

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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May 19, 2025

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Liza McNulty, Project Manager
City of Berkeley
2180 Milvia Street, 3rd Floor
Berkeley, CA 94707

Re: Berkeley Water Transportation Pier Ferry – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Liza McNulty:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Berkeley Water Transportation Pier Ferry 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 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 proposed project aims to revitalize the Berkeley Waterfront near Interstate (I)-80 by developing new dual-purpose pier and ancillary uses that support both public recreation and zero-emission public ferry service.

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](#)). Caltrans looks forward to reviewing the VMT analysis in the DEIR when it is available.

Climate Change/Sea Level Rise

Please ensure that Caltrans remains informed about the various climate stressors affecting the project location, and the ongoing development and implementation of adaptation and resilience initiatives. Caltrans is particularly interested in the City of Berkeley's efforts to enhance coastal resilience along its shoreline. Given San Francisco Bay Conservation and Development Commission (BCDC) guidance and SB 272, which requires jurisdictions along the bay shoreline to develop a Regional Shoreline Adaptation Plan, please consider how the project will fit into the City's wider adaptation framework and plan. Additionally, please consider the effects of various climate stressors from sea level rise to storm surge and extreme precipitation on the project location and its surrounding location.

Given these considerations, please keep Caltrans District 4 updated on any ongoing resiliency and adaptation efforts. For inquiries or concerns within District 4's geographical boundaries, please contact the Caltrans Bay Area Climate Change Planning Coordinator at D4_ClimateResilience@dot.ca.gov.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (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 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).

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 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

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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 Lisel 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

c: State Clearinghouse