

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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June 2, 2025

SCH #: 2019050013
GTS #: 04-SM-2019-00675
GTS ID: 15734
Co/Rt/Pm: SM/101/18.738

Kei Zushi, Senior Planner
City and County of San Francisco Environmental Planning
49 South Van Ness Avenue #1400
San Francisco, CA 94103

Re: SFO Recommended Airport Development Plan – Draft Environmental Impact Report (DEIR)

Dear Kei Zushi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Francisco International Airport (SFO) Recommended Airport Development Plan (RADP). 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 April 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 SFO RADP includes several projects as part of the Airport's long range development plan. These projects include terminal improvements and modernization, ground access and parking enhancements, and new Airport/Airline support facilities and utilities. All proposed projects are planned within existing airport boundaries, with some directly adjacent to U.S. 101.

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 Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

While VMT per employee is not expected to increase with the implementation of the RAPD, since the plan would result in 2,700 new employees that would not have existed in the baseline scenario, total VMT is expected to increase as a result of the RAPD. We encourage the project applicant to develop and implement an effective Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. 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 consider the mitigation measures listed below; these are quantified by California Air Pollution Control Officers Association (CAPCOA) and are shown to efficiently reduce regional VMT:

- Implement Commute Trip Reduction Program
- Provide Ridesharing Program
- Implement Subsidized or Discounted Transit Program
- Provide End-of-Trip Bicycle Facilities
- Provide Employer-Sponsored Vanpool
- Implement Shared Vehicle Program (car/bike/E-bike/scooter)

Additionally, in Appendix E: Transportation Technical Appendix, E.2 Travel Demand Memorandum, several pages appear upside down: pages 31, 33, 35, and 37 (.pdf pages 531, 533, 535, 537).

Noise

Appendix F: Noise Technical Appendix. There are some inconsistencies across sections in the Noise Technical Appendix. Please review the sections mentioned below to ensure accuracy and consistency.

- Section 3.1, Existing Ambient Noise levels: “..across the street from the Westin Hotel (LT-3) to the south of the Airport from February 8, 2021 (Monday) to February 10, 2021 (Wednesday).” The underlined date is inconsistent with the date of February 9, 2021 stated in Table 2.
- Section 4.3, Noise Impacts from Construction Activities – Nighttime. The third paragraph states that “given the Grand Hyatt at SFO’s location on Airport property with daytime noise levels in the range of 72 dBA. Please specify in which table this is reflected.

Air Quality

Appendix G: Air Quality Technical Appendix. There are some inconsistencies across sections in the Noise Technical Appendix. Please review the sections mentioned below to ensure accuracy and consistency.

- In the introduction the report notes that the air quality analysis considers a comparison between the 2045 Future Baseline without RADP and the 2045 Future Baseline with RADP. Please specify where the calculation of the 2045 Future Base Line without RADP is located.
- Table 8, RADP Terminal Projects Summary of Net New Operational Area: please explain why the Net New Construction would be 1,413,300 square feet (s.f.) if New Construction is 1,618,900 s.f. and Building Area Demolition is N/A.
- In the Delivery Trucks section, the report notes using modeling output from "OFFROAD2021-ORION." (.pdf page 745). Previously, the report noted that "OFFROAD2017-ORION" would be used for consistency (.pdf page 740). Please clarify which version of the Off-Road Equipment Model was used in the Delivery Trucks section.
- In the Air Quality section of the DEIR (3.C.) and in Appendix G (Air Quality Technical Appendix) the radius used for measuring health impacts in exposure of sensitive receptors is inconsistent between 1,000 meters and 1,000 feet. Please clarify which measurement was used.

Construction-Related Impacts

As noted in Section 3.A.4, 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 State Transportation Network (STN).

In addition, please note the following upcoming Caltrans projects are within the vicinity of the proposed project and may pose a construction conflict and require coordination between Caltrans and the Planning Department:

- *San Mateo 101 Multi-Asset Paving Project:* Paving rehabilitation and roadway facility upgrades along U.S. 101 throughout San Mateo County (Post Mile 0.0 to 21.8).

San Mateo 101 San Bruno Ave Interchange Project: Interchange reconfiguration on U.S. 101 at San Bruno overcrossing to change existing partial cloverleaf design to a compact diamond layout (Post Mile 20.38).

- *San Mateo 101 Upgrade Bridge Rails at Seven Structures:* Replacing existing bridge rails with concrete barriers or sidewalks at seven locations along U.S. 101 (Post Mile 0.9 to 23.4).

System Planning

Caltrans System Planning has recently completed the 101 South Comprehensive Multimodal Corridor Plan ([link](#)) that has identified U.S. 101 as the primary access route to and from SFO. Please note that there are several upcoming and long-term transportation projects planned around SFO to which the RADP may potentially contribute additional vehicular traffic by Cumulative Year 2045:

- *San Mateo 101 Peninsula Crossing:* Paving and intersection improvements at the U.S. 101 Northbound on/off ramp and old Bayshore Highway (Post Mile 16.74).
- *San Mateo 101/ San Bruno Ave Interchange Project:* Interchange reconfiguration on U.S. 101 at San Bruno overcrossing to change existing partial cloverleaf design to a compact diamond layout (Post Mile 20.38).
- *San Mateo 101 Managed Lanes Project North of 1-380:* Implementation of a managed lane in each direction of U.S. 101 between the U.S. 101/1-380 Interchange in South San Francisco and the San Mateo/San Francisco County Line (Post Mile R20.63 to 26.11). This project is listed under MTC's Express Lanes – Regional Category.
- *I-380 Corridor and Interchange Improvements:* Interchange improvements at U.S. 101 and El Camino Real (State Route 82), and a new Eastbound freeway lane between I-280 and El Camino Real, with an open period of Year 2021-2035.

Climate Change

In the 2020 Caltrans District 4 Adaptation Priorities Report ([link](#)), U.S. 101 adjacent to the project location is identified as a high-priority Caltrans asset vulnerable to sea level rise, storm surge, and climate change impacts, including increased precipitation. Caltrans would like to be included in discussions, to stay informed as Caltrans is interested in engaging in multi-agency collaboration early and often, to find multi-benefit solutions that protect vulnerable shorelines, communities, infrastructure, and the environment. For any questions or concerns, please contact the Caltrans Bay Area Climate Change Planning Coordinators at D4_ClimateResilience@dot.ca.gov.

Cultural Resources

Should construction activities within Caltrans' Right-of-Way (ROW) take place in relation to this project, these mitigation measures shall be implemented if there is an archaeological discovery. If there is an inadvertent archaeological or burial discovery within Caltrans' ROW, please immediately contact the Caltrans Office of Cultural Resource Studies at (510) 847-1977. A staff archaeologist will evaluate the finds within one business day after contact. Caltrans requires review of any potential data recovery plans within Caltrans' ROW.

Encroachment Permit

As noted in Section 3.A.4, please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Informational Video ([link](#))
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mary McGee, Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination

Kei Zushi, Senior Planner
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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" being more prominent and the last name "Yunsheng" written in a more connected, flowing style.

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

c: State Clearinghouse