

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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*Making Conservation  
a California Way of Life.***Governor's Office of Planning & Research****Mar 22 2021****STATE CLEARINGHOUSE**

March 22, 2021

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Joseph Lawlor, Project Planner  
Contra Costa County  
Department of Conservation & Development  
30 Muir Road  
Martinez, CA 94553

**Martinez Refinery Renewable Fuels Project- Notice of Preparation (NOP) Draft**

Dear Joseph Lawlor:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Martinez Refinery Renewable Fuels 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 February 2021 NOP.

***Project Understanding***

The proposed project would transform the existing Martinez Refinery from a facility that processes crude oil and petroleum feedstocks into a facility that would process renewable feeds into diesel fuel, renewable components of other transportation fuels, and renewable aviation fuel. The project site is near State Route (SR)-4.

***Travel Demand Analysis***

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact

## Study Guide.

If the project meets the screening criteria established in the County's adopted Vehicle Miles Travelled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the IS/MND/DEIR, which should include the following:

- VMT analysis pursuant to the County's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

### **Transportation Impact Fees**

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

### **Project-Related Impacts**

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points during construction should be analyzed. Mitigation for

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significant impacts due to construction and noise should be identified in the environmental documents. 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>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at [laurel.sears@dot.ca.gov](mailto:laurel.sears@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact [LDIGR-D4@dot.ca.gov](mailto:LDIGR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

cc: State Clearinghouse