

# California Department of Transportation

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660  
[www.dot.ca.gov](http://www.dot.ca.gov)



Governor's Office of Planning & Research

July 27, 2021

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## STATE CLEARINGHOUSE

SCH #: 2021060647  
GTS #: 04-ALA-2021-00595  
GTS ID: 23552  
Co/Rt/Pm: ALA/84/VAR

Jim Browne, Acting Environmental Services Supervisor  
Alameda County Public Works Agency  
399 Elmhurst Street  
Hayward, CA 94554

### **Re: Niles Canyon Trail Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)**

Dear Jim Browne:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 June 2021 NOP.

#### **Project Understanding**

The proposed project would construct a six-mile, Class I, multi-use trail for pedestrians, bicyclists, and equestrians between the unincorporated community of Sunol and Niles District of the City of Fremont, both in Alameda County. The project would provide a critical link to Palomares Road bypassing State Route (SR)-84 and would expand the Alameda Creek Trail, which provides a direct connection to the 500-mile San Francisco Bay Trail. For Caltrans projects related to Niles Canyon, please visit <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-84-niles-canyon-safety-improvements>.

#### **Transportation Impact Study**

Please prepare a transportation impact study to show any potential project impacts to SR-84. The study should clearly define which areas of the trail would encroach the State Right-of-Way (ROW) and identify any anticipated impacts to SR-84. Specify the number of parking spaces that would be provided at the proposed staging areas and the expected number of project peak hour trips.

### **Hydrology**

Identify any impacts to the base floodplain and mitigate those impacts as necessary. Identify and address any impacts to the existing drainage system. For example, existing roadside ditches that are filled in would need to be re-established, and culverts impacted by the project would need to be extended or relocated. Provide additional drainage as necessary. Also, any additional flow to the State ROW must be metered to pre-project levels.

### **Construction-Related Impacts**

Any utilities that are proposed, moved or modified within the State ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Potential impacts to the State ROW from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles, and/or travel lane closures on SR-84 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 Alameda County Public Works Agency 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 SR-84 requires a Caltrans-issued encroachment permit. All proposed work on State ROW must be in accordance to Caltrans Standards. As part of the encroachment permit submittal process, you may be asked by the Office of

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Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State 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](mailto:D4Permits@dot.ca.gov).

To download the permit application and to obtain more information on all required documentation, 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 Yunsheng Luo at [Yunsheng.Luo@dot.ca.gov](mailto:Yunsheng.Luo@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please email [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 at the end.

MARK LEONG  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse