

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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www.dot.ca.gov



September 9, 2024

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Jim Bermudez, Development Services Director
Suisun City
701 Civic Center Blvd
Suisun City, CA 94585

Re: Suisun Logistics Center Project – Draft Environmental Impact Report (DEIR)

Dear Jim Bermudez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Suisun Logistics Center Project. 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 July 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 project applicant is proposing development of 2.1 million square feet of warehouse uses on approximately 120 acres. The project would also include improvements to public infrastructure and permanently preserve 47 acres as open space. This project site is located directly adjacent to State Route (SR) 12.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's VMT Technical memorandum. Per the DEIR, this project is found to have significant and unavoidable VMT impact. Caltrans commends the lead agency for requiring a project-level Transportation Demand Management (TDM) plan. The proposed measures identified in the TDM plan should be documented 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:

- Implement Commute Trip Reduction Program (Voluntary and/or Mandatory)
- Implement Commute Trip Reduction Marketing
- Implement Subsidized or Discounted Transit Program
- Provide Employer-Sponsored Vanpool
- Provide Community Based Travel Planning
- Implement Preferential Parking Permit Program
- Implement Telecommute and/or Alternative Work Schedule Program
- Provide Electric Vehicle Charging Infrastructure
- Provide Secure Bike Parking
- Designate Zero Emissions Delivery Zones
- Implement Shared Vehicle Program (car/bike/E-bike/scooter)
- Provide Local Shuttle (gas or electric) to Increase Transit Outreach

As for the proposed Transportation Demand Management (TDM) plan, please also consider incorporating urban greening mitigations, such as green walls, as well as other air and noise pollution reduction strategies.

Mitigation Measures

As the Lead Agency, Suisun City 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.

The lead agency and applicant are encouraged to coordinate with Caltrans on mitigation measures on SR 12 identified in the DEIR as early as possible. The applicant shall also explore all possible mitigation options to mitigate the identified transportation impact to a sufficient level. When available, please submit construction plans to Caltrans Traffic Operations for review and comment. Also consult the Caltrans Office of Traffic Safety for driveway offsets adjacent to the STN, including sight distance requirements.

To help mitigate this project's transportation impact, Caltrans would like to recommend that the City consider fair share contributions to the following Regional Transportation Plan (Plan Bay Area 2050) projects.

RTP ID	Project Description
21-T07-058	This program includes funding to support regional and local planning programs and initiatives to support implementation of Plan Bay Area 2050 including support for Priority Development Area (PDA) planning and implementation.
21-T08-060	This program includes funding to implement a regional Complete Streets network with an emphasis on improvements near transit and in Equity Priority Communities. It also includes funding to implement county and local initiatives to support active transportation systems.
21-T10-070	This program includes funding to implement improvements to existing bus service in 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-T10-093	This program includes funding to implement other programmatic investments to enhance local transit frequency, capacity, and reliability. This program generally implements county, transit agency, and other local programs and initiatives to make bus and light rail travel faster and more reliable. Improvements include fleet and facilities expansions; transit corridor improvements; and transit station improvements.
21-T11-125	This program includes funding to implement improvements to existing regional bus service. Improvements include frequency upgrades (15-minute peak headways), transit signal priority, adaptive signal timing and ramp metering.

Freight

California ranks 49th out of 50 States in terms of truck parking spaces per 100,000 VMT. Due to severe truck parking shortages throughout the state and strict Federal Hours of Service Regulations that limit the amount of time a truck driver can spend driving per day, many truck drivers cannot find safe and reliable truck parking spaces, and thereby park in unauthorized and/or unsafe areas. Please consider implementing freight parking within the project boundaries that truckers can utilize before loading or unloading. Constructing adequate truck parking on-site can alleviate truck parking demand on existing facilities and ensure those truckers are near their next load. On-site truck parking is adequate when facilities include, at a minimum: restrooms, lighting, trash facilities, drinking water, showers, and food sellers (such as, but not limited to a food court, restaurant, food truck or vending machines).

Please also consider including electric shore power access for truckers to reduce emissions from idling trucks. Including zero or near zero emissions infrastructure or electric shore power infrastructure for truck drivers and cargo handling equipment can reduce greenhouse gas and heat emissions.

Please consider protective design improvements to the bicycle lane on Petersen Road to separate cyclists and pedestrians from truck traffic moving to and from the project site. Non-motorized travel or pedestrian access for workers should be accommodated (such as bike lockers, showers, etc.) so workers can choose alternative transportation. Please consider incorporating secure bicycle parking facilities to ensure adequate access to and from the project site by active transportation.

Aeronautics

The Division of Aeronautics collaborates with cities, counties, and Airport Land Use Commissions (ALUC) to ensure compliance with the State Aeronautics Act (California Public Utilities Code Section 21001 et seq.). The project is located approximately southwest of the Travis Air Force Base and lies within Safety Zone 3 (Traffic Pattern) with a small partition within Safety Zone B1 (Inner Approach/Departure Zone). The southwestern portion of the project site lies within the airport's 65-70 dBA Community Noise Equivalent Level (CNEL) noise contour, while the rest of the project site lies within the 60-65 dBA CNEL noise contour. Therefore, it must adhere to the safety criteria and restrictions outlined in the Travis Air Force Base Airport Land Use Compatibility Plan (ALUCP), adopted by the ALUC pursuant to the PUC, Section 21674. The ALUCP is crucial for minimizing noise nuisance and safety hazards around airports while promoting orderly development. The ALUC is responsible for assessing potential risks to aircraft, airspace users, and people on the ground near the airport.

The City's Travis Air Force Base ALUCP outlines policies related to light and glare. Commercial-scale solar installations require careful review to ensure they are compatible with aviation operations. The project proposes the installation of solar photovoltaic systems. Solar panels can create hazardous glare, potentially affecting pilots' visibility during takeoff and landing. While the Federal Aviation Administration (FAA) has guidelines for evaluating solar installations near airports, it's important to follow these closely and conduct additional studies when needed. Continuous monitoring and adjustments based on real-time data may also be necessary to address any glare issues that arise post-installation. These measures will help ensure aviation safety while integrating renewable energy solutions. Mitigation Measure AES-3 ensures that Suisun City complies with the ALUCP and receives appropriate determinations by the ALUC, requires the completion of a solar glare analysis, and promotes early engagement and collaboration with representatives from Travis Air Force Base.

Approximately 47 acres of the project site have been set aside as open space, including wetlands that attract wildlife, such as birds. Since the ALUCP requires a Wildlife Hazards Assessment for projects that may draw wildlife, this evaluation is necessary. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions.

The FAA recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC) 150/5200-33B entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills Near Public Airports" address these issues. For further information, please refer to the FAA website Wildlife Hazard Mitigation | Federal Aviation Administration ([link](#)). For additional information concerning wildlife damage management, you may wish to contact the United States Department of Agriculture, Wildlife Services, at (916) 979-2675.

Thank you for the opportunity to review and comment. If you have any questions regarding Aeronautics, please contact Tiffany Martinez, Associate Transportation Planner, by email at tiffany.martinez@dot.ca.gov.

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, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act 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, approved encroachment exception request, and/or airspace lease agreement.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To

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obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to D4Permits@dot.ca.gov. Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Llisel 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,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" and last name "Yunsheng" clearly distinguishable.

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

c: State Clearinghouse