

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



April 30, 2025

SCH #: 2024090765
GTS #: 04-ALA-2024-00928
GTS ID: 34088
Co/Rt/Pm: ALA/238/4.336

James Willis, Senior Planner
City of Fremont
39550 Liberty Street
Fremont, CA 94537

Re: 38134 Temple Way Residential Project – Draft Environmental Impact Report (DEIR)

Dear James Willis:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 38134 Temple Way Residential 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 March 2025 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding

The project proposes to demolish an existing vacant church and parking lot and develop 27 two-story, single-family residences, 10% of which are proposed to be offered as affordable housing.

Travel Demand Analysis

The project vehicle miles traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT thresholds. Per the DEIR, this project is found to have a significant and unavoidable VMT impact. We commend the City for adopting measures Trans-2a and 2b, which together would implement a subsidized transit program for future project residents and improve local sidewalk connections in the project area.

We encourage the project applicant to develop and implement an effective Transportation Demand Management (TDM) Program to reduce VMT and greenhouse

James Willis, Senior Planner

April 30, 2025

Page 2

gas emissions from future development in this area. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take to achieve those targets.

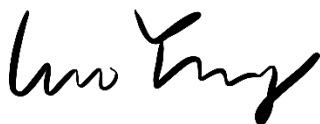
Please also consider the measures listed below are quantified by the California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Provide Electric Vehicle Charging Infrastructure
- Provide Secure Bike Parking
- Construct or Improve Bike Facilities
- Construct or Improve Bike Boulevards
- Expand Bikeway Networks
- Provide Traffic Calming Measures
- Dedicate Land for Bike Trails

Please also consider exploring the following options to help further reduce the VMT impact if the implementation of applicable TDM measures is insufficient to mitigate the project VMT impact to a less-than-significant level: VMT based Transportation Impact Fee programs, VMT Mitigation Exchanges, and VMT Mitigation Banks. Please note that Caltrans has funded several local/regional agencies to study the feasibility of a variety of VMT mitigation programs through the Sustainable Transportation Planning Grant program ([link](#)). Caltrans welcomes potential opportunities to work with the City of Fremont.

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,



YUNSHENG LUO

Branch Chief, Local Development Review

Office of Regional and Community Planning

James Willis, Senior Planner
April 30, 2025
Page 3

c: State Clearinghouse