

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Oct 28 2021**STATE CLEARINGHOUSE***Making Conservation
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Damien Curry, Planner III
Alameda County Planning Department
224 W. Winton Avenue, Room 111
Hayward, CA 94544

**Livermore Jess Ranch Compost Facility – Draft Environmental Impact Report
(DEIR)**

Dear Damien Curry:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Jess Ranch Compost Facility 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 November 2019 DEIR.

Project Understanding

The proposed project facility would process organic material utilizing a covered windrow system that would be a combination of aerated static pile (ASP) with either positive or negative aeration, and covered windrow composting technology. For the unimproved property, construction of the project would necessitate grading, excavation and soil removal, deposition and compaction of fill material, reuse of excavated soil as fill, transporting and installing materials and equipment, disposal of soil and construction waste, and construction of retention ponds and project access roads. The active composting area would occupy approximately 15 acres, within which curing and screening zones would occupy approximately 8 acres and other operating areas (including access roads) would occupy approximately 7 acres. Active composting windrow piles would vary in height, up to a maximum of 12 feet. A drainage system incorporated into the windrow area would deliver storm runoff from the compost site to a stormwater detention pond. Construction would be

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

completed in two phases: construction of the initial facility with a capacity of 500 tons per day (TPD) (Phase I) followed with expansion of the facility up to 1,000 TPD (Phase II). Regional access is provided via Interstate (I) 580 and Grant Line Road Interchange approximately 0.5-mile away.

Aesthetics

The visual resources of the I-580 corridor between Livermore and Tracy is defined by the rolling hills with naturalized grasslands, farms and pastures. The recommendations given in the DEIR for aesthetic mitigation, section 3.3, outline proper measures to take to preserve the visual character of the site, including topographic treatment, mitigating the appearance of the structures as well as reducing the effects of lighting.

1 Caltrans recommends the project consider the following to reduce visual impacts:

- Planting site-appropriate trees along the new road to act as a visual screen of the new facility;
- placing unsightly material and equipment in staging areas where they aren't as visible and/or covering the items where possible;
- utilizing directional lighting and/or shielding for night work would help reduce light trespass affecting motorists where work is occurring near I-580 or local roads; and
- during and after construction, areas cleared for contractor access, trenching and construction operations should be treated with appropriate erosion control measures. An example of such measures include fiber rolls, hydroseeding and hydromulching.

2 Lead Agency

As the Lead Agency, Alameda County 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.

Damien Curry, Planner III
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Author	Letter No.	Comment No.	Comment Text	Resource/Section	Comment Response
CalTrans	3	1	<p>Caltrans recommends the project consider the following to reduce visual impacts:</p> <ul style="list-style-type: none"> • Planting site-appropriate trees along the new road to act as a visual screen of the new facility; • placing unsightly material and equipment in staging areas where they aren't as visible and/or covering the items where possible; • utilizing directional lighting and/or shielding for night work would help reduce light trespass affecting motorists where work is occurring near I-580 or local roads; and • during and after construction, areas cleared for contractor access, trenching and construction operations should be treated with appropriate erosion control measures. An example of such measures include fiber rolls, hydroseeding and hydromulching. 	Visual	<p><i>Thank you for your comments. Your recommendations are noted and will be considered during project design. Note that mitigation measures AES-1 and AES-2 (3.3 Aesthetics) have been incorporated as part of the Proposed Project in an effort to reduce impacts to area aesthetics and are consistent with your comment. Further, per discussion under Impact GEO-2 (3.8 Geology and Seismicity), the project would be implementing a SWPPP and comply with Alameda County Grading Ordinance, both of which would require measures to reduce erosion during construction. Finally, Mitigation Measures BIO-7, BIO-10, BIO-21 and BIO-22 will also reduce potential erosion impacts during construction and operations.</i></p>
CalTrans	3	2	<p>As the Lead Agency, Alameda County 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.</p>	General	<p><i>Thank you for your comment. The Proposed Project does create any impacts that are remedied through the payment of fair shares, including the State Transportation Network. The FEIR will include a Mitigation and Monitoring Program (MMRP) that will outline scheduling, implementation responsibilities and lead agency monitoring.</i></p>