

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



Governor's Office of Planning & Research

Oct 18 2022

Oct 17, 2022

STATE CLEARINGHOUSE

SCH #: 2020110456
GTS #: 04-SF-2020-00370
GTS ID: 21373
Co/Rt/Pm: SM/101/19.154

Michael Li, Environmental Planner
City and County of San Francisco
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Re: SFO Shoreline Protection Program – Draft Environmental Impact Report (DEIR)

Dear Michael Li:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the SFO Shoreline Protection Program. 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 August 2022 DEIR.

Project Understanding

The proposed project would install a new shoreline protection system and the Airport that would comply with current Federal Emergency management Administration requirements for flood protection against a 100-year flood and would incorporate protection from future sea-level rise. The project site is within vicinity of US-101.

Hydrology

The discussion of whether landside protection as part of Reach 16 may be constructed is of particular concern to Caltrans as it could have a direct effect on US-101 and North Access Road, both of which run along the western perimeter of SFO. As stated on pages 2-1, 2-70 and in other sections, the determination of whether or not to construct a low concrete wall, install deployable barriers and raise roadways depends on how, and when, the proposed facilities will connect to anticipated future flood protection measures to be taken by the City of South San Francisco to the north and the Cities of Millbrae and Burlingame to the south. Caltrans looks forward to reviewing plans, if available, as the determination to connect to future flood protection measures to the north and south are made. Caltrans agrees with the comprehensive

approach to collective flood protection measures taken by the local cities, Federal Emergency Management Agency (FEMA) and the San Mateo County Flood Control District.

Sea level rise and associated flooding risks along US-101 in San Mateo County and along State highways, freeways and facilities all around the bay, especially in low lying areas, are of particular concerns to Caltrans. Please include the discussion of the flooding impacts. The impact of the proposed flood protection measures will need to be modeled with the extent of flooding represented on FEMA and San Mateo County flood maps. As stated in previous comments, the effect of flood water sources from upstream (landward) creeks and streams needs to be analyzed as well as flooding from sea level rise to adequately understand flood patterns and design flood protection facilities and upgrade existing facilities.

Also, any existing Caltrans and local drainage facilities will need to be surveyed, identified, and shown on the plans. Proposed drainage/flooding design changes will need to address any drainage-related conflicts. Caltrans looks forward to reviewing proposed drainage solutions and helping to resolve potential drainage concerns and conflicts.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, the City and County of San Francisco 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.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please 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, 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