

## **Attachment I**

# **Transportation Planning Scoping Information Sheet**

# ARTICLE 4

## Transportation Planning Scoping Information Sheet

### Proposed Project Summary

EA	04-1Q760K
EFIS	0418000329
County-Route-PM	SON-SOL – 37 – SON 3.5/SOL R7.4
Project Description	<p>This Project proposes improvements on SR 37 from PM SON3.5 to SOL R7.4, to addresses the threat of SLR and traffic congestion. The proposed improvements are first steps in proactively identifying opportunities and solutions to the transportation, ecosystem and sea level rise for the SR 37 corridor. The Project limits start at the SR 121 intersection and end at Mare Island Interchange. The proposed improvements are categorized as Interim and Ultimate projects and are as follows:</p> <p>Interim Project:</p> <ul style="list-style-type: none"> <li>Alternative I1: Widen SR 37 to three lanes with contra-flow median lane/express lane via moveable barrier at existing elevation- Standard Section; Limited Widening</li> <li>Alternative I2: Widen SR 37 to accommodate part-time lanes on the shoulder in peak periods; Limited Widening.</li> </ul> <p>Ultimate Project:</p> <ul style="list-style-type: none"> <li>Alternative U1: Construct new four lane SR 37 at SLR Design Elevation; Part on fill and part on causeway.</li> <li>Alternative U2: Construct new four lane SR 37 at SLR Design Elevation; Full length on causeway.</li> </ul> <p>All the build alternatives include interchange/intersection reconfiguration at 37/121 and 37/Mare Island and multi-modal improvements.</p>

### Section 1–System Planning

### Section 2–LD-IGR

### Section 3–Smart Mobility, Complete Streets, and Regional Planning

### Section 4–Climate Change and Environmental Considerations

### Section 5–Tribal Government Coordination

Project Nomination Scoping Team Information		
Title	Name	Phone Number
District Information Sheet Point of Contact	Dominic Chin	(510) 286-4858
Project Nomination Coordinator	Mimy Hew	(510) 286-5578
Transportation Planning Project Nomination Scoping Team Representative		

Transportation Planning Stakeholder Information		
Title	Name	Phone Number
Regional Planner	Blesilda Gebreyesus	(510) 286-5575
System Planner	Zhongping Xu	(510) 286-5577
Local Development Intergovernmental Review (LD-IGR) Planner	Patricia Maurice	(510) 286-5528
Sustainable Planning Grant Coordinator	Becky Frank	(510) 286-5536
Freight Planner	Cameron Oakes	(510) 622-5758
Transit Planner	Wingate Lew	(510) 622-5432
Bicycle and Pedestrian Coordinator	Sergio Ruiz	(510) 286-7227
Park and Ride Coordinator	Adrian Levy	(510) 622-0109
Native American Liaison	Blesilda Gebreyesus	(510) 286-5575
Climate Change Coordinator/Liaison	Dick Fahey	(510) 286-5761
Other Coordinators		

## Section 1: System Planning

ROUTE SEGMENT AND PROJECT INFORMATION			
EA: 04-1Q760K	Optional	EFIS: 0418000329	Optional

Co/Route/P.M.	Project Description
Choose Anchor Asset	
Local or Regional Planned/Programmed Project (if applicable)	-

ROUTE DESIGNATIONS			
Freeway and Expressway	Yes	Scenic Highway	Eligible
National Highway System	Yes	Truck Network Designation	STAA Truck Route
Strategic Highway Network		Interregional Road System	Yes
Federal Functional Classification	Principal Arterial	Strategic Interregional Corridor	No
Other	Conventional Highway	Priority Interregional Facility	No

ADT		V/C				Speeds			
Base Year 2015	Horizon Year 2040	Base Year 2017		Horizon Year 2040		Base Year 2012		Horizon Year 2040	
33,920 veh (2015 MTC One model vol)	37,248 veh (2040 MTC One model vol)	EB	PM Peak Hour: 1.0	NB	N/A – no data for 2040	NB	PM Peak Hour: low as 0 mph	NB	N/A – no data for 2040
		SB	AM Peak Hour: 1.0	SB	N/A – no data for 2040	SB	AM Peak Hour: low as 0 mph	SB	N/A – no data for 2040
Truck Volumes: 103 veh/hr in WB AM Peak, 56 veh/hr in EB PM Peak					Truck Percentages: 8% in WB AM Peak, 5% in EB PM Peak				

Please describe how the project will impact modal and intermodal facilities (if applicable):

Please identify if the project need has been identified within the following documents:

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Transportation Concept Report (TCR)     | <input type="checkbox"/> District System Management Plan (DSMP)  | <input type="checkbox"/> Corridor System Management Plan (CSMP)             |
| <input type="checkbox"/> Interregional Transportation Strategic Plan (ITSP) | <input type="checkbox"/> California Freight Mobility Plan (CFMP) | <input type="checkbox"/> State Highway System Management Plan/10 Year SHOPP |
- Other (Feasibility Study, District Bike and Ped Plan, Regional Concept of Transportation Operations etc): State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis; Highway 37 Stewardship Study.

## Section 2: Local Development – Intergovernmental Review

LD-IGR	
<p>Please provide the below LD-IGR information, as applicable, for current and/or future local development projects that may impact, the proposed Caltrans project. Describe the land uses along the segment. Identify major sites, destinations and trip generators within or adjacent to the corridor. These can include: residential parks, recreation centers, religious institutions, schools, town centers, shopping centers, large employment centers and so forth.</p> <p>The questions proposed here serve as a sample of considerations for the project. Please use sound planning and engineering judgement to determine which questions are relevant to the development of the proposed Caltrans project.</p>	
<b>Local Agency Name/Project Sponsor:</b> Sonoma County Permit and Resource Management Department/ Blackpoint Sportsman's Hunt Club	<b>Phone Number:</b> N/A <b>Email:</b> N/A
<b>Project Distance to Development(s)</b>	Approx. 0.4 miles north of SE 37/Noble Road intersection.
<b>California Environmental Quality Act (CEQA) Status and Implementation Date</b>	Mitigated Negative Declaration
<b>National Environmental Policy Act Status (required for projects with Federal Funding)</b>	N/A
<b>All vehicular and non-vehicular unmitigated impacts and planned mitigation measures include Transportation Demand Management (TDM) and Transportation System Management (TSM) that may affect Caltrans Facilities</b>	N/A
<b>Approved mitigation measures and implementing party.</b>	N/A
<b>Value of constructed mitigation and/or amount of funds provided.</b>	N/A
<b>Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed</b>	N/A
<b>Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.</b>	N/A
<b>Inclusion in a Regional Transportation Plan, Sustainable Community Strategy, or Alternative Planning Strategy?</b>	N/A
<b>What type of regional or local mitigation/transportation impact fee program is in place?</b>	N/A
<b>Traffic Mitigation Agreement with an agency or developer to collect a "Fair Share" to offset "nexus and proportionality" traffic impacts to the SHS.</b>	If the project is approved, then it should be included in the regional travel demand model's land use data, and would then be reflected in the development of future traffic forecast on this corridor. A traffic operations analysis report will be developed in the PA&ED phase of the project that includes traffic forecast

## Section 3: Smart Mobility, Complete Streets, and Regional Planning

• SMART MOBILITY FRAMEWORK PLACE TYPES			
<b>Identify the SMF Place Type(s):</b>			
<input type="checkbox"/> Urban Center	<input type="checkbox"/> Close-In Center	<input type="checkbox"/> Suburban Center	<input type="checkbox"/> Rural Settlement/Ag Land
<input type="checkbox"/> Urban Core	<input type="checkbox"/> Close-In Corridor	<input type="checkbox"/> Suburban Corridor	<input type="checkbox"/> Rural Towns
	<input type="checkbox"/> Close-In Neighborhood	<input type="checkbox"/> Suburban Dedicated Use Area	<input checked="" type="checkbox"/> Protected Lands
	<input type="checkbox"/> Compact Community	<input type="checkbox"/> Neighborhood	<input type="checkbox"/> Special Use Areas

### 3.1 Bicycle and Pedestrian Conditions

BICYCLE AND PEDESTRIAN CONDITIONS	Caltrans and Local/Regional Partner Needs/Opportunities with Project
<p><b>Describe the existing bicycle and pedestrian facilities within the project limits:</b> Current SR-37 is classified as a conventional highway and provides for Class III bike lanes on shoulders. Bicycle access points include Paradise Vineyards (potential Bay Trailhead), CDFW Tubbs Trailhead, Caltrans Public Viewing points, Skaggs Island and Cullinan Ranch public access. Very little bicycle and pedestrian activity exists along the study corridor.</p>	<p>Contact information will be provided at a later date, if applicable.</p>
<p><b>Describe the physical and/or perceived impediments for bicyclists and pedestrians:</b> The proposed project's interim alternative 2 does not provide for a bicycle lane in the peak direction since the existing Class III shoulder width will be used to open for a second lane during peak hour. However, a mitigation is proposed in the way of providing a shuttle service for the users.</p>	
<p><b>Does the highway segment function as a "Main Street: or a "Safe Route to School"?</b> No</p>	
<p><b>Describe the bicycle and pedestrian needs as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor, if any.</b> Study underway for Sears Point Bay trail: Gap closure between Eliot Trail and Tolay/Tubbs Island Trail. Bicycle trail gap closure identified throughout the length of the Project limits.</p>	
<p><b>If applicable, is the Pedestrian Plan or comprehensive planning study included in the ADA Transition Plan?</b> N/A</p>	
<p><b>Is the proposed project located on a corridor that accommodates or bisect recreational trails</b> Yes, Bay Trail</p>	
<p><b>Contact information for bicycle, pedestrian or disabled advisory advocates.</b></p>	

### 3.2 Transit Conditions

TRANSIT CONDITIONS	Caltrans and Local/Regional Partner Needs/Opportunities with Project
<p><b>What are the existing transit accommodations, if any? (e.g., such as transit stops or active transit line)</b> No</p>	<p></p>
<p><b>Are there existing transit or proposed accommodations on intersecting local roadways?</b> No</p>	
<p><b>Where is the nearest Park and Ride Lot? Who owns/maintains?</b> Park and Ride lot at Mare Island Interchange; owned and operated by Caltrans.</p>	
<p><b>Describe transit facility needs identified in short-and long-range transit plans and RTP. Describe how these future plans relate to the corridor.</b> N/A</p>	

TRANSIT CONDITIONS	Caltrans and Local/Regional Partner Needs/Opportunities with Project
Contact information for local transit provider. N/A	

### 3.3 Local and Regional Planning

LOCAL AND REGIONAL PLANNING	
MPO/RTPA and Contact Name:	Kevin Chen; MTC
Local County/City and Contact Name:	Janet Adams; STA
Title and web-link to most current Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)	
Is the proposed Caltrans project consistent with local and regional plans (General Plan, RTP)? If not, please explain.	Yes
Provide nexus between the RTP objectives and the proposed project to establish the basis for the project purpose and need.	

## Section 4: Climate Change and Environmental Considerations

Districts that have not yet received this data are advised to use [Cal-Adapt](#) and local and regional governments' vulnerability assessments and/or adaptation studies of transportation infrastructure, where available, to identify potential impacts to Caltrans' assets.

CLIMATE CHANGE AND ENVIRONMENTAL CONSIDERATIONS	
Is there an adopted Climate Action Plan for the City or County in which the proposed project is located?	<input checked="" type="checkbox"/> Yes: Climate Action Plan 2020 and Beyond, Sonoma County Climate Change Strategy Adopted by Solano Transportation Authority in February, 2010 <input type="checkbox"/> No
Is the corridor susceptibility to climate change factors such as increased flooding or sea level rise? If yes, please indicate which factors to the right. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Sea Level Rise/Storm Surge <input type="checkbox"/> Temperature Changes <input type="checkbox"/> Precipitation <input type="checkbox"/> Wildfire
Is there a local and/or regional climate vulnerability assessment or adaptation plan? If yes, please provide link and/or further information.	<input checked="" type="checkbox"/> Yes State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis: <a href="http://www.dot.ca.gov/dist4/systemplanning/docs/sr-37-studies/Phase_II_SR_37_Stewardship_FinalReport_Task%204_Benefits_Impacts.pdf">http://www.dot.ca.gov/dist4/systemplanning/docs/sr-37-studies/Phase_II_SR_37_Stewardship_FinalReport_Task%204_Benefits_Impacts.pdf</a> SR 37 Transportation and Sea Level Rise Corridor Improvement Plan: <a href="http://www.nvta.ca.gov/sites/default/files/SR-37-Corridor-Plan-with-appendix.pdf">http://www.nvta.ca.gov/sites/default/files/SR-37-Corridor-Plan-with-appendix.pdf</a> Climate Change and Health Profile Report Solano County: <a href="https://www.cdph.ca.gov/Programs/OHE/CDPH%20Document%20Library/CHPRs/CHPR095Solano_County2-23-17.pdf">https://www.cdph.ca.gov/Programs/OHE/CDPH%20Document%20Library/CHPRs/CHPR095Solano_County2-23-17.pdf</a> Caltrans District 4 Climate Change Vulnerability Assessment: <a href="http://www.dot.ca.gov/transplanning/ocp/docs/rCT_D4_Technical_Report_VerAL.pdf">http://www.dot.ca.gov/transplanning/ocp/docs/rCT_D4_Technical_Report_VerAL.pdf</a>  <input type="checkbox"/> No
Describe assets vulnerable to changes in climate conditions, such as landscape planting, irrigation systems.	Highway pavement, bridges, culverts, drainage systems, etc.

Does the proposed project include GHG measures from the Regional RTP/SCS's Environmental Impact Report (EIR)? <i>Consult with District Regional or LD-IGR Planner.</i>	The proposed project will evaluate and include pertinent GHG measures from the Regional EIR (Plan Bay Area 2040) in the PA&ED phase.
Is the proposed project located on or near and of the following: sensitive habitat areas such as wetlands, native or sensitive species habitats, wildlife corridors, identified fish passage barrier, agricultural land?	Yes

AIR QUALITY MANAGEMENT	
Name of Air Quality Management District (AQMD)	
Is the proposed project located in a Federal non-attainment or attainment maintenance area?	<input type="checkbox"/> Yes <input type="checkbox"/> No

### Section 5: Tribal Government Coordination

Please refer to Section 5 of the Transportation Planning Scoping Information Sheet for further guidance on AB 52 and the Tribal Employment Rights Ordinance (TERO) questions.

TRIBAL GOVERNMENT COORDINATION	
Is the proposed project within or near an Indian Reservation Rancheria, or Tribal Trust Land?	<input type="checkbox"/> Yes (Please provide name/names) <input checked="" type="checkbox"/> No
Does the proposed project involve trust lands (including tribal and individual allotted lands) outside of a reservation or Rancheria?	<input type="checkbox"/> Yes (Please provide name/names) <input checked="" type="checkbox"/> Nos