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DISTRICT 4

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Governor's Office of Planning & Research

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Carmela Campbell, Planning Manager
City of Union City
34009 Alvarado-Niles Road
Union City, CA 94587

2040 Union City General Plan Update – Draft Environmental Impact Report (DEIR)

Dear Carmela Campbell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 2040 Union City General Plan Update (General Plan). In tandem with the Metropolitan Transportation Commission's (MTC) and Association of Bay Area Governments (ABAG) Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan, Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. Caltrans' Strategic Management Plan 2015-2020 aims, in part, to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas emissions (GHG) in alignment with State goals and policies. Our comments are based on the June 28, 2019 Draft Environmental Impact Report (DEIR).

Project Understanding

The 2040 General Plan builds on the current 2002 General Plan, but also is a comprehensive effort to update the current General Plan. The update responds to the current needs, values, and preferences of the community, as well as changes in State laws that were not in effect when the current General Plan was last updated. The 2040 General Plan defines the policy framework by which the City's physical and economic resources are to be managed and used through the 2040 planning horizon year. The 2040 General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of various community stakeholders, including residents, property owners, and business owners.

The 2040 General Plan has been organized into ten elements: Land Use; Economic Development; Community Design; Mobility; Health and Quality of Life; Safety; Public Facilities and Services; Resource Conservation; and Housing. These ten elements describe the existing conditions and context for the related topic areas, followed by goals, policies, and implementation programs to guide the City's management and development into the future.

Regional access from the State Transportation Network (STN) is provided from Interstate (I) 880 and State Route (SR) 238 (Mission Boulevard).

Structures

Caltrans has a concern with Ward Creek at post mile 14.18 under I-880. Ward Creek has inadequate drainage, which poses potential flooding and bridge structure scour impacts during rainstorm events. Future land development may cause additional drainage problems through the bridge. The City is encouraged to work with Caltrans to resolve these issues.

Vehicle Trip Reduction

The General Plan should include a robust Transportation Demand Management (TDM) Program options to reduce VMT and GHG emissions. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Outdoor areas with patios, furniture, pedestrian pathways, picnic and recreational areas;
- Transit and trip planning resources such as a commute information kiosk;
- Increasing access to common goods and services, such as groceries, schools, and daycare;
- Providing traffic calming;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Lower parking ratios;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Emergency Ride Home program;
- Employee transportation coordinator at employment sites;
- Provide ride-matching services;
- Provide a guaranteed ride home service to users of non-auto modes
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;

- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve VMT reduction goals, then reports should include next steps to take in achieving those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Transportation Impact Fees

The Lead Agency should identify project-generated travel demand strategies and estimate the costs of transit and active transportation improvements for the proposed improvements identified in the General Plan; And identify feasible funding sources, such as, development and/or transportation impact fees. These fees should be based on the traffic projected to be generated and/or the cost estimates of public transportation facilities necessitated by development. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate direct and cumulative impacts to regional transportation. We strongly support measures to increase sustainable mode shares, thereby reducing VMT. The Lead Agency should consider fair share fees for shuttles that use the public curb space.

The City should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared along with the General Plan. Caltrans welcomes the opportunity to work with the City and local partners to coordinate and collaborate for needed mitigation. Traffic mitigation or cooperative agreements are examples of such measures.

Local Development Coordination

Land use development infill project proponents should, and are encouraged to,

coordinate and consult early with the Caltrans District 4 Local Development – Intergovernmental Review (LD-IGR) Office on any land use proposal that is within 500 feet of State transportation facilities (I-880 and SR 238), specifically potential developments to Calaveras Landing, Decoto Neighborhood, Greater Station District, Hillside Area, Mission Boulevard, and Union Landing. This would enable Caltrans to consider any potential site-specific drainage, visual, access, and operational safety impacts, etc. Even if direct and cumulative impacts were addressed in a prior environmental clearance document, there may be direct impacts of concern with future proposals.

Lead Agency

As the Lead Agency, the City of Union City is responsible for all future projects' mitigation, including any needed improvements to the STN. Each project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

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,



Wahida Rashid

Acting District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse