California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Ken Strelo, Community Development Director
City of Oakley
3231 Main Street
Oakley, CA 94561

Re: Bridgehead Industrial Project – Draft Environmental Impact Report (DEIR)

Dear Ken Strelo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Bridgehead Industrial 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 September 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 proposed project would include the removal of existing buildings and subsequent construction of ten light industrial buildings near State Route (SR)-160, which would include warehouse space, office space, internal roadways, parking, landscaping, utilities, and related improvements.

Travel Demand Analysis and Highway Operations
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*).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Land Use and Climate Innovation's (LCI) Technical

Advisory and the Contra Costa Transportation Authority (CCTA) VMT guidance. Per the DEIR, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Please clarify if the additional traffic volumes on the SR 160 on/offramps are expected to interfere with freeway mainline traffic operations. Any new queues that extend onto the mainline shall be mitigated. Any new intersection or changes to existing traffic control on Caltrans Right of Way (ROW) shall follow the Intersection Safety and Operational Assessment Process (ISOAP) (*link*).

Noise
In areas where quiet pavement is proposed, please also consider the inclusion of sound walls to reduce noise levels. In Table 4.10-11, please ensure that the existing ambient (dBA L_{eg}) values for Receptors 4, 5, and 6 are accurate and update the document as needed.

Biological Resources
Please consider including the following species in the "Special-Status Wildlife Species Known to Occur within 3 Miles of the Bridgehead Industrial Project Site" Table (Appendix D, Table 4):

- California Condor (*Gymnogyps californianus)*
- California Ridgway's Rail (*Rallus obsoletus obsoletus*)
- California Red-legged Frog (*Rana draytonii*)
- Western Spadefoot (*Spea hammondii*)
- Monarch Butterfly (*Danaus Plexippus*)
- Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)
- Vernal Pool Fairy Shrimp (*Branchinecta lynchi*)
- Vernal Pool Tadpole Shrimp (*Lepidurus packardi*)

Please ensure that the scientific name used for the Western Pond turtle is accurate and update the DEIR as needed.

Also ensure that the special-status plant species included in section 4.4.2 (page 4.4-7) are consistent with the species included in the Impacts and Mitigation section 4.4-1 and update the DEIR as needed.

Landscape Architecture
Please note that the nearby portion of SR 160 is classified as Scenic Highway Eligible. Due to the lack of a sufficient vegetation buffer, Caltrans Office of Landscape Architecture has concerns about the visual impacts of the proposed project for users of the state facility. Currently, the project area offers a pleasant agricultural scene to

the travelers; with the proposed development, this scene will be changed to light industrial. Although the preliminary planting plans propose new trees and vegetation around the new buildings and parking lots, it is unlikely that these will completely block the view of the proposed man-made features from SR 160.

Hazardous Materials
Please note that since the proposed project is located near a freeway, partly in agricultural use, and contains buildings with asbestos, lead containing paint (LCP), and several other contaminants, areas of proposed soil excavation for the project should be tested and characterized for contaminants during the project design phase. Please consider the following recommended tests:

- CAM 17 Metals - EPA 6010
- TPH-mo, TPH-d - EPA 8015-M
- TPH-g - EPA 8015-M
- VOC's - EPA 8260
- OCP's - EPA 8081
- Chlorinated herbicides - EPA 8151

If encountered during soil sampling, the ground water should be tested. In addition, prior to demolition of existing onsite buildings, Caltrans recommends completing surveys for asbestos, LCP, polycyclic aromatic hydrocarbons (PAHs), and polychlorinated biphenyls (PCBs).

Climate Change
Please consider the potential for mobilization of the hazardous materials that are currently stable around the former underground storage tanks in the North Development Area. Although these materials are stable now, as noted in the Phase I Environmental Site Assessment (ESA), rising sea level will also raise the groundwater table, which could lead to mobilizing formerly immobile hazardous material if it is near enough to an existing area of a high-water table. Please update Impacts and Mitigation section 4.7-2 as needed.

In section 5.9, it is noted that "the project site is surrounded by existing and planned development which would serve as a fire break to decrease fire risk" (page 5-5). This might not be a valid statement unless the surrounding development is designed to mitigate for wildfire risk, through strategies such as hardening or defensible space. Please check for accuracy and update as needed.

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*).

Encroachment Permit
Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway Rights-of-Way (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 – Information 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 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

c: State Clearinghouse