

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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Serious Drought.
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Exhibit 8

August 31, 2016

04-SCL-2016-00027

SCLVAR064

SCL/VAR/PM VAR

SCH# 2015062063

Ms. Stephanie Williams
Community Development Department
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Dear Ms. Williams:

Moffett Gateway Project – Final Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. Our comments are based on the Final Environmental Impact Report (FEIR). Please also refer to the previous comment letters on this project and incorporated herein.

Response B-6: As discussed in Section 3.13.3.4, Freeway Segment Level of Service, the following freeway improvement is identified in the Valley Transportation Plan (VTP) 2040, which has the potential to improve freeway operations on the affected segment:

- *US 101 Express Lanes: San Mateo County Line to Cochrane Road in Morgan Hill*

A fair share contribution toward this freeway improvement project would be an acceptable mitigation measure for the project freeway impact. There is not, however, a fair share funding mechanism in place (e.g., regional impact fee) to impose/collect the fee. Furthermore, the significant impact would not be reduced or eliminated until the improvement project is constructed. To provide adequate funding for the improvement project, funding sources in addition to the project fair share contribution would be needed, which may include State Transportation Improvement Program funds, City impact fees, and/or a future regional impact fee. For these reasons, feasible measures are not available to reduce the project freeway impact to a less than significant level, and the addition of project traffic results in a significant and unavoidable freeway segment impact.

Reply to Response B-6: Although there may be no existing funding mechanism established for the potential mitigation project and the mitigation project may require funding from multiple

sources doesn't exempt the City from fulfilling its obligation to mitigate the local development project's significant traffic impacts and committing itself to fair share contribution.

Response B-10: *Interaction between Stevens Creek and sheet flow outside the creek banks was analyzed in the EIR. Results show that water surface elevation of Stevens Creek just upstream of the US 101 bridge (downstream of project site) is not changed by the proposed project. Stormwater sheet flow from US 101 currently drains onto the project site and then ultimately to the 24-inch inlet at the northeast corner of the site or the 18-inch inlet at Stevens Creek. The sound wall that would be constructed along US 101 under the proposed project would not prevent US 101 sheet flow from entering the 24-inch and 18-inch inlets.*

Reply to Response B-10: The proposed noise barrier changes the highway surface flow pattern from "sheet flow" on the highway-side open space to "concentrate flow" along the noise barrier to the creek. This change will be a direct impact to the creek bank requiring either new drainage facilities or creek bank protection at this flow discharge location. This detailed hydrological analysis should be provided to Caltrans and included in the environmental document, to ensure these potential impacts and mitigation are fully analyzed and funded.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

- c: Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
- Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy