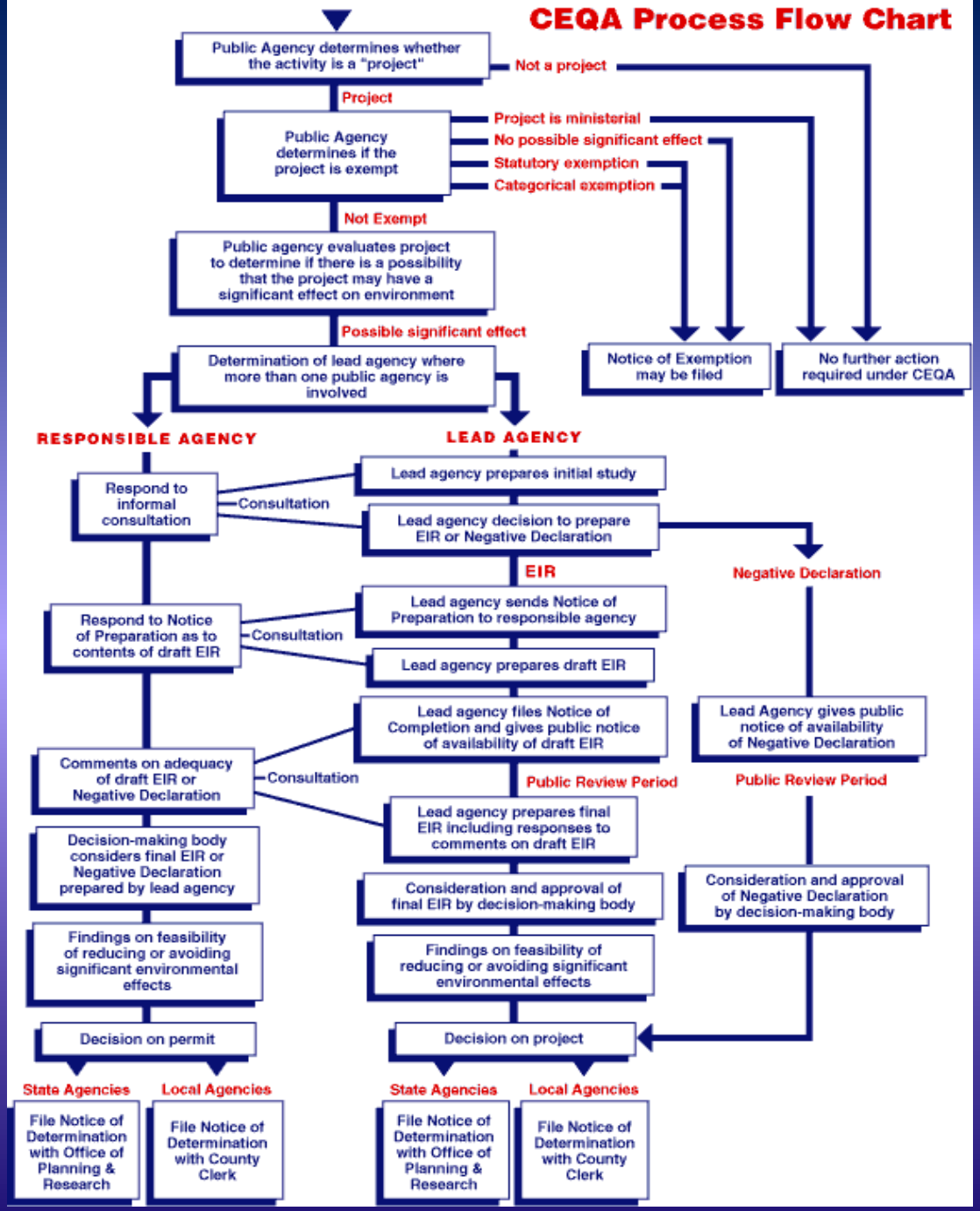
CEQA

The "3-Step Process" Model



CEQA REVIEW FLOW CHART
FOR CALTRANS AS A RESPONSIBLE AGENCY




CEQA Process Flow Chart
Public Agency determines whether the activity is a "project"
Not a project
Project
Public Agency determines if the project is exempt
Project is ministerial
No possible significant effect
Statutory exemption
Categorical exemption
Not Exempt
Public agency evaluates project to determine if there is a possibility that the project may have a significant effect on environment
Possible significant effect
Determination of lead agency where more than one public agency is involved
Notice of Exemption may be filed
No further action required under CEQA
RESPONSIBLE AGENCY
LEAD AGENCY
Respond to informal consultation
Consultation
Lead agency prepares initial study
Lead agency decision to prepare EIR or Negative Declaration
EIR
Negative Declaration
Respond to Notice of Preparation as to contents of draft EIR
Consultation
Lead agency sends Notice of Preparation to responsible agency
Lead agency prepares draft EIR
Lead agency files Notice of Completion and gives public notice of availability of draft EIR
Lead Agency gives public notice of availability of Negative Declaration
Comments on adequacy of draft EIR or Negative Declaration
Consultation
Public Review Period
Public Review Period
Lead agency prepares final EIR including responses to comments on draft EIR
Decision-making body considers final EIR or Negative Declaration prepared by lead agency
Consideration and approval of final EIR by decision-making body
Consideration and approval of Negative Declaration by decision-making body
Findings on feasibility of reducing or avoiding significant environmental effects
Findings on feasibility of reducing or avoiding significant environmental effects
Decision on permit
Decision on project
State Agencies
Local Agencies
File Notice of Determination with Office of Planning & Research
File Notice of Determination with County Clerk
State Agencies
Local Agencies
File Notice of Determination with Office of Planning & Research
File Notice of Determination with County Clerk

CEQA

Distribution of certain CEQA documents through OPR

- Draft EIR or ND where state agency is Lead, Responsible, Trustee, or has jurisdiction by law for a project.
- Projects identified as being of areawide, regionwide, or statewide significance (CEQA Guidelines 15206)
- All Notices of Preparation
- All Notices of Determination from state agencies

CEQA

The 2 Hats of Caltrans

1. Builder and Developer: Lead Agency (Project Delivery)

Example: We build highways → OVERSIGHT

2. Owner-Operator of an Affected Resource

- Responsible Agency: An agency other than the Lead Agency, having approval authority over some portion of a project.

Example: Permits

- Commenting Agency: An agency with "jurisdiction by law" over a particular resource, but is neither a lead agency nor a responsible agency.

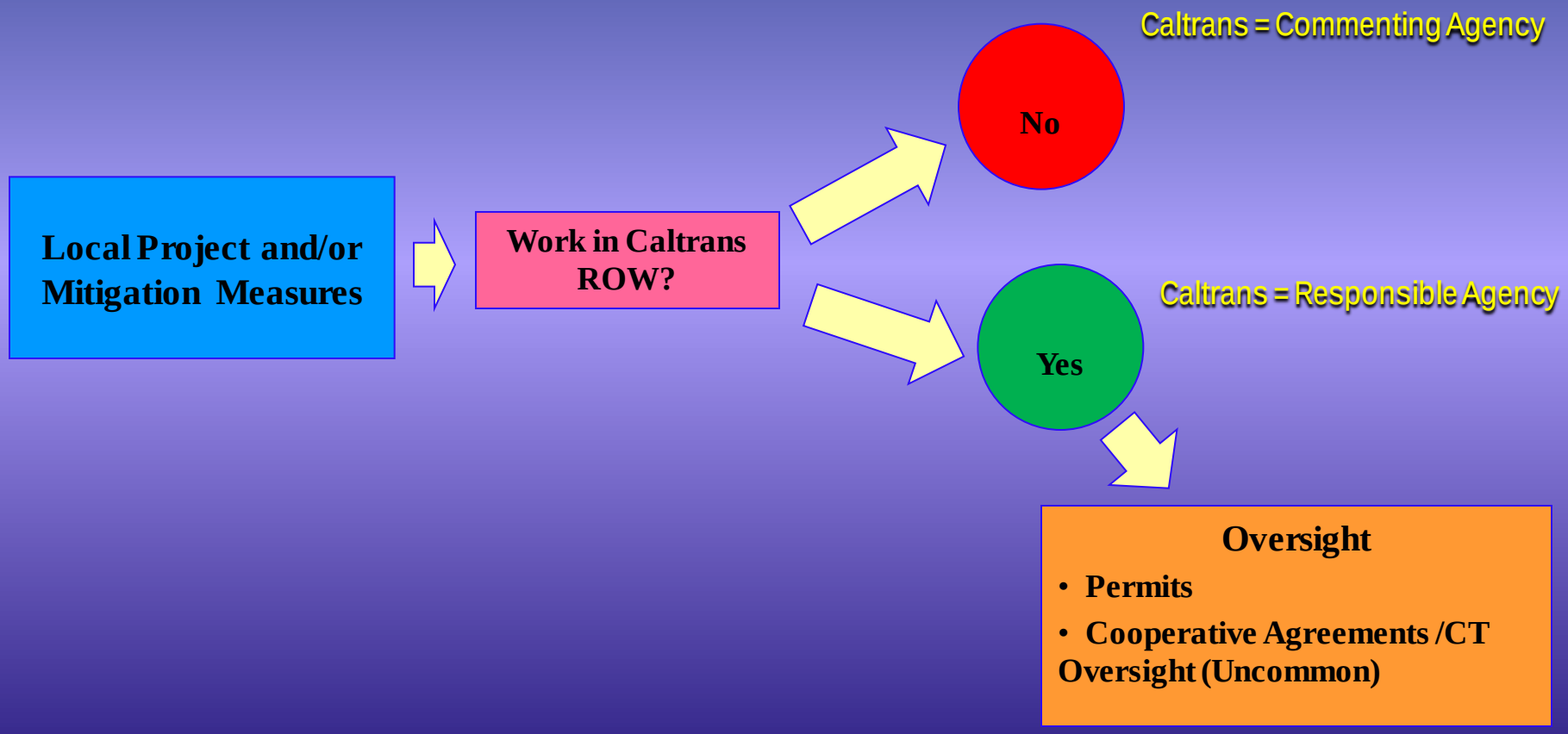
Example: Commenting on traffic generation or distribution for projects removed from the SHS.

Other Agency Roles in CEQA

Trustee Agency: A state agency having jurisdiction by law over natural resources which are held in trust for the people of the State of California.

CEQA

The 2 Hats of Caltrans When Both Fit



NEPA

National Environmental Policy Act

Projects involving Federal agency discretionary actions

- Land trust acquisitions or deregulation
- Construction or development projects
- Approval of certain policies, programs or agreements
- Federally funded projects

NEPA

National Environmental Policy Act

- 42 USC Sec. 4321 -70
- Establishes a process to ensure agency consultation and full disclosure of environmental consequences of agency decision making.

NEPA Guidelines

- Each Federal agency has its own NEPA Guidelines

NEPA

NEPA Document	CEQA Document
Notice of Intent (NOI)	Notice of Preparation (NOP)
Environmental Assessment (EA)	Initial Study (IS)
Environmental Impact Statement (EIS)	Environmental Impact Report (EIR)
Record of Decision (ROD)	Notice of Determination (NOD)
Finding of No Significant Impact (FONSI)	Negative Declaration (NegDec)
Categorical Exclusion (CatEx, CE)	Categorical Exemption (CatEx, CE)

NEPA

Key Differences between NEPA and CEQA

NEPA requires an equal level of analysis across a "reasonable range" of alternatives.

In CEQA, the range of alternatives should be limited to those that would attain most of the basic objectives of a proposed project, would be feasible, and would avoid or substantially lessen any of the significant adverse effects of the project.

NEPA

Key Differences between NEPA and CEQA

NEPA does not provide for the enforcement of mitigation, although agencies may provide for this in their implementation guidelines.

CEQA includes mitigation requirements, including monitoring and reporting.

NEPA

Important fact of both NEPA and CEQA

Neither adds any authority to any agency, but empowers any citizen or group to litigate

Litigation must be based on error in NEPA or CEQA process, including substantial evidence in analysis

Criteria for Filing CEQA Litigation

1) Consistency with Administration policy;

2) Consistency with Departmental policy;

3) Consistency with statutory and constitutional requirements;

4) Protection of the State's existing infrastructure investment; and

5) Exhaustion of efforts to cooperatively resolve outstanding issues

Request for Approval to File CEQA Litigation

1. Identity of the local lead agency and other state agencies, if any, involved in project approval;
2. Nature of the local lead agency approval and environmental document prepared;
3. Description of the project (location, type, size);
4. Timeline of project approval;
5. Relationship of project to local and regional plans;
6. Impacts of project on state transportation facility;
7. Prior efforts taken by Department to resolve issues with lead agency;
8. Goal of litigation (e.g., achieve policy change or compliance, prevent activity/project, encourage activity, obtain mitigation measure, encourage alternative, ensure meaningful compliance with process);
9. Consistency with Department and Administration policy goals;
10. Affected stakeholders;
11. Estimate of resources necessary to pursue litigation; and
12. Evaluation of likelihood of success; consequence of not proceeding.

Litigation

State vs. City of Fresno – 470 multi-family residential unit development in proximity to SR 99. Traffic study disclosed impacts to SR 99, but City refused to acknowledge obligation to mitigate. City required mitigation on opposite side of the freeway to local roads yet ignored State Highway impacts.

Result: Settled in favor of State. City began collecting fair share mitigation for State Highway impacts as well as adopted a Regional Fee Program (RTMF/TSMI)

Questions?

The LD-IGR Process

The LD-IGR Process

WHAT WE DO

What is an LD-IGR Project?

CEQA/NEPA Environmental Documents

- From OPR-State Clearinghouse or the Agency
- Formal Notices and Impact Assessments

Non-CEQA/NEPA Local Development Document

Preliminary Tentative Maps, Feasibility Studies
Concept Plans, Draft Project Proposals, Traffic
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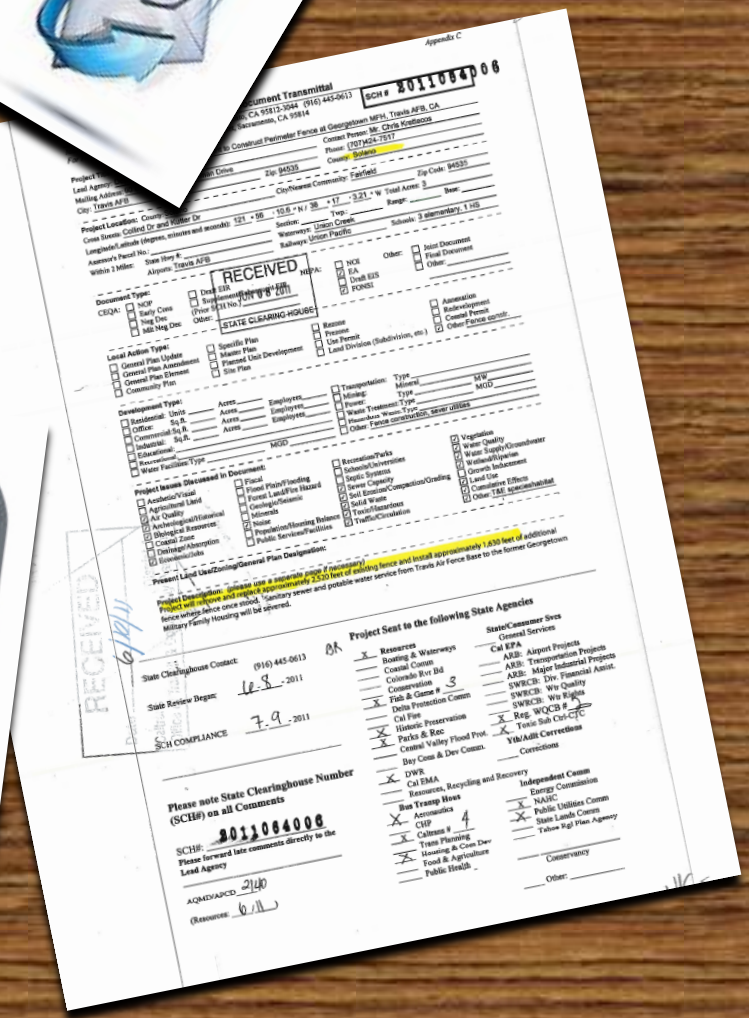


Appendix C

Document Transmittal

SCH # 2011064006

RECEIVED

STATE CLEARINGHOUSE

Project Sent to the following State Agencies

State Clearinghouse Contact: (916) 445-0613

State Review Began: 6.8.2011

7.9.2011

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2011064006

Please forward late comments directly to the Lead Agency

The LD-IGR Process

DATE	CO	RTE	PM	LOC REF	SCH NO	COMMUNITY	LOCATION	PROJECT DESCRIPTION
6/1/94	FRE	168	8	PM 92-4		CLOVIS	CLOVIS/HERNDON	SUBDIVIDE FIVE LOTS-R/W CLARIFICATION
6/1/94	FRE	33	GEN	CUP 2658		CANTUA CR.	SR 33/CANTUA CREEK BRIDGE	20 INCH PIPELINE
6/2/94	FRE	168	4.2	SPR 91-120A		CLOVIS	VILLA/SR 168	EXPANSION OF COMMERCIAL CENTER
6/3/94	FRE	168	8	CUP 94-10		CLOVIS	HERNDON/CLOVIS	SITE PLAN FOR COMMERCIAL CENTER/LETTER OF CLARIFICA.
6/6/94	FRE	198	26.6	TPM 7616		FRESNO CO	I-5 AND SR 198	CREATE THREE PARCELS
6/8/94	FRE	168	5.1	SPR 94-16		CLOVIS	CLOVIS/KEATS	CARWASH
6/8/94	FRE	168	5.7	SPR 94-15		CLOVIS	CLOVIS/10TH	RENOVATION OF TIRE SERVICE
6/13/94	FRE	41	20.9	S-94-68		FRESNO	NORTH/ELM	2400 SQ FT AUTO DETAILING BLDG.
6/13/94	FRE	99	23.4	S-94-69		FRESNO	OLIVE/SR-99	36,000 SQ FT WAREHOUSE
6/17/94	FRE	41	31.7	C-93-34/R-93-19		FRESNO	INGRAM/ANDERSON	7.5 ACRE PARK - S.J. RIVER CROSSING
6/20/94	FRE	99	24.4	S-93-67		FRESNO	CLINTON/99	RESTAURANT
6/22/94	FRE	180	77.4	EA 4053/GPA 397		MINKLER	REED AVE & FRANKWOOD	AE-20 INTO RURAL RESIDENTIAL
6/23/94	FRE	168	3.5	SPR 94-18		CLOVIS	WILLOW/GETTYSBURG	74-UNIT APART. COMPLEX, MIT. OK TO WILLOW & 168
6/23/94	FRE	168	8	SPR 93-7		CLOVIS	CLOVIS & HERNDON	COMMERCIAL DEVELOPMENT/LETTER OF CLARIFICATION
6/23/94	FRE	180	62.4	REVISED TPM 93-11		FRESNO	SR-180 & PEACH	SMITH FOOD AND DRUG
6/27/94	FRE	99	30.9	R-94-14		FRESNO CO	HERNDON/BRYAN	REZONE 20 ACRES TO C-2 FROM AE-20
6/28/94	FRE	41	31.2	VTPM 94-06		FRESNO	SR-41/EL PASO	66 ACRE COMMERCIAL PROPOSAL
6/30/94	FRE	99	17.4	DEIR		FRESNO CO	NORTH AVENUE/ORANGE AVENUE	NOP/DEIR FOR LANDFILL
6/30/94	FRE	168	4	CUP		CLOVIS	SHAW AVENUE/PEACH	EXPANSION OF TEXACO
6/30/94	FRE	180	68.7	EA 4065		FRESNO CO	MCCALL/JENSEN TO BELMONT	IMPROVE STRUCTURAL SECTION
7/1/94	FRE	33	70.1	NOP, INITIAL STUDY		FIREBAUGH	ANDREW FIREBAUGH PARK	HISTORICAL PARK MASTER PLAN
7/7/94	FRE	41	11	TT 4678, EA 4064		CARUTHERS	MOUNTAIN VIEW/MARKS AVENUE	96 UNIT R-1 LOTS (OVERRIDING CONSIDERATIONS)
7/7/94	FRE	168	3.5	SPR 93-18A2		CLOVIS	SHAW/WILLOW	UNOCAL 76 IMPROVEMENTS
7/8/94	FRE	168	8	R-94-8		CLOVIS	HERNDON/DEWITT	REZONE 4 ACRES R-A TO C-M
7/28/94	FRE	43	7.9	TPM 7623		SELMA	NEBRASKA/SR-43	1.91 ACRE MAP
7/29/94	FRE	33	15.3	LETTER		COALINGA	5TH STREET TO THOMPSON	REQUEST TO IMPROVE SR - LETTER RE: RESPONSE
7/29/94	FRE	41	29.6	S-94-91		FRESNO	41 AND BULLARD	3550 SQ FT RESTAURANT
7/29/94	FRE	41	29.6	S-94-91		FRESNO	SR-41 AND BULLARD	355,000 SQ FT RESTAURANT
7/29/94	FRE	168	0.5	C-94-54		FRESNO	SHAW/FRESNO	OLD BURGER KING RESTAURANT
7/29/94	FRE	168	8			CLOVIS	CLOVIS/HERNDON	COMMERCIAL DEVELOPMENT - LETTER OF CLARIFICATION
8/3/94	FRE	33	79.9	EA 4076		FRESNO CO	BRANNON TO VALERIA AVE	IMPROVE STRUCTURAL SECTION
8/4/94	FRE	168	2	DEIR	94032022	FRESNO	CEDAR AND SHAW	CSUF MASTER PLAN
8/10/94	FRE	168	40	GPA 419, EA 4082		SHAVER LAKE	2 MILES SOUTH OF SHAVER LAKE	WILDFLOWER VILLAGE SPECIFIC PLAN
8/12/94	FRE	168	32	EA 4080, DRA 2949		SHAVER LAKE	SKYLAN LANE	MIDVALLEY FIRE STATION
8/22/94	FRE	41	31.3	DEIR	92112028	FRESNO CO	FRIANT AND MILLERTON	LAKEVIEW SUBDIVISION
8/23/94	FRE	33	70.1	NOC	94072070	FIREBAUGH	HISTORIC PARK	SPECIAL EVENTS FOR PARK
8/26/94	FRE	41	30.7	A-94-07, R-94-25		FRESNO	HERNDON AT FRESNO STREET	REZONE .64 ACRES R-1 TO C-6
8/26/94	FRE	41	30.7	R-94-23, S-94-99		FRESNO	HERNDON AT FRESNO STREET	10,000 SQ FT TO EXISTING BUILDING
8/26/94	FRE	41	31.3	EA 4088, TPM 94-03		FRESNO CO	RICE ROAD AND COPPER AVENUE	330 ACRES INTO 16-20 ACRES - NEED FURTHER REVIEW
8/26/94	FRE	168	0.99	R-94-17		FRESNO	FIRST AVENUE/SHAW	REZONE 1.9 ACRES
8/31/94	FRE	41	19.9	SPR 6601		FRESNO CO	ON SR-41, NORTH AND CENTRAL	MACHINERY SHOP
9/7/94	FRE	99	1	GPA 94-01		KINGSBURG	STROUD AVENUE	REZONE 40 ACRES
9/7/94	FRE	99	30	T-4664,C-94-60, R-94-21		FRESNO	POLK AND ALLUVIAL	312 UNIT SUBDIVISION
9/14/94	FRE	180	64.7	TT 4677		FRESNO	ON 180 BETWEEN FOWLER AND TEMPERANCE	449 UNIT SUBDIVISION
9/16/94	FRE	168	8	PM 94-7		CLOVIS	VILLA/HERNDON	SUBDIVIDE TWO PARCELS
9/19/94	FRE	168	6.2	R-94-12		CLOVIS	HUGHES BETWEEN 3RD AND 5TH	REZONE
9/22/94	FRE	99	17.2	R-94-35		FRESNO	SR-99/NORTH AVENUE	REZONE AE-5 TO M-3
9/26/94	FRE	41	2	EA 4097		FRESNO CO	MT. WHITNEY FROM 41 TO CLOVIS AVENUE	IMPROVE STRUCTURAL SECTIN
9/28/94	FRE	41	31.3	DEIR	93102052	FRESNO CO	FRIANT AT WILLOW	WILLOW PARK SUBDIVISION
9/28/94	FRE	99	24.9	S-94-24		FRESNO	SWC BRAWLEY AND CLINTON AVENUE	100,000 SQ FT SHOPPING CENTER
9/30/94	FRE	145	4.2	EA 4091, CUP 2673		FRESNO CO	SAN LUIS CANAL/SR-145	200 FOOT TOWER FOR CELLULAR
10/4/94	FRE	41	30.7	R-94-36		FRESNO	FRIANT AND SR-41	REZONE 2.91 ACRE AE-20, R-3/C-P
10/4/94	FRE	168	44.7	SPR 6608		FRESNO CO	MELODY AND MUSICK DRIVE	4,000 SQ FT OFFICE
10/6/94	FRE	41	30.7	S-94-112 (PM 94-08)		FRESNO	N. SHARON/NEES	10,000 SQ FT MEDICAL BLDG
10/6/94	FRE	41	30.7	S-94-116		FRESNO	MILLBROOK/SHARON	66,000 SQ FT OFFICE BLDG

The LD-IGR Process

Caltrans

DUE: 3/15/2013

LOCAL DEVELOPMENT REVIEW
IGR/CEQA

RETURN TO: DAVID PADILLA (444-2493 or dave_padilla@dot.ca.gov)

TO: DATE:3/1/2013

☐ Permits:	Youssef Shapour (445-6483)	06-2131-IGR/CEQA
☐ Technical Planning:	Steve McDonald (488-4334)	FRE-
☐ Hydraulics:	Tom Fisher (243-3498)	PM:.
☐ Environmental Planning:	Trais Norris (445-6447)	REF:
☐ Surveys:	Celeste Varney (445-6566)	SCH:
☐ Project Development:	Randy Perkins (243-3555)	
☐ Traffic Operations:	Albert Lee (488-4111)	
☐ Maintenance:	Steve Fuller (488-4145)	
☐ System Plng:	Steve Curti (488-4162)	
☐ Special	Jim Perault (445-6504)	

Project Name:
Location:

Current Facility (type):	*Width:*	*RCR/UTC (type):*	*Width:*

Center Line
(note any shift or off-set alignment: i.e., north, south, east, west from C/L)

Relinquishment:	*No:* ☐	*Yes:* ☐	*Year:*	*Typical Section Attached:*	*Yes:* ☐	*No:* ☐

Project Description: _____

CT Projects: _____

Issues: _____

Comments: _____

MICHAEL NAVARRO, Chief, Northern Planning
Office of Transportation Planning

The LD-IGR Process

Functional Review Areas

Project Management
Traffic Operations
Electrical Design and Operations (Signal Ops)
Design
Landscape Architecture
Hydraulics
Right of Way
System Planning including Bicycle Coordination
Forecasting/Technical Studies
Environmental Planning (Including Biology and Cultural Resources)

The LD-IGR Process

Substance of Comment Letter by CEQA Document Type

NOP – Define scope of Traffic Impact Study

Admin Draft EIR – Review prior to public Draft EIR (not CEQA)

Draft EIR – Technical review of studies, requests for inclusion of additional information or the application of appropriate standards or measures in determining significance, assessment of mitigation adequacy

Final EIR – Verification that comments on Draft were incorporated and response is adequate

NOD – None or reiteration

The LD-IGR Process

Some Tools of Engagement

- Agency Consultation
- Correspondence
- HQ Consultation
- Scoping Meetings
- Governor’s Office Issue Memo

The LD-IGR Process

Transportation Planning Agencies receive special consideration under CEQA

Caltrans scoping meeting

- Projects affecting state highways
- Scoping meeting - 30 days after request
- Address issues
- OPR can assist in setting up scoping meetings

MITIGATION EXAMPLES

Fair share Contribution

Providing Improvements

Dedication of ROW/Preservation

Trip Reduction Measures

Local Fee Programs

Negotiate/Be creative

LOCAL FEE PROGRAMS & MEASURES

Fresno RTMF (Regional Fee)/Measure C (1/2 cent)

-$1,727 per SFR

-$1.96 per sq.ft. of Retail

Madera Co. Road Impact Fee/Measure T (1/2 cent)

-$4,136 - $9,091 per SFR

-$3,150 - $6,923/per 1,000 sq.ft. of Retail

Bakersfield Metro Transportation Impact Fee

-$7,747 - $12,870 per SFR

-$47 - $236 per ADT trip (square footage)

Closing Recommendations

Know your partners

-internal & external

Build relationships

Grow technically

Make Caltrans relevant

-You are the face of the Department

Questions?

LD-IGR Exercise

$$L = \frac{V}{3600} d$$

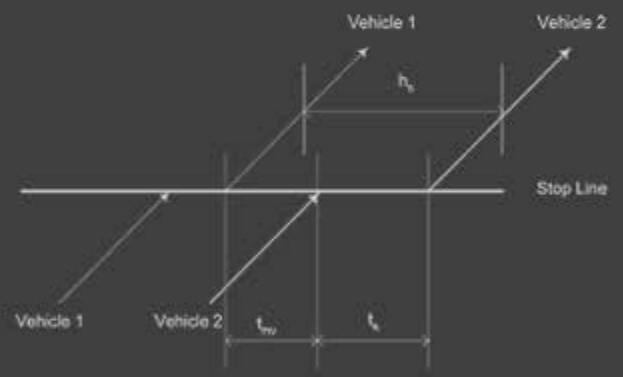
$$c = \frac{3600}{h_s} = \frac{3600}{t_s + t_{mv}}$$

$$L_{95\%} = 1.3L + 2.1\sqrt{L} + \frac{L}{L + 4.6}$$

$$L_{95\%} = 900T \left[\frac{V}{c} - 1 + \sqrt{\left(\frac{V}{c} - 1\right)^2 + \frac{\left(\frac{3600}{c}\right)\left(\frac{V}{c}\right)}{150T}} \right] \frac{c}{3600}$$

$$L_{95\%} = 225 \left[\frac{V}{c} - 1 + \sqrt{\left(\frac{V}{c} - 1\right)^2 + \frac{\left(\frac{3600}{c}\right)\left(\frac{V}{c}\right)}{c^2}} \right] \frac{c}{3600}$$

$$MAPE = \frac{1}{n} \sum_{i=1}^{n} \frac{| L_{mi} - L_{fi} |}{L_{fi}}$$



$$d = \frac{3600}{c} + 900T \left[\frac{V}{c} - 1 + \sqrt{\left(\frac{V}{c} - 1\right)^2 + \frac{\left(\frac{3600}{c}\right)\left(\frac{V}{c}\right)}{450T}} \right] + 5$$

$$MAE = \frac{1}{n} \sum_{i=1}^{n} | L_{mi} - L_{fi} |$$

LD-IGR Exercise

Examine the Walmart Project, and using the additional information provided discuss the following in your table groups:

What information do you need?

Who Reviews?

What will you say to the Lead Agency?

Please designate a table spokesperson to present what your table came up with, and why.