

# State Route 37 Sears Point to Mare Island Improvement Project

State Route 37 from State Route 121 to Mare Island  
Napa, Sonoma, and Solano Counties, California

04-SON-SR 37 (PM 2.9/6.2); 04-SOL-SR 37 (PM 0.0/R7.4)

EA – 04-1Q7600; EFIS – 0418000329

## **Draft Environmental Impact Report/ Environmental Assessment VOLUME 2 - APPENDICES**



Prepared by the  
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.



**January 2022**

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Source: AECOM, 2020; Solano County, 2019; Sonoma County, 2018; ESRI, 2016 (roads)



SR 37 Traffic  
Congestion Relief Project  
Sonoma, Napa & Solano Counties, CA

- Biological Study Area
- Landcover Types**
- Barren/Developed
- Upland Disturbed







Source: AECOM, 2020; Solano County, 2019; Sonoma County, 2018; ESRI, 2016 (roads)



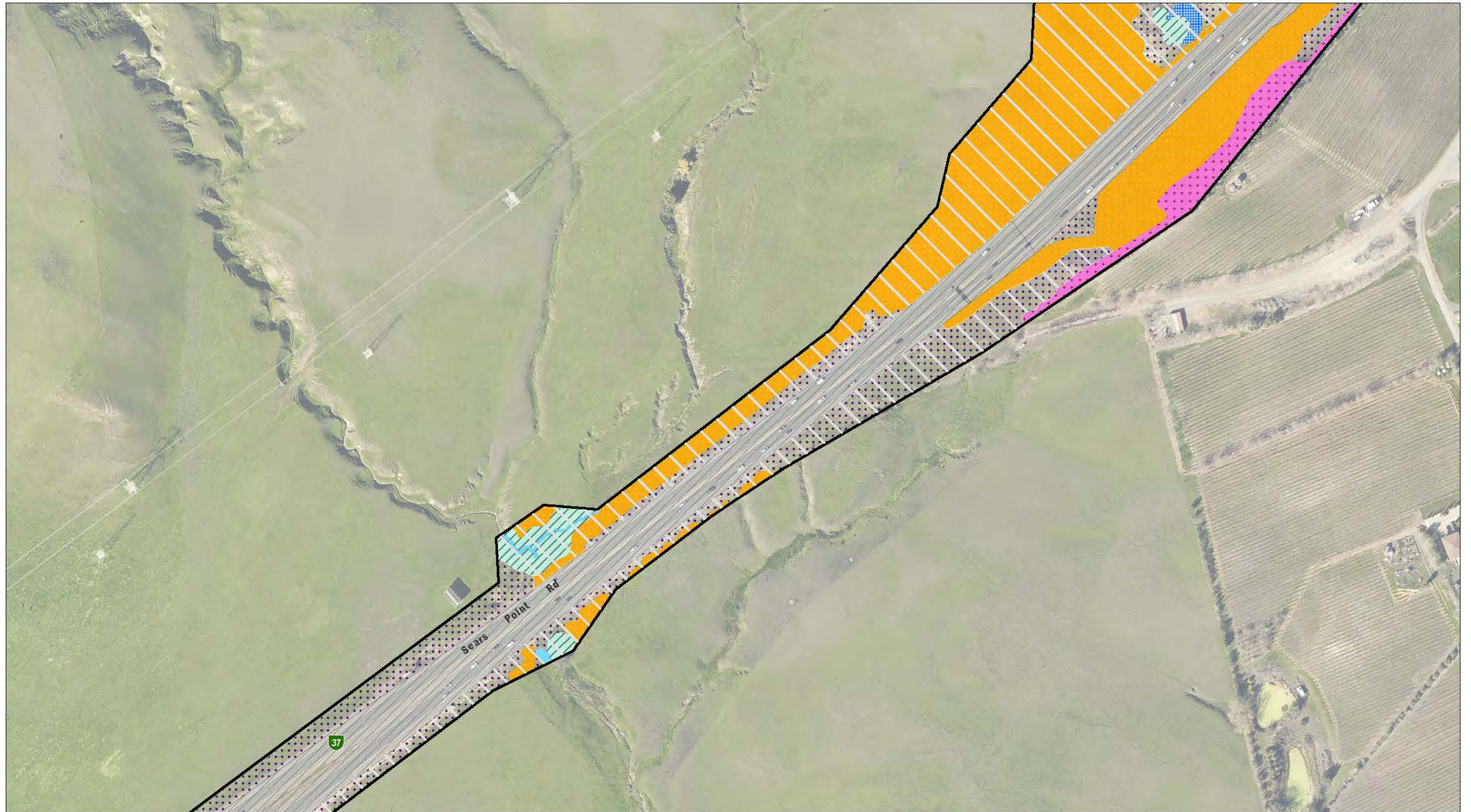
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- Environmentally Sensitive Areas**
  - Riparian
  - Surface Water
  - Listed Species Habitat







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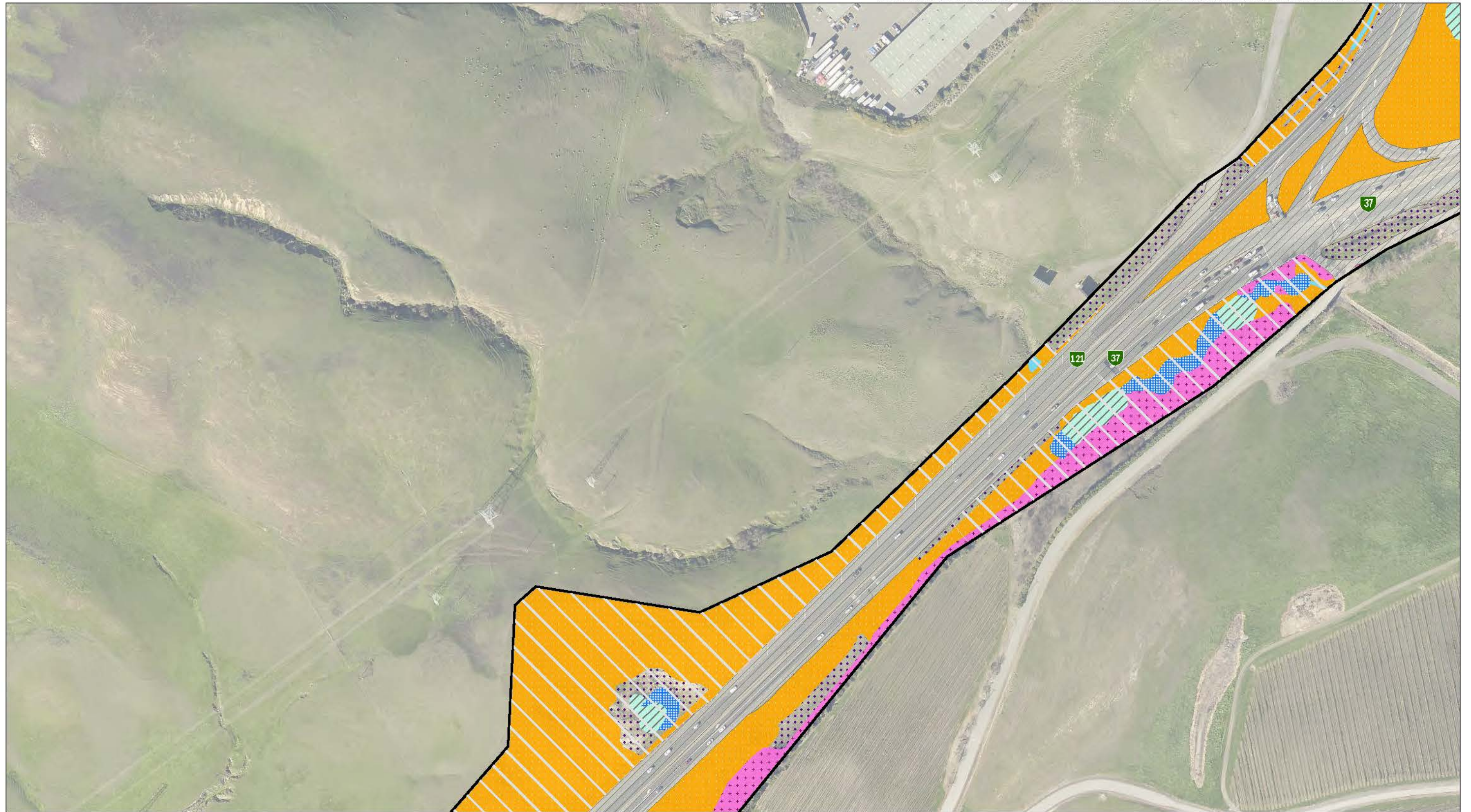
SR 37 Traffic  
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|------------------------|--|------------------------|
| Biological Study Area  | Upland Grasslands/Shrubland            | Listed Species Habitat |
| <b>Landcover Types</b> | <b>Environmentally Sensitive Areas</b> |                        |
| Barren/Developed       | Riparian                               |                        |
| Landscaped             | Surface Water                          |                        |
| Upland Disturbed       | Wetlands                               |                        |



**LANDCOVER TYPES AND  
BIOLOGICALLY SENSITIVE AREAS**





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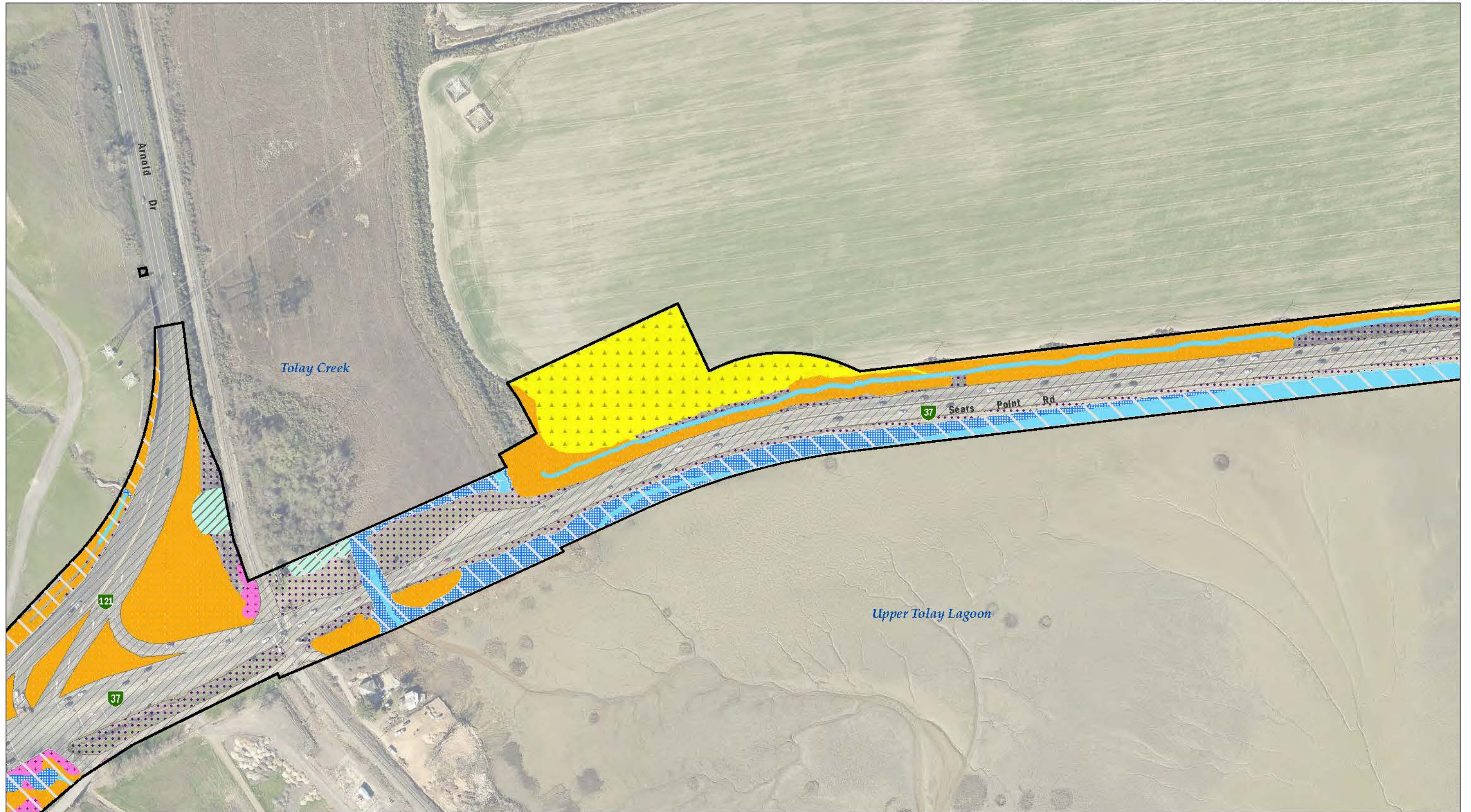
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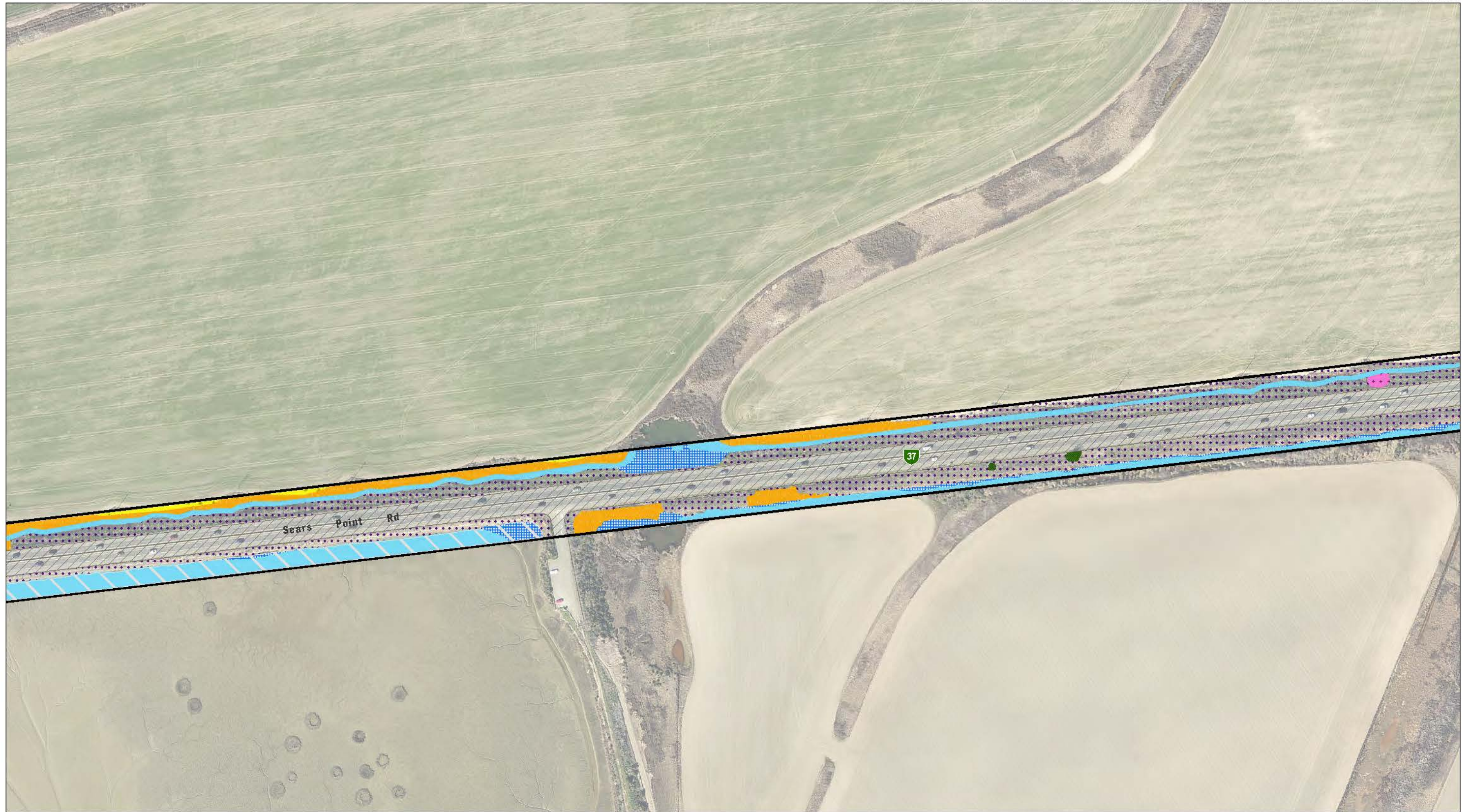

  
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 SR 37 Traffic Congestion Relief Project
   
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| Biological Study Area  | Upland Disturbed                       | Wetlands               |
| <b>Landcover Types</b> | Upland Grasslands/Shrubland            | Listed Species Habitat |
| Barren/Developed       | <b>Environmentally Sensitive Areas</b> |                        |
| Landscaped             | Riparian                               |                        |
| Upland Agriculture     | Surface Water                          |                        |

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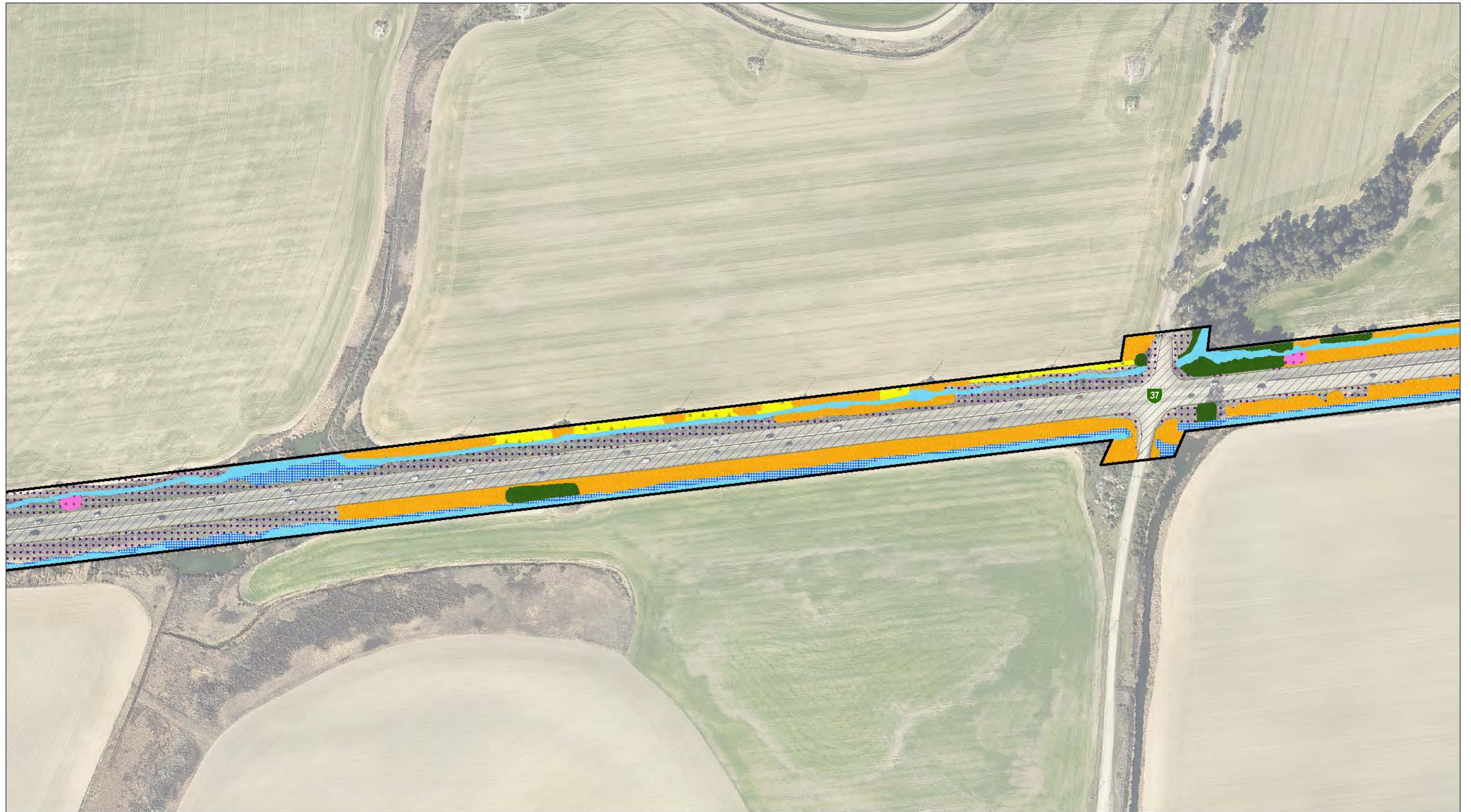
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| Biological Study Area  | Upland Disturbed                       | Wetlands               |
| <b>Landcover Types</b> | Upland Forested                        | Listed Species Habitat |
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| Upland Agriculture     | Surface Water                          |                        |



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| <b>Landcover Types</b> | Upland Forested                        |          |
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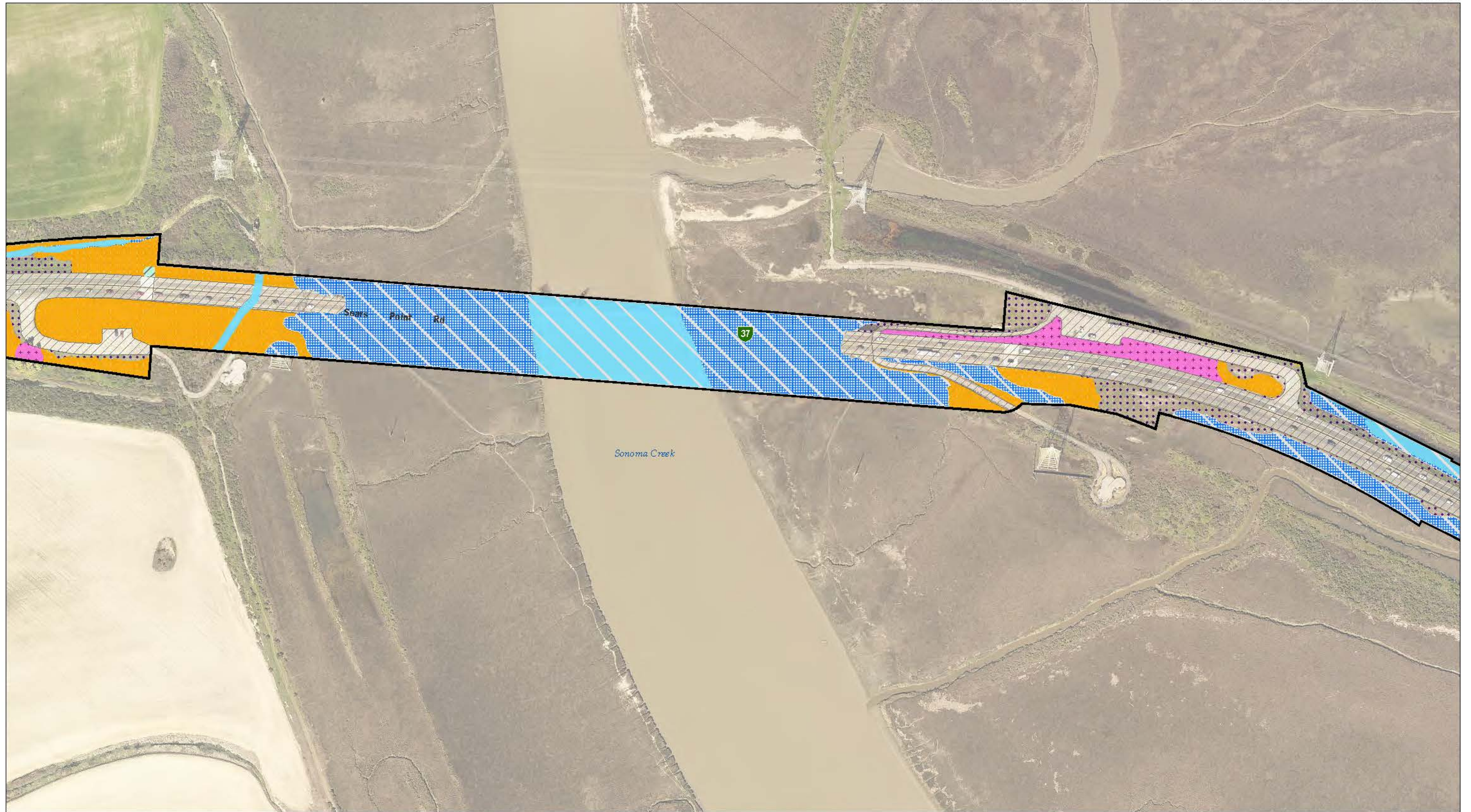
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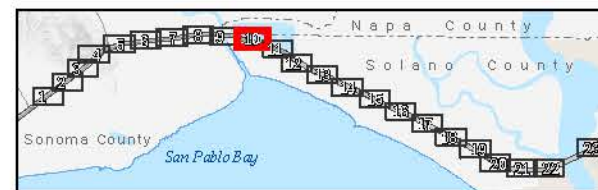
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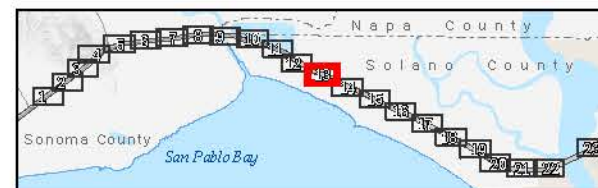
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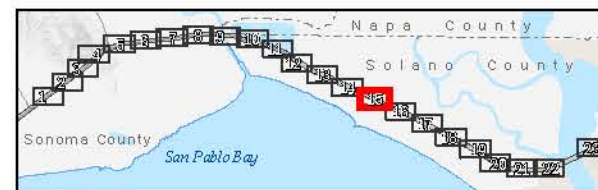
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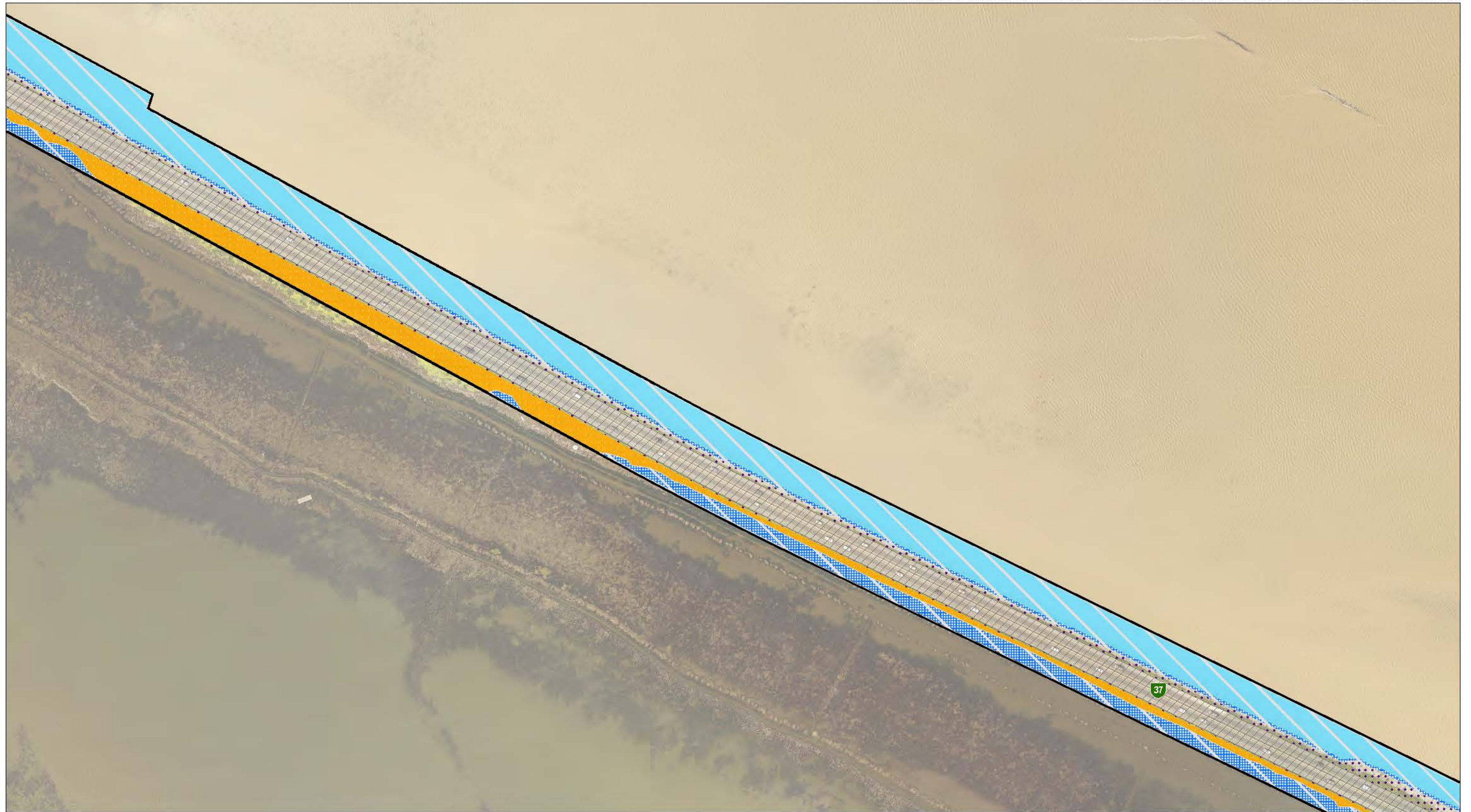
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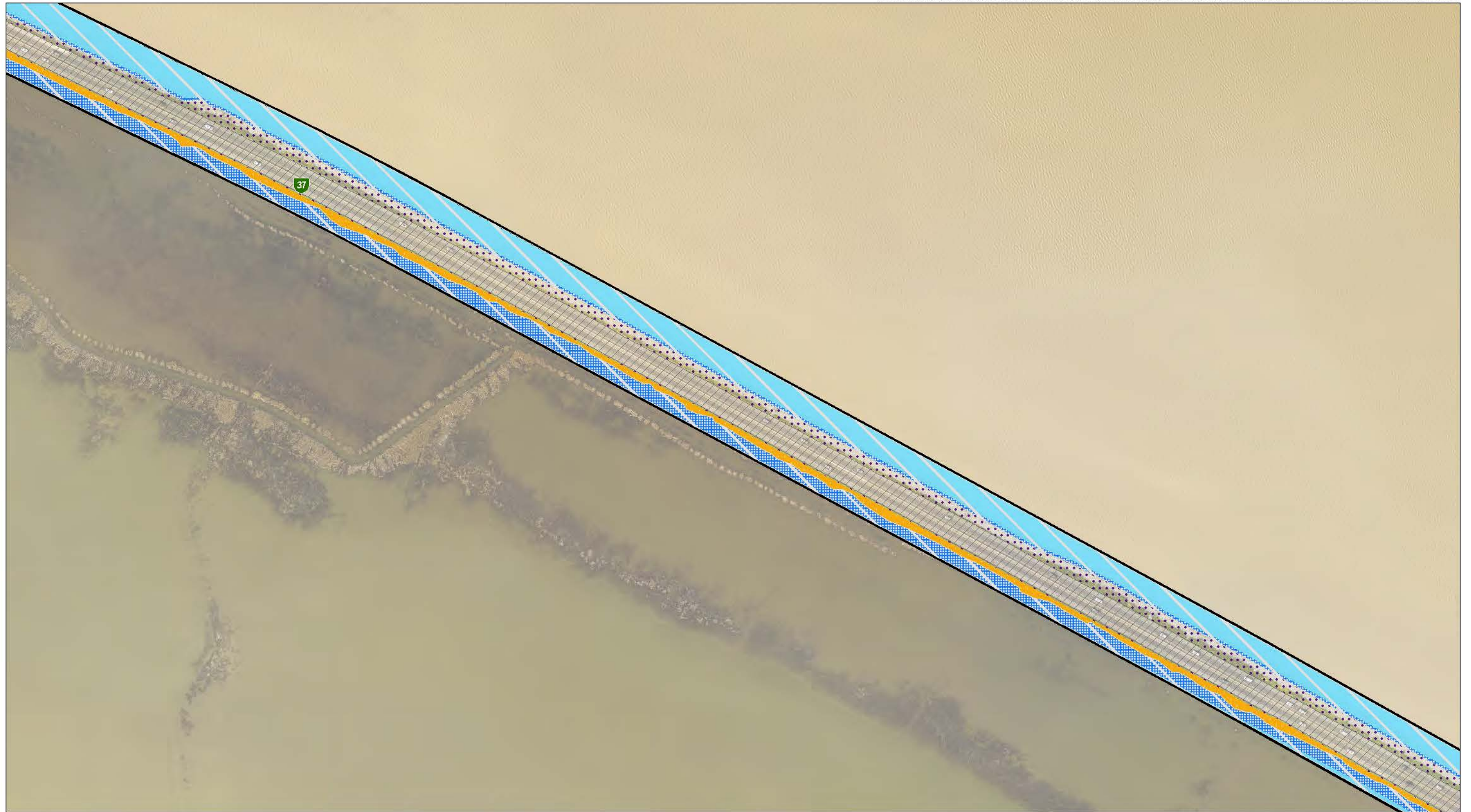
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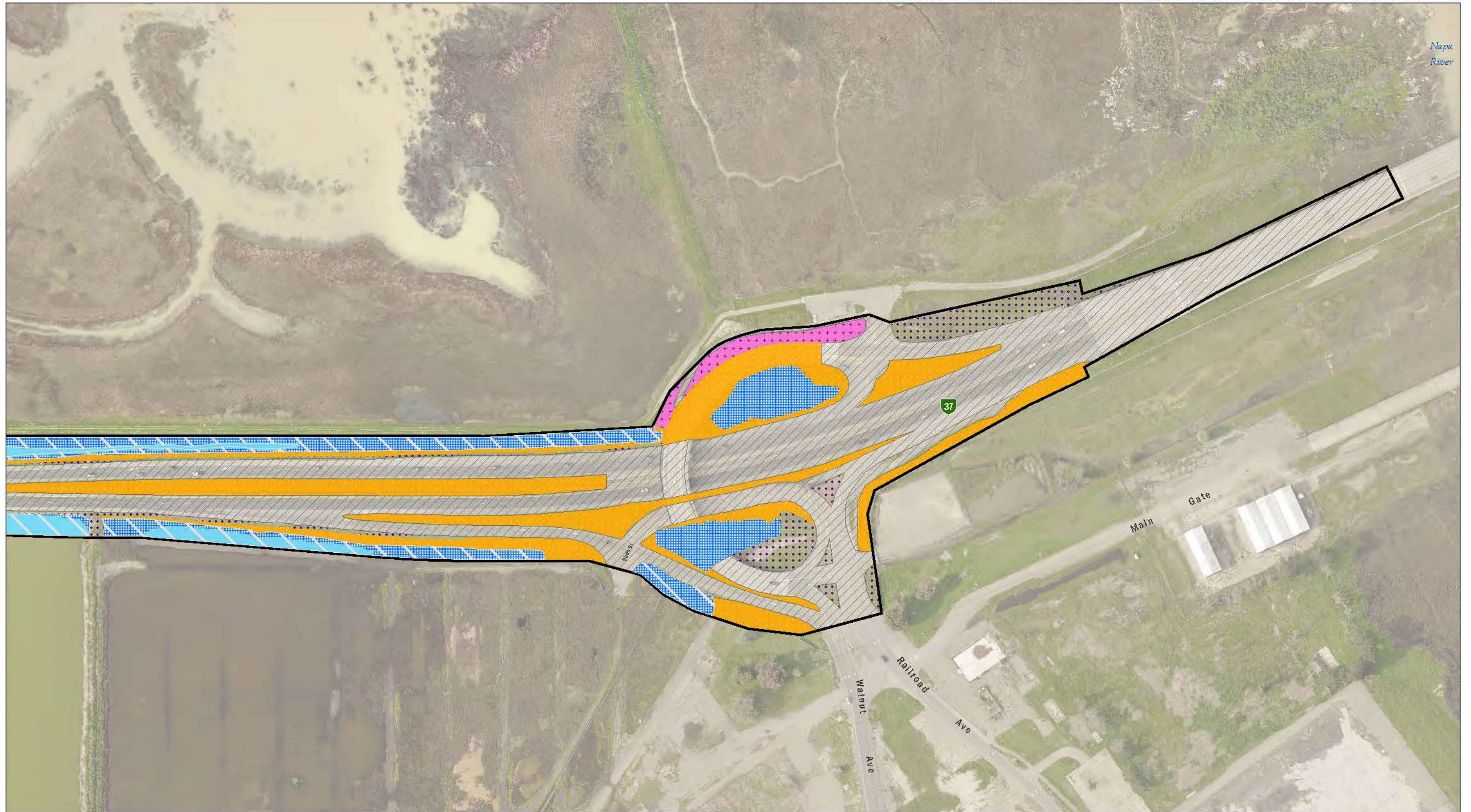
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- Landcover Types**
- [Diagonal lines symbol] Barren/Developed
  - [Dotted pattern symbol] Upland Disturbed
  - [Orange solid symbol] Upland Grasslands/Shrubland


- Environmentally Sensitive Areas**
- [Blue solid symbol] Surface Water
  - [Blue grid symbol] Wetlands
  - [White dotted symbol] Listed Species Habitat



**LANDCOVER TYPES AND  
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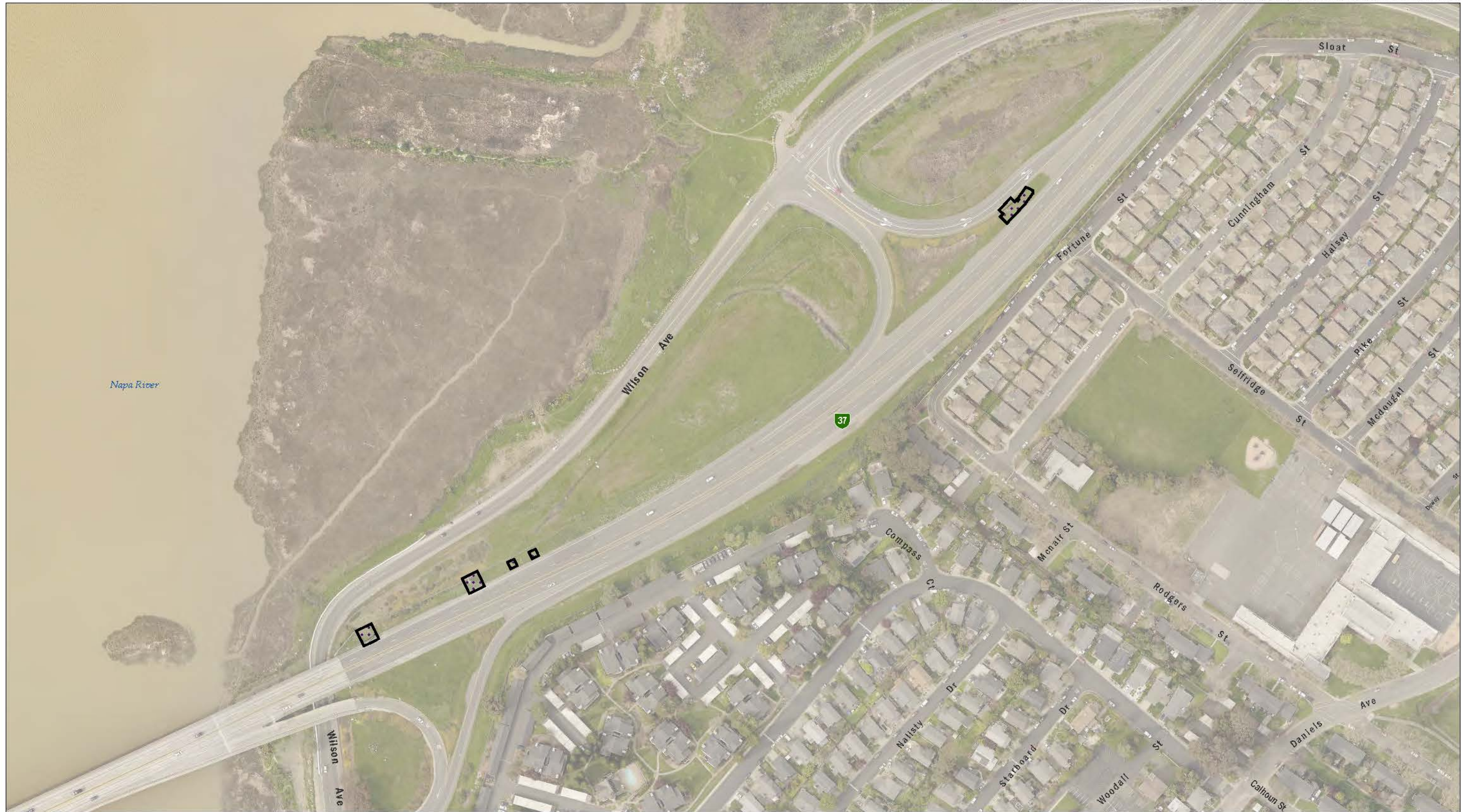

  
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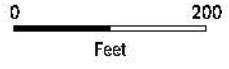
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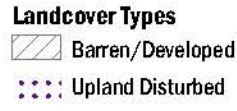








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## Appendix B. Section 4(f)

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

The proposed project involves construction primarily in the Caltrans right-of-way, but would require both temporary and permanent use of lands in the San Pablo Bay National Wildlife Refuge (Refuge) and temporary uses within the Napa Sonoma Marshes Wildlife Area. Due to the permanent and temporary use of these lands and nexus to federal transportation funding, the project was reviewed against the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303) and 23 USC 138. Section 4(f) protects publicly owned parklands, recreation areas, waterfowl and wildlife refuges, and significant historic sites from impacts or "use." Caltrans has been assigned responsibility for Section 4(f) compliance by the Federal Highway Administration (FHWA) in accordance with 23 USC 327 NEPA Assignment Memorandum of Understanding (MOU) and the 23 USC 326 MOU.

The purpose and need of the project, and the alternatives considered are described in detail in Chapter 1, Section 1.2 of this report. Four Build Alternatives are proposed to improve traffic flow and peak travel times and increase vehicle occupancy (the number of people moved per vehicle) in the travel corridor from just west of SR 121 to approximately the Mare Island (Walnut Avenue) Overcrossing. Project improvements would be located from the western landing of SR 37 at the Napa River Bridge across the Napa River, in Solano County, to just west of the SR 37/SR 121 Interchange in Sears Point, Sonoma County (Figure 1-1, Project Location and Vicinity Map).

In general, existing land uses adjacent to SR 37 consist primarily of natural resource and open space areas. In Vallejo, existing land uses adjacent to SR 37 include public facilities and parks, recreation and open space. In Solano County, adjacent land uses

mainly consist of marsh designated areas. In Napa County, adjacent land uses consist of agriculture, watershed and open space. In Sonoma County, adjacent land uses consist of agriculture and recreation/visitor-serving commercial (County of Sonoma 2016).

### **Section 4(f) Properties**

For a park, recreation area, or refuge to qualify as a Section 4(f) property, it must meet all of the following criteria:

- It must be publicly owned;
- It must be open to the public (except in certain cases for refuges as described in the sections below);
- Its major purpose must be for park, recreation, or refuge activities; and
- It must be considered a significant resource (by the jurisdiction managing the property) as a park, recreation area or refuge

The SR 37 Interim Project would occur primarily within Caltrans' right-of-way. However, as discussed further below, construction of each the Build Alternatives would require temporary use of limited areas within a Section 4(f) property. In addition, implementation of Build Alternatives 3A and 3B involve permanent acquisition of lands with the Refuge. No temporary or permanent use of Section 4(f) property would occur under the No Build Alternative.

### ***San Pablo Bay National Wildlife Refuge***

The Refuge is managed by the U.S. Fish and Wildlife Service (USFWS). According to the USFWS website, "In response to rapidly disappearing wetlands and its prime location within the Pacific Flyway, the refuge was created in 1974 to protect migratory birds, wetland habitat, and endangered species. The refuge and San Pablo Bay supports the largest wintering population of canvasbacks on the west coast, and protects the endangered salt marsh harvest mouse and the Ridgeway rail. The refuge provides critical migratory and wintering habitat for shorebirds and waterfowl, particularly diving ducks, and provides year-round habitat for endangered, threatened, and sensitive species, such as the California black rail, San Pablo song sparrow, and Suisun shrew. Numerous other threatened, endangered, and sensitive species require tidal marsh habitat for their survival, including 11 fish species that swim through San Pablo Bay to reach their fresh water spawning grounds." The Refuge also provides various opportunities for recreation including boating, photography, wildlife viewing, fishing and hunting.

The Refuge is (1) publicly owned; (2) open to the public (with some restrictions to protect wildlife); (3) was created primarily to provide wildlife refuge and recreation

opportunities; and (4) considered a significant refuge area, given the approximately 19,000-acre size and associated wildlife habitat. As a result, the Refuge qualifies as a Section 4(f) property based on the applicable FHWA criteria.

### ***Napa-Sonoma Marshes Wildlife Area (NSMWA)***

The approximately 14,000-acre NSMWA is managed by the California Department of Fish and Wildlife (CDFW) and is composed predominantly of former tidelands at the northern edge of San Pablo Bay. The NSMWA is located within Napa, Sonoma, and Solano Counties. According to the CDFW website, the purpose and objectives of the NSMWA are as follows:

- Purpose of Acquisition: To protect existing wetlands and restore and enhance areas of the marshes that were historically wetlands.
- Management objectives: restore and enhance a mosaic of habitats, including tidal salt and brackish water marshes, managed ponds, seasonal wetlands, and adjacent uplands that would benefit fish, wildlife and plant species, and provide opportunities for low impact, wildlife-dependent recreational activities like hunting, fishing, nature observation, and hiking.

The NSMWA is (1) publicly owned; (2) open to the public; (3) created to restore and enhance sensitive habitats and provide appropriate recreational opportunities; and (4) considered significant, given the scale of protected habitats. Thus, the NSMWA qualifies as a Section 4(f) property based on the applicable FHWA criteria.

### **Use of a Section 4(f) Property**

There are three conditions under which “use” of Section 4(f) property occurs:

- Permanent Incorporation – when a Section 4(f) property is acquired outright for a transportation project;
- Temporary Occupancy – when there is a temporary use of a property that is adverse in terms of Section 4(f)’s preservationist purpose; and
- Constructive Use – when the proximity impacts of a transportation project on a Section 4(f) property, even without acquisition of the property, are so great that the activities, features and attributes of the property are substantially impaired.

Each of the Build Alternatives would require temporary construction easements (TCEs) within the NSMWA and/or the Refuge. The TCEs required in these Section 4(f) properties are listed below in Table A-1. Permanent acquisition to implement proposed

Build Alternatives 3A or 3B is limited to the Refuge Section 4(f) property only; the associated acreage by alternative is provided in Table A-1.

**Table A-1: Temporary and Permanent Use of Section 4(f) Property**

<b>Build Alternative</b>	<b>TCEs (acres)</b>	<b>Permanent Use (acres)</b>	<b>Notes</b>
<b>Alternative 1</b>	0.12	0	All TCEs are within NSMWA
<b>Alternative 2</b>	0.60	0	TCEs include 0.44 acre within Refuge and 0.16 acre within NSMWA
<b>Alternative 3A</b>	0.18	1.65	TCEs include 0.15 acre within NSMWA and 0.03 acre within Refuge. Permanent Use in Refuge is 1.65 acres.
<b>Alternative 3B</b>	0.28	3.92	All TCEs are within NSMWA Permanent Use in Refuge is 3.92 acres.

### ***Permanent Use***

As noted previously, the Refuge comprises approximately 19,000 acres. Alternative 3A would require acquisition of 1.65 acres in the Refuge, which represents less than 0.01 percent of the Refuge area. Alternative 3B would require acquisition of 3.92 acres to facilitate widening of the existing roadway; this represents approximately 0.02 percent of the total Refuge area. Permanent use of the Refuge lands under both of these Build Alternatives would occur along the edge of the Refuge where it is bisected by the existing roadway.

A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. A determination of *de minimis* impact on parks, recreation areas, and wildlife and waterfowl refuges, may be made when all three of the following criteria are satisfied:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and
3. The official(s) with jurisdiction over the property are informed of Caltrans' intent to make the *de minimis* impact determination based on their written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).



Due to the limited area required in the Refuge and the marginal quality of the associated habitat, implementation of Build Alternatives 3A or 3B would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). More specifically, there would be no long-term disruption of the recreational activities in the Refuge due the minimal area of use in the Refuge (approximately 0.01 percent under Alternative 3A and 0.02 percent under Alternative 3B). In addition, the location of permanent use in the Refuge is directly adjacent to SR 37, which provides limited recreational value (e.g., boating, fishing, etc.) along the highway. Parking on the roadside is only available along SR 37 for emergency purposes only, and there are no trails paralleling the highway. Visual access from the highway is available for motorists and cyclists, but the existing views would largely remain with the minor widening and sliver acquisition of the lands proposed for acquisition. For similar reasons, the features and attributes of the Refuge, in particular the Refuge's purpose of conserving sensitive habitats, would not be affected due to the limited area of acquisition that is required adjacent to SR 37.

Thus, given the relatively small area of the Refuge that would be acquired, and that no change would occur in the values, accessibility, or attributes of the Refuge, a *de minimis* impact would result on the Refuge would result from implementation of Alternatives 3A or 3B. The amount of refuge land for acquisition is nearly double for Alternative 3B in comparison to Alternative 3A, because of the need for wider (8 foot for Alternative 3B) roadway shoulders. There would be no permanent acquisition at the Refuge for Alternatives 1 or 2. This conclusion is subject to confirmation during the pending public review process for the proposed project, and via concurrence from the appropriate officials at the USFWS and CDFW.

### ***Temporary Occupancy***

The following discussion applies to the temporary use of Section 4(f) properties that would result under each Build Alternative. As summarized above under Table A-1, each Build Alternative would require TCEs within the NSMWA and/or the Refuge.

Special consideration is given to the temporary occupancy of Section 4(f) properties. That is, if the following five conditions set forth in 23 CFR 774.13(d) can be satisfied, Section 4(f) does not apply:

- Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resources must be minimal;

- There are no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
- The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
- There must be documented agreements of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

The above requirements were assessed based on the following considerations and project details associated with each of the Build Alternatives:

- Duration of occupancy is temporary. No change in ownership of land would permanently occur. Equipment, materials, and construction vehicles would be temporarily parked at designated staging areas. Temporary construction activities and access is also required in the TCEs. Once construction is completed, all equipment and materials would be removed, and the conditions at the site restored. The temporary use of lands within the NSMWA and/or Refuge under each Build Alternative would be less than the overall duration of construction activities, estimated to be 2 years. Because the duration of occupation is temporary, the project fits the first condition for temporary occupancy.
- The scope of work is minor, and changes to the Section 4(f) property would be minimal. Construction activities within the TCEs would be limited to staging areas, construction access and equipment operations. The maximum area of TCEs in the Section 4(f) properties would be well under 1 acre (refer to Table A-1 above). Given the limited acreages required in comparison to the approximately 14,000 acres within the NSMWA and 19,000 acres in the Refuge, the associated changes to the Section 4(f) properties would be minimal.
- There would be no anticipated permanent adverse physical impacts, or interference with the activities or purposes of the resource. The limited area of TCEs (well under 1 acre) within the approximately 14,000 acre NSMWA and 19,000 acre Refuge would not result in adverse physical impacts or interference with ongoing recreation and habitat conservation activities and purposes, due primarily to the limited area of temporary use. In addition, following the completion of construction activities, all TCEs would be restored. As a result, the project would meet this condition for temporary occupancy.
- The land being used must be fully restored. There would be no functional change to the Section 4(f) properties as a result of use of TCEs in the Section 4(f) properties; temporary use would not affect the ongoing activities or purposes



within the Section 4(f) properties. Following construction, all areas affected by the TCEs would be restored. The project therefore fits this condition for temporary occupancy.

- There must be documented agreement of the appropriate federal or state officials having jurisdiction over the resource regarding the above conditions. The CDFW has jurisdiction over the NSMWA, and the USFWS has jurisdiction over the Refuge. Documentation of agreement by the respective officials of these agencies is pending.

### **Public Notice and Review**

This information has been included as an Appendix G in the Draft EIR/EA, which would be circulated for public review and comment. The noticing and review process is described in Chapter 4. Public and agency comments would be addressed in the Final EIR/EA.

### **Avoidance, Minimization, and Mitigation Measures**

Avoidance and minimization of the proposed permanent acquisition at the Refuge were considered and included in the design of the alternatives. These include the following:

- Alternatives 1 and 2 avoid permanent acquisition at the Refuge. This is achieved through consideration of adding only one additional lane. However, this alternative limits the additional roadway capacity to a part time or reversible lane.
- Alternatives 3A and 3B result in a permanent use at the Refuge, but the acquisition into the refuge is limited to a sliver take alongside SR 37.
  - Alternative 3A minimizes the take by assuming 4-foot-shoulders and minimal median width, but this design requires approval of nonstandard features.
  - Alternative 3B also limits widening to the extent feasible, but has a larger acreage impact to meet standard median, lane, and shoulder width standards.
- The width of widening for all alternatives has been reduced by design measures that reinforce the outside embankment at the edge of shoulder, thereby minimizing the extent of slope reconstruction and limiting the width of encroachment outside of Caltrans' right-of-way. These measures include the use of sheet pile installation alongside the edge of shoulders to help stabilize settlement of the road and embankment, an use of an engineered embankment or slope outside of the shoulder and sheet pile to reduce expansion of the base of the slope.



- Temporary impacts have been minimized through establishment of environmentally sensitive areas and fencing to maintain construction work as close as feasible to the existing roadway.

### **Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)**

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently use the property and does not hinder the preservation of the property.

The remainder of the US Fish and Wildlife San Pablo Bay National Wildlife Refuge and Napa Sonoma Marshes Wildlife Area that are outside of the portions of the parcels shown on the map sheets in this appendix are avoided by the all alternatives. For these properties the provisions of Section 4(f) do not apply and no use would occur.



## Appendix C. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

### DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



Making Conservation  
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August 2020

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [<Title.VI@dot.ca.gov>](mailto:Title.VI@dot.ca.gov).

*Original signed by*  
Toks Omishakin  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*



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## **Appendix D. Consultation and Coordination**

This appendix includes the following consultation and correspondence regarding the proposed project.

- PM<sub>2.5</sub> Interagency Consultation – MTC Air Quality Conformity Task Force Determination.
- SHPO Concurrence
- Native American Heritage Commission Coordination



## **PM<sub>2.5</sub> Interagency Consultation, MTC Air Quality Conformity Task Force Determination**

The proposed project is in the San Francisco Bay Area Air Basin, which does not attain NAAQS for particulate matter 2.5 micrometers in diameter or less (PM<sub>2.5</sub>). Therefore, the proposed project and other federally funded projects are required to undergo a screening process set forth by the United States Environmental Protection Agency (U.S. EPA) Final Conformity Rule EPA-420-F-10-011 (U.S. EPA 2006). This process was established to protect public health with a wide margin of safety. The process involves interagency consultation, facilitated through the Metropolitan Transportation Commission's (MTC's) Air Quality Conformity Task Force, regarding whether a project meets specific criteria defined in Title 40 CFR Part 93 for projects of Air Quality Concern (POAQC).

The project was presented to the Bay Area Air Quality Conformity Task Force on May 27, 2021. This included the description of the of the No Build and four Build Alternatives (1, 2, 3A, and 3B), existing and future traffic conditions, the percent of traffic volumes associated with trucks, opening and forecast traffic years evaluated, vehicle miles traveled forecast modeling results, and an assessment demonstrating that tolling of the corridor is a component of the project. The Task Force presentation and discussion included the identification that the designation of the new lane(s) for HOV use would provide a time savings advantage for multiple occupant vehicles. Regional bus providers would have an incentive to use this route because the buses and other multi-occupant vehicles could use the HOV lane to by-pass existing congestion by using the new lane.

The Task Force determined that the proposed project is not a POAQC as defined by 40 CFR 93.123(b)(1). Therefore, a project-level PM<sub>2.5</sub> hot spot analysis is not required for the project.

The Task Force meeting materials and approval are presented on the following pages.



**From:** [Harold Brazil](#)  
**To:** [Kevin Chen](#)  
**Cc:** [Adam Crenshaw](#); [Fund Management System](#); [Harold Brazil](#); [Zimmerman, Jeff](#)  
**Subject:** [EXTERNAL] Re: FMS POAQC Project TIP ID VAR190004 (State Route 37 Interim Project - Sears Point to Mare Island) update: Project is a not a POAQC  
**Date:** Tuesday, June 1, 2021 3:20:18 PM

---

Dear Project Sponsor

Based on the recent interagency consultation with the Air Quality Conformity Task force, Project TIP ID [VAR190004 \(FMS ID:7083.00\)](#) does not fit the definition of a project of air quality concern as defined by 40 CFR 93.123(b)(1) or 40 CFR 93.128 and therefore is not subject to PM<sub>2.5</sub> project level conformity requirement. Please save this email as documentation confirming the project has undergone and completed the interagency consultation requirement for PM<sub>2.5</sub> project level conformity. Note project sponsors are required to undergo a proactive public involvement process which provides opportunity for public review as outlined by 40 CFR 93.105(e). For projects that are not of air quality concern, a comment period is only required for project level conformity determinations if such a comment period would have been required under NEPA. For more information, please see FHWA PM<sub>2.5</sub> Project-Level Conformity Frequently Asked Questions (FAQ):

-  
[https://www.fhwa.dot.gov/ENVIRONMENT/air\\_quality/conformity/policy\\_and\\_guidance/faqs/pm25faq.cfm](https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/conformity/policy_and_guidance/faqs/pm25faq.cfm)

If you have any questions, please direct them to Harold Brazil at [hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov) or by phone at 415-778-6747





**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

**Air Quality Conformity Task Force Meeting**  
Metropolitan Transportation Commission

Join Zoom Meeting @  
<https://bayareametro.zoom.us/j/87561101895>

**Meeting ID: 875 6110 1895**

(Additional Zoom Meeting Call-In Info on Next Page)

**May 27, 2021  
9:30 a.m. – 12:00 p.m.**

**AGENDA**

1. Welcome and Introductions
2. PM<sub>2.5</sub> Project Conformity Interagency Consultations
  - a. Consultation to Determine Project of Air Quality Concern Status
    - i. State Route 37 Interim Project - Sears Point to Mare Island
    - ii. SOL 12 Rio Vista Resurfacing, Restoration, Rehabilitation (3R) Project
    - iii. US 101/SR 92 Interchange Area Improvement Project
  - b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity  
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Approach to the Conformity Analysis for Plan Bay Area 2050 (PBA2050) and the Amended 2021 Transportation Improvement Program (TIP)
4. Projects with Regional Air Quality Conformity Concerns
  - a. Review of the Regional Conformity Status for New and Revised Projects  
4a\_Regional\_AQ\_Conformity\_Review\_052721.pdf  
4a\_Attachment-A\_List\_of\_Proposed\_New\_Projects\_052721.pdf
5. Consent Calendar
  - a. April 22, 2021 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: June 24, 2021

MTC Staff Liaison: Harold Brazil

[hbrazil@bayareametro.gov](mailto:hbrazil@bayareametro.gov)





METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB www.mtc.ca.gov

## *Memorandum*

TO: Air Quality Conformity Task Force

DATE: May 19, 2021

FR: Harold Brazil

W. I.

RE: PM<sub>2.5</sub> Project Conformity Interagency Consultation

Project sponsors representing three projects, seek interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the projects are as follows:

No.	Project Sponsor	Project Title
1	MTC/Caltrans	State Route 37 Interim Project - Sears Point to Mare Island
2	Caltrans	SOL 12 Rio Vista Resurfacing, Restoration, Rehabilitation (3R) Project
3	Caltrans	US 101/SR 92 Interchange Area Improvement Project

### **2ai\_State\_Route\_37\_Interim\_Project - Sears\_Point\_to\_Mare**

**Island\_Project\_Assessment\_Form.pdf** (for the State Route 37 Interim Project - Sears Point to Mare Island project)

**2aii\_SOL\_12\_Rio\_Vista\_3R\_and\_Church\_Road\_SR12\_Improvements\_Project\_Assessment\_Form.pdf** (for the SOL 12 Rio Vista Resurfacing, Restoration, Rehabilitation project)

**2aiii\_US\_101-SR\_92\_Interchange\_Area\_Improvement\_Project\_Assessment\_Form.pdf** (for the US 101/SR 92 Interchange Area Improvement project)

MTC also requests the review and concurrence from the Task Force on projects which project sponsors have identified as exempt and likely not to be a POAQC. **2b\_Exempt\_List\_051821.pdf** lists exempt projects under 40 CFR 93.126.



## Application of Criteria for a Project of Air Quality Concern

### Project Title: State Route 37 Interim Project - Sears Point to Mare Island

### Project Summary for Air Quality Conformity Task Force Meeting: May 2021

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#### Description

- The purpose of the Project is to improve traffic flow and peak travel times, and increase vehicle occupancy (the number of people moved per vehicle).
- This existing section of the road is one lane in each direction (two lanes total), and connects at either end to four lane highway sections. Substantial traffic congestion occurs where the highway reduces from two lanes in each direction to one lane in each direction.
- The project will add either one or two lanes to SR 37 between State Route (SR) 121 and Mare Island. There are four build alternatives under consideration, two of which would add one HOV lane that would be reversible and open in the peak direction during the peak period only, and two alternatives that would add one HOV lane in each direction.
- The proposed new lane(s) will be designated for HOV use during peak periods.
- The project is expected to reduce travel time by reducing the congestion that originates where the existing lanes drop from two to one lane in each direction.
- Tolling of all lanes will be considered for this segment of the highway, with incentives for multi-occupant vehicles. Tolling on this highway will require separate approvals.

#### Background

- An Environmental Impact Report (EIR)/Environmental Assessment (EA) is being prepared.
- A public scoping meeting was held July 22, 2020.
- The EIR/EA is planned for public circulation and comment in Fall 2021. A public meeting will be held during the review period.
- Seeking project-level air quality determination in May 2021

#### Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

##### *(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- The project would reduce congestion on this route.
- The new lanes would be for HOV use during peak periods. The project would not add capacity for trucks.
- The HOV designation will provide a travel time saving, providing an incentive to increase multiple occupant vehicle use during peak periods. Currently there is no incentive for a bus route on SR 37 because of the substantial delays and there are no current transit routes using SR 37. The Napa Bus Feasibility Study identified a demand for bus service through the corridor, and this project could provide the increased travel time reliability that transit service depends upon.
- The project would improve travel speeds and reduce the rate of particulate emissions compared with the No Build alternative.

##### *(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- Diesel vehicles represent 6-7% of the traffic volume. This truck percentage is not expected to change as a result of the project as the new lanes would be designated for HOV use.
- Intersections that function at LOS D, E, or F will have decreased delays, and most will improve LOS (study years 2015 and 2045). Examples include the intersections at Noble Road, and the SR 37 ramps at Walnut Avenue in the AM peak period, and the intersections at Lakeville Highway, SR 121, Noble Road, and Skaggs Island Road in the PM peak period.
- Areas served by SR 37 are rural and include the San Pablo Bay National Wildlife Refuge and additional large adjoining parcels managed for wildlife habitat. No changes in land use are expected along this route.

##### *(iii) New bus and rail terminals and transfer points?—Not Applicable*

##### *(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*



(v) *Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No state implementation plan for PM<sub>2.5</sub>
- Project route is not identified as impacted in Bay Area Air Quality Management District (BAAQMD) Community Air Risk Evaluation Program. The Vallejo area to the east of the project limits is designated as a 2013 Cumulative Impact Area.



**RTIP ID#** *(required)* 17-10-0037

**TIP ID#** *(required)* VAR190004

**Air Quality Conformity Task Force Consideration Date**  
May 2021

**Project Description** *(clearly describe project)*

The State Route (SR) 37 Interim Project – Sears Point to Mare Island consists of adding either one or two high occupancy vehicle (HOV) lanes to the existing two-lane segment between approximately SR 121 and Mare Island.

SR 37 narrows from two lanes in each direction to one lane in each direction between Mare Island and SR 121. The highway has acceleration and deceleration lanes at some local intersections, and an existing median barrier along most of the route. The SR37 Interim Project is considering three “build” alternatives that include HOV lane(s), intersection improvements, and other roadside improvements including CHP observational areas and pullout areas. Tolling and contra-flow lanes are also being considered. To allow for advance signs, the overall project limits extend on SR 37 from approximately Lakeville Highway in Sonoma County to the Sacramento Street overhead in Vallejo, and on SR 121 approximately 1000 feet north of SR 37. Each alternative would reconfigure the existing SR 37 highway lanes from west of the SR 121 intersection to the Walnut Avenue overcrossing at Mare Island, would involve widening at Tolay Creek bridge, and one alternative (3B) would involve widening of the Sonoma Creek bridge.

The following alternatives are being considered for the project, and a typical cross section is shown below. For purposes of traffic and air quality analysis, Alternatives 1 and 2 operate the same. They are both three lanes during the peak period: Two lanes in the peak direction, with one lane designated for HOV use, and one lane in the non-peak flow direction. During non-peak periods Alternatives 1 and 2 would be one lane in each direction (same as existing condition). Alternative 3 would add a full time lane in each direction, for a highway cross section of four lanes consistent with SR 37 to the east and west of the project limits. For air quality and traffic purposes, the tables address two scenarios: Alternatives 1 & 2, and Alternative 3A and 3B. Currently, there are no HOV designated lanes within the corridor.

Build Alternative 1: Three-Lane Contra-Flow with Moveable Median Barrier and HOV Lane. This alternative proposes to convert the existing two-lane highway to a three-lane highway with a Movable Median Barrier (MMB) separating the two directions of traffic. The MMB would provide for two lanes during the peak period in the peak direction and a single lane in the non-peak direction. The additional lane is intended to be a High Occupancy Vehicle (HOV) lane to provide an incentive for mode shift from single occupant vehicles.

Build Alternative 2: Convert Existing Outside Shoulders to HOV during Peak Periods (Part-time Use Lane). This alternative proposes to use the existing highway shoulders to provide a traffic lane during the peak periods in the peak direction. During peak hours in the peak direction, the outside shoulder is proposed to act as an HOV lane for users while in the non-peak direction it would act as a shoulder. The outside lane would be for HOV use during peak periods to provide an incentive for mode shift from single occupant vehicles.

Build Alternatives 3A and 3B: Convert Existing Outside Shoulders to HOV (Regular Four-Lane Facility). This alternative proposes to use the existing highway outside shoulders as traffic lanes. The inside shoulder in each direction is proposed as general-purpose lanes. The outside lane would be for HOV use during peak periods to provide an incentive for mode shift from single occupant vehicles. Two variations in shoulder widths are being considered for Alternative 3. Alternative 3A would have a 4-foot wide shoulder along the corridor except at the Sonoma Creek bridge where the bridge width is limited. Alternative 3B would have 8-foot shoulders along the entire route with widening of Sonoma Creek Bridge. Both of these shoulder width alternatives (3A and 3B) would have the same traffic operations, and therefore they are treated the same for purposes of this review and consultation.



**Type of Project:**

Traffic Operations/Congestion Relief

<b>County</b> Sonoma, Napa, Solano	<i>Narrative Location/Route &amp; Postmiles</i> SR 37 Post Mile (PM) Sonoma (SON) 3.9 to 6.2, PM Solano (SOL) 0.0 to R7.4 Caltrans Projects – EA# 1Q761
---	---

**Lead Agency:** MTC is requesting/lead for this consultation. Caltrans is the CEQA/NEPA Lead Agency

<i>Contact Person</i> Kevin Chen, MTC, Assistant Director	<i>Phone#</i> 415-778-5338 (Office) 510-701-0694 (Cell)	<i>Fax#</i>	<i>Email</i> kchen@bayareametro.gov
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**Federal Action for which Project-Level PM Conformity is Needed** (check appropriate box)

<i>Categorical Exclusion (NEPA)</i>	X	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
-------------------------------------	---	------------------------	---------------------------	---------------------------------	--------------

**Scheduled Date of Federal Action:**

**NEPA Delegation – Project Type** (check appropriate box)

	<b>Section 326 – Categorical Exclusion</b>	X	<b>Section 327 – Non-Categorical Exclusion</b>
--	--	---	--

**Current Programming Dates** (as appropriate)

	<b>PE/Environmental</b>	<b>ENG (PS&amp;E)</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	July 2019	2021	2022	2023
<b>End</b>	June 2022	2023	2022	2025

**Project Purpose and Need (Summary):** (please be brief)

**Purpose:**

The purpose of the Project is to improve traffic flow and peak travel times and increase vehicle occupancy (the number of people moved per vehicle).

**Need:**

SR 37 narrows from two lanes in each direction to one lane in each direction between Mare Island and SR 121. The existing bottleneck conditions caused by the lane reduction in the westbound direction near the Walnut Avenue overcrossing and in the eastbound direction near the SR 121 intersection create congestion and delay along the corridor during peak periods. Traffic congestion caused by these bottlenecks will deteriorate in the foreseeable future as north Bay Area traffic demand increases.



**Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)**

The 21-mile State Route 37 corridor is recognized as an important regional connection linking the North Bay's most heavily used east/west highway by connecting I-80 and US 101, serving primarily commuters and visitors. The corridor traffic is currently between 7.9% and 8.5% trucks. Given SR 37 primary use as a commuter route, light-duty vehicle traffic is expected to grow along the route in the future, while truck traffic volume is forecast to remain relatively constant. The percentage of truck traffic along the route is forecast to decrease to between 5.5% and 6.9%.

The Project is located within the one of the Bay Area's largest remaining tidal marsh environments, known as the San Pablo Bay lands. There is little to no development adjacent to SR37 between Mare Island and SR121. Most of the land adjacent to the highway is preserved open space or being used for agricultural purposes (see figure below). There are very few trip generators in the project area. More developed land uses are located west of the project area in Novato, east of the project area in Vallejo, or north of the project area in Sonoma. The Sears Point Raceway is the largest trip generator near the project.





**Brief summary of assumptions and methodology used for conducting analysis**

An operational emissions analysis is being conducted comparing emissions for the No-Build and Build alternatives for the Project's opening year (2025), RTP horizon year (2040), and design year (2045). Air pollutant emissions, specifically PM<sub>10</sub> and PM<sub>2.5</sub> emissions, associated with the roadways in the region are being estimated using specific traffic data and conditions provided by the Project's traffic consultant, Elite Transportation Group, Inc., and the CT-EMFAC2017 emission factors. Elite Transportation Group, Inc. Associates provided VMT for the study area from the MTC travel demand model. CT-EMFAC2017 is being run in both emissions rate mode and inventory mode for each of the analysis years (Existing Year 2019, Opening Year 2025, RTP Horizon Year 2040, and Design Year 2045). The traffic mix assigned by CT-EMFAC2017 will account for the average truck percentages provided by Elite Transportation Group, Inc. in the VMT data. The average truck percentage is 9.4% given existing conditions, and ranges between 8.5% and 9.2% for the future years (2025, 2040, and 2045).

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Opening Year: 2025	AADTs			Trucks					
	2025 No-Build	2025 Build Alts 1 & 2	2025 Build Alt 3	2025 No-Build		2025 Build Alts 1 & 2		2025 Build Alt 3	
				%	AADT	%	AADT	%	AADT
<u>SR37: Mare Island to SR121</u>									
WB	17,344	17,705	18,052	6.4%	1,102	6.4%	1,125	6.4%	1,147
EB	17,526	17,891	18,242	6.6%	1,150	6.6%	1,174	6.6%	1,197
<b>TOTAL</b>	<b>34,870</b>	<b>35,596</b>	<b>36,294</b>	<b>2,252</b>		<b>2,299</b>		<b>2,344</b>	

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

RTP Horizon Year: 2040	AADTs			Trucks					
	2040 No-Build	2040 Build Alts 1 & 2	2040 Build Alt 3	2040 No-Build		2040 Build Alts 1 & 2		2040 Build Alt 3	
				%	AADT	%	AADT	%	AADT
<u>SR37: Mare Island to SR121</u>									
WB	19,394	20,837	22,230	6.4%	1,232	6.4%	1,324	6.4%	1,412
EB	19,598	21,056	22,463	6.6%	1,286	6.6%	1,382	6.6%	1,474
<b>TOTAL</b>	<b>38,992</b>	<b>41,893</b>	<b>44,693</b>	<b>2,518</b>		<b>2,706</b>		<b>2,886</b>	

Design Year: 2045	AADTs			Trucks					
	2045 No-Build	2045 Build Alts 1 & 2	2045 Build Alt 3	2045 No-Build		2045 Build Alts 1 & 2		2045 Build Alt 3	
				%	AADT	%	AADT	%	AADT
<u>SR37: Mare Island to SR121</u>									
WB	20,078	21,882	23,622	6.4%	1,275	6.4%	1,390	6.4%	1,501
EB	20,289	22,111	23,870	6.6%	1,332	6.6%	1,451	6.6%	1,567
<b>TOTAL</b>	<b>40,367</b>	<b>43,993</b>	<b>47,492</b>	<b>2,607</b>		<b>2,841</b>		<b>3,068</b>	



**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

NA

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

NA

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

NA

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

NA

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

Adding an HOV lane to SR37 would provide an incentive for mode shift from single occupant vehicles along the corridor, improving travel times. Removing the existing bottleneck and improving travel times would allow regional east-west traffic to redistribute, with a greater share using SR37. This will result in other east-west corridors having less growth in volume in future years.

**Comments/Explanation/Details (please be brief)**

This project does not meet the definition of a Project of Air Quality Concern (POAQC) as defined by 40 CFR 93.123(b)(1). Specifically:

- The project will not result in a significant number or significant increase in diesel vehicles in the area.
- The intersections impacted by the build alternative do not serve a significant number of diesel vehicles nor will the LOS of the intersections change due to increased traffic volumes from a significant number of diesel vehicles.
- The project does not involve a bus terminal, rail terminal, or transfer points involving a significant number of diesel vehicles congregating at a single location.
- The project location is not in an area identified by the SIP as one that could violate or possibly violate the NAAQS for PM2.5.



## **SHPO Concurrence**

Caltrans initiated consultation with SHPO regarding the SR 37 project on July 20, 2021. Copies of the Historic Property Survey Report, Archaeological Survey Report, and Extended Phase I Report for the project were provided for review, and concurrence was requested.

No comments, objection, or request for extension were received. Caltrans notified SHPO on August 27, 2021, that more than 30 days had passed without comment, and that Caltrans was moving forward with the undertaking in accordance with Stipulation VIII.C.6.a of the Section 106 Programmatic Agreement.



## Montgomery, Kristina@DOT

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**From:** Palmer, Charles@DOT  
**Sent:** Friday, August 27, 2021 3:03 PM  
**To:** OHP, CALSHPO@Parks  
**Cc:** Lindquist, Natalie@Parks; Woodward, Lucinda@Parks; Perez, Alicia@Parks; Price, David@DOT; Blackmore, Helen@DOT; Rose, Kathryn@DOT; Montgomery, Kristina@DOT  
**Subject:** FW: 106 State Route 37 Traffic Congestion Relief Project, Sonoma, Napa, and Solano Counties

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good Afternoon,

Caltrans District 4 submitted, on July 20, 2021, the HPSR, ASR, and XPI Report for the State Route 37 Traffic Congestion Relief Project, Sonoma, Napa, and Solano Counties, California, containing the evaluation of one resource that was determined not eligible for the National Register of Historic Places. Because more than 30 days have passed without objection, comment, or a request for an extension, Caltrans is notifying your office that we will move forward with the undertaking according to Stipulation VIII.C.6.a of the Section 106 PA. Please let me know if you have any questions.

Thank you,

Charles C. Palmer  
Associate Environmental Planner/Principal Architectural Historian  
Office of Cultural Resource Studies  
Caltrans District 4 - Environmental Planning  
(510) 847-2654

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**From:** Palmer, Charles@DOT  
**Sent:** Tuesday, July 20, 2021 5:05 PM  
**To:** OHP, CALSHPO@Parks <CALSHPO.OHP@parks.ca.gov>  
**Cc:** Lindquist, Natalie@Parks <Natalie.Lindquist@parks.ca.gov>; Woodward, Lucinda@Parks <Lucinda.Woodward@parks.ca.gov>; Perez, Alicia@Parks <Alicia.Perez@parks.ca.gov>; Price, David@DOT <David.Price@dot.ca.gov>; Blackmore, Helen@DOT <Helen.Blackmore@dot.ca.gov>; Rose, Kathryn@DOT <kathryn.rose@dot.ca.gov>; Montgomery, Kristina@DOT <Kristina.Montgomery@dot.ca.gov>  
**Subject:** 106 State Route 37 Traffic Congestion Relief Project, Sonoma, Napa, and Solano Counties

Dear Julianne Polanco:

The California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the proposed project on State Route 37 in Sonoma, Napa, and Solano Counties (Undertaking).

A separate email is being sent with a link to the Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Extended Phase I Report (XPI) for the proposed Undertaking. In accordance with Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO's concurrence on the National Register of Historic Places (NRHP) eligibility determination for the Tubbs Island Levee (P-49-004273), which has been determined not eligible for inclusion in the NRHP.

Thank you,



Charles C. Palmer  
Associate Environmental Planner/Principal Architectural Historian  
Office of Cultural Resource Studies  
Caltrans District 4 - Environmental Planning  
(510) 847-2654



## **Native American Heritage Commission Coordination**

The NAHC consultation response was received October 25, 2019, and a copy follows this page.





**Native American Heritage Commission  
Native American Contacts List  
October 25, 2019**

Cloverdale Rancheria of Pomo Indians  
Patricia Hermosillo, Chairperson  
555 S. Cloverdale Blvd., Suite A      Pomo  
Cloverdale      CA 95425  
info@cloverdalerancheria.com  
(707) 894-5775  
(707) 894-5727

Guidiville Band of Pomo Indians  
Merlene Sanchez, Chairperson  
P.O. Box 339      Pomo  
Talmage      CA 95481  
admin@guidiville.net  
(707) 462-3682  
(707) 462-9183 Fax

Cortina Rancheria - Kletsel Dehe Band of Wintun Indians  
Charlie Wright, Chairperson  
P.O. Box 1630      Wintun / Patwin  
Williams      CA 95987  
(530) 473-3274 Office  
(530) 473-3301 Fax

Kashia Band of Pomo Indians of the Stewarts Point Rancheria  
Dino Franklin Jr., Chairperson  
1420 Guerneville Rd. Ste 1      Pomo  
Santa Rosa      CA 95403  
dino@stewartspoint.org  
(707) 591-0580 Office  
(707) 591-0583 Fax

Dry Creek Rancheria Band of Pomo Indians  
Chris Wright, Chairperson  
P.O. Box 607      Pomo  
Geyserville      CA 95441  
lynnl@drycreekrancheria.com  
(707) 814-4150  
(707) 814-4166

Lytton Rancheria  
Marjorie Mejia, Chairperson  
437 Aviation Blvd.      Pomo  
Santa Rosa      CA 95403  
margiemejia@aol.com  
(707) 575-5917  
(707) 575-6974 - Fax

Federated Indians of Graton Rancheria  
Gene Buvelot  
6400 Redwood Drive, Ste 300      Coast Miwok  
Rohnert Park      CA 94928      Southern Pomo  
gbuvelot@gratonrancheria.com  
(415) 279-4844 Cell  
(707) 566-2288 ext 103

Middletown Rancheria  
Jose Simon III, Chairperson  
P.O. Box 1035      Pomo  
Middletown      CA 95461      Lake Miwok  
sshope@middletownrancheria.com  
(707) 987-3670 Office  
(707) 987-9091 Fax

Federated Indians of Graton Rancheria  
Greg Sarris, Chairperson  
6400 Redwood Drive, Ste 300      Coast Miwok  
Rohnert Park      CA 94928      Southern Pomo  
gbuvelot@gratonrancheria.com  
(707) 566-2288 Office  
(707) 566-2291 Fax

Mishewal-Wappo Tribe of Alexander Valley  
Scott Gabaldon, Chairperson  
2275 Silk Road      Wappo  
Windsor      CA 95492  
scottg@mishewalwappotribe.com  
(707) 494-9159

**This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans Tribes for the proposed:  
SR 37 Interim/Traffic Congestion Relief Project, Sonoma and Solano Counties.**

**Native American Heritage Commission  
Native American Contacts List  
October 25, 2019**

The Confederated Villages of Lisjan  
Corrina Gould, Chairperson  
10926 Edes Avenue  
Oakland CA 94603  
Ohlone/Costanoan  
corrinagould@gmail.com  
(510) 575-8408

United Auburn Indian Community of the Auburn Rancheria  
Gene Whitehouse, Chairperson  
10720 Indian Hill Road  
Auburn CA 95603  
Maidu  
Miwok  
bguth@auburnrancheria.com  
(530) 883-2390 Office  
(530) 883-2380 Fax

Yocha Dehe Wintun Nation  
Anthony Roberts, Chairperson  
P.O. Box 18  
Brooks CA 95606  
Wintun (Patwin)  
aroberts@yochadehe-nsn.gov  
(530) 796-3400  
(530) 796-2143 Fax

**This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans Tribes for the proposed:  
SR 37 Interim/Traffic Congestion Relief Project, Sonoma and Solano Counties.**



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## **Appendix E. Environmental Commitments Record (ECR)**

To be sure that the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated in the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures would be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits would be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff would ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring would take place, as applicable. As the following ECR is a draft, some fields have not been completed, and would be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.



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Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-01	<p><b>Wetlands Protection – Invasive Plants.</b> To prevent the introduction of nonnative invasive plant (NNIP) species such as smooth cordgrass (<i>Spartina alterniflora</i> and hybrids), stinkwort (<i>Dittrichia graveolens</i>), and prickly Russian thistle (<i>Salsola tragus</i>) into areas of tidal vegetation during construction and restoration activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>• The project biologist will conduct a NNIP assessment of areas subject to construction activities and will recommend specific measures to minimize the spread of NNIP species.</li> <li>• Wetland areas that are temporarily disturbed will be monitored during construction. All NNIP infestations discovered in the project area in wetland habitats will be controlled and removed upon discovery.</li> <li>• A long-term (5 years after project completion) vegetation monitoring plan for post-disturbance impacts in wetlands will be developed in coordination with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) and implemented by the California Department of Transportation (Caltrans).</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM and Compensation	Yes	Plans, Specifications, and Estimates (PS and E); Pre-Construction; Construction; and Post-Construction
Biology	BIO-02	<p><b>Wetland Protection.</b> The following measures will be implemented in and adjacent to delineated wetland environmentally sensitive areas in the project area:</p> <ul style="list-style-type: none"> <li>• Work in and adjacent to delineated wetlands where flooding has potential to occur will be scheduled outside of the wet-weather season.</li> <li>• Work in and adjacent to delineated tidal wetlands will not occur within 2 hours before or after extreme high tide events (6.5 feet above mean lower low water elevation or greater, as determined from the National Oceanic and Atmospheric Administration tidal gage station nearest to the activity) when the marsh plain is inundated.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Construction	AMM and Compensation	Yes	Construction
Biology	BIO-03	<p><b>Tree Replacement, Landscaping, and Revegetation Plan.</b> During final design, Caltrans will develop a landscaping plan that will identify the location and number of trees that will be replanted in the right-of-way. Appropriate native species will be used to the maximum extent possible, and trees, shrubs, and groundcover will be selected for drought tolerance and disease resistance. Mulch will be applied to planted areas to reduce weed growth, conserve moisture, and minimize maintenance operations. A 3-year plant establishment period will be included in the final revegetation plan. Caltrans will develop and implement a 5- to 10-year post-construction vegetation monitoring plan for planted areas.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Landscape Design	AMM and Compensation	Yes	PS and E; Pre-Construction; Construction; and Post-Construction
Biology	BIO-04	<p><b>Estuarine Dewatering Work Window.</b> In-water work requiring dewatering in tidal waters will be scheduled to occur between June 1 and November 30. Other work below mean higher high water (MHHW) (excluding impact pile driving) may be done year-round.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Construction	AMM	Yes	Construction
Biology	BIO-05	<p><b>Turbidity Control.</b> During the expansion of the Tolay Creek Bridge abutments and at other locations where ground disturbance would be conducted below MHHW, a silt-curtain, sheet pile, or gravel-bag cofferdam or other equivalent means will be installed as needed to minimize the generation of turbidity plumes in nearby tidal waters. Such cofferdams would be installed when there is no surface water present (i.e., at low tide). This requirement does not apply to in-water pile driving.</p>	Alternative 3B	Construction	AMM	No	Construction



Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-07	<b>Wetlands and Other Waters Compensation.</b> Caltrans will offset the permanent loss and habitat degradation of wetlands and other waters in the project area at a 3:1 restoration/enhancement to impact ratio. Compensation will be provided through a project-specific plan that would provide in-lieu funding to a nearby restoration program or restoration project that would create, restore, or enhance resources adversely affected by the project. Appropriate compensation will be determined in coordination with state and federal environmental regulatory agencies with jurisdiction.  Caltrans will offset temporary impacts during construction to wetlands and other waters by restoring disturbed areas to pre-project conditions at a 1:1 ratio.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	Compensation	Yes	PS and E; Pre-Construction; and Post-Construction
Biology	BIO-08	<b>Targeted Pre-Construction Plant Survey.</b> During final project design, an experienced botanist will conduct a final floristic survey in the project area during the appropriate blooming period for all special-status plant species with potential to occur that were not surveyed for previously. The survey does not need to cover the flowering period for species adequately surveyed for during September 2019 surveys. Surveys should be conducted following the same protocols from September 2019 surveys, <i>Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities, prepared by CDFW, dated March 20, 2018</i> . If special-status plant species are discovered, they will be included as an environmentally sensitive area in project plans and specifications. If any listed species are discovered that could be impacted by project activities, Caltrans will consult with state and federal regulators with jurisdiction as appropriate, and CNPS if translocation of affected plants would be considered as an option.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	No	PS and E
Biology	BIO-09	<b>Special-Status Plant Monitoring.</b> If a special-status plant (e.g., soft bird's-beak, San Joaquin spearscale, saline clover) is discovered during construction monitoring in an area where ground-disturbing activities are proposed, they will be marked or fenced for avoidance with a 10-foot buffer. Ground-disturbing work near special-status plant species will proceed under supervision of a project biologist.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	Yes	Construction
Biology	BIO-10	<b>Nesting Bird Protection.</b> <ul style="list-style-type: none"> <li>• During the bird nesting season (typically February 1 through August 31; as early as January 1 for raptors), a project biologist will conduct pre-construction surveys for active bird nests no more than 7 days prior to the start of ground or vegetation disturbance events and every 14 days during project activities.</li> <li>• Tree and/or shrub removal or trimming will be conducted outside of bird nesting season.</li> <li>• Tree trimming and/or shrub trimming/removal will be performed with hand tools.</li> <li>• If an active nest is identified during construction that may be impacted by project activities, a no-disturbance buffer of 250 feet for raptors and 50 feet for non-raptors will be established immediately, and the project biologist will be notified. A reduced or enlarged buffer, and other protection measures, will be implemented in accordance with project permit requirements, defined during final design, or in consultation with the appropriate wildlife agency.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	No	Construction

Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-11	<p><b>Pre-Construction Bat Surveys and Avoidance Measures.</b> The project biologist will conduct a visual inspection and habitat assessment for potentially suitable bat roosting habitat within 200 feet of areas where planned work on existing structures, tree trimming, or tree removal will occur. Assessments of bridges will include inspection of all open crevices and expansion joints. The pre-construction bat survey must be conducted during one of two time periods, either from March 1 through April 1, or from August 31 through October 15. The results of the survey will guide the following measures:</p> <ul style="list-style-type: none"> <li>• If the habitat assessment reveals suitable roosting habitat for bats, then the appropriate exclusionary measures will be implemented prior to construction during the period between March 1 and April 15 or August 31 and October 15.</li> <li>• If the habitat assessment reveals suitable bat habitat in trees, and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys will be conducted 2 to 3 days prior to any tree removal or trimming.</li> <li>• If presence/absence surveys are negative, then tree removal may be conducted by following a two-phased tree removal system.</li> <li>• If presence/absence surveys indicate bat occupancy, then the occupied trees will only be removed from March 1 through April 15 and/or August 31 through October 15.</li> </ul> <p>Potential avoidance measures for roosting bats will be implemented as determined necessary by the project biologist in coordination with the Resident Engineer. Potential measures include visual monitoring, seasonal avoidance, enticements, and appropriate exclusion measures.</p> <ul style="list-style-type: none"> <li>• <i>Avoidance Measures:</i> Avoidance measures may include seasonal avoidance, phased construction, and enticements away from the work area (e.g., providing temporary and/or permanent bat housing nearby).</li> </ul> <p><i>Exclusion Measures:</i> Exclusion netting will not be used. Other measures to exclude bats from accessing potential roost sites may be implemented at the direction and with the oversight of the project biologist.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Pre-Construction
Biology	BIO-12	<p><b>Bat Monitoring Protocols.</b> Construction activities will stop within 150 feet of a roosting bat or bat colony that could be harmed until a qualified biologist develops a site-specific bat avoidance plan to implement at the roosting site. Once the plan is implemented, project activities may recommence with project biologist oversight at that location.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	No	Construction
Biology	BIO-13	<p><b>Western Burrowing Owl Pre-Construction Surveys.</b> Pre-construction surveys will be conducted where Western Burrowing Owl nesting habitat has potential to occur within 500 feet of work. Survey protocol will include:</p> <ul style="list-style-type: none"> <li>• Conduct four survey visits.</li> <li>• An initial visit must occur between February 15 and April 15.</li> <li>• A minimum of three subsequent surveys will be conducted with at least 3 weeks between visits. with at least one visit to occur after June 15.</li> </ul> <p>Conduct an additional take avoidance survey no less than 14 days prior to initiating ground-disturbing activities where work will occur.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	No	Pre-Construction



Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-14	<p><b>Western Burrowing Owl Nest Avoidance.</b> If an active Western Burrowing Owl nest is discovered during pre-construction surveys or biological monitoring, the following initial buffers will be implemented:</p> <ul style="list-style-type: none"> <li>From April 1 through October 15, establish a 660-foot (200-meter) no-work buffer from the active nest site.</li> <li>From October 16 through March 31, establish a 164-foot (50-meter) no-work buffer from the active nest site.</li> </ul> <p>Buffers and minimization measures (e.g. blinds and screens) may be adjusted or implemented after coordination with CDFW.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	No	Construction
Biology	BIO-15	<p><b>Stop-Work Authority.</b> Through the Resident Engineer or their designee, the project biologist(s) shall have the authority to stop project activities to minimize take of listed species or if he/she determines that any permit requirements are not fully implemented. If the project biologist(s) exercises this authority, the appropriate resource regulatory agencies shall be notified by telephone and email within 48 hours.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	No	Construction
Biology	BIO-16	<p><b>Worker Environmental Awareness Training.</b> Before the onset of construction and within 3 days of any new worker arrival, a project biologist will conduct this training for all construction personnel. At a minimum, the training will include a description of all special-status species and their habitats; the potential occurrence of these species in the project area; an explanation of the status of these species and protection under the Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), and all other federal, state, and local regulatory requirements; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; and boundaries within which construction may occur. A fact sheet conveying this information will be prepared and distributed to all construction crews and project personnel entering the project footprint. Upon completion of the program, personnel will sign a form stating that they attended the program and understand all AMMs and implications of FESA, CESA, and all other federal, state, and local regulatory requirements.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	No	Construction
Biology	BIO-17	<p><b>Discovery of Injured or Dead Special-Status Species.</b> Immediately upon discovery of any dead, injured, or entrapped special-status species regulated by USFWS, NMFS, or CDFW, Caltrans will provide appropriate notifications to agency(s) with jurisdiction.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	No	Construction
Biology	BIO-18	<p><b>Wildlife Species Relocation.</b> When listed wildlife species (that do not have state fully protected status) are present and it is determined that they could be injured or killed by construction activities, the project biologist in coordination with the appropriate state and federal wildlife agencies will identify appropriate methods for capture, handling, exclusion, and relocation of individuals that could be affected. Where listed species cannot be captured, handled, excluded, or relocated, actions that could injure or kill individuals will be avoided or delayed until the species leaves the affected area. Actions that could harm or kill individual state fully protected species that are in the project area will be avoided or delayed until the species leaves the affected area.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Construction

Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-19	<b>Construction Noise.</b> Operation of pile drivers, dozers, large excavators, and other heavy equipment that generates vibration and noise impacts that could harm wildlife will be limited to daylight hours when a project biologist is present.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	No	Construction
Biology	BIO-20	<b>California Red-Legged Frog Habitat Work Window.</b> These work windows are applicable only to those portions of the project area where suitable California red-legged frog habitat occurs. Initial ground disturbance in California red-legged frog upland dispersal habitat, as identified by a USFWS-approved project biologist, will be timed to occur between April 15 and October 15. All work in suitable aquatic habitat for California red-legged frog, as identified by a USFWS-approved project biologist, will only occur once the aquatic feature no longer holds water, or between June 15 and October 15 after installation of WEF.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	Yes	Construction
Biology	BIO-21	<b>California Red-Legged Frog Pre-Construction Surveys.</b> Pre-construction surveys for the California red-legged frog will be conducted by the project biologist within 14 calendar days of the initiation of project activities in suitable upland and aquatic habitat prior to ground-disturbing activities, vegetation removal, and WEF installation. Surveys will be conducted as outlined in the 2005 USFWS species survey guidelines for California red-legged frog. Pre-construction surveys will include: <ul style="list-style-type: none"> <li>• Foot surveys will be conducted of potential frog habitat within the project limits and accessible adjacent areas (within at least 50 feet of project limits).</li> <li>• Potential cover sites (burrows, rocks, soil cracks, vegetation, and other potential refuge habitat) and any areas of disturbed soil for signs of California red-legged frog will be investigated.</li> </ul> Native vertebrates found in cover sites within the project limits will be documented and, if handling is allowed, relocated to an adequate cover site in the vicinity. Species that cannot be relocated due to special protection status will be addressed in coordination with the appropriate agency(s) with jurisdiction.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Pre-Construction



Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-22	<p><b>California Red-Legged Frog Monitoring Protocols.</b> During construction in and near potential California red-legged frog habitat, the following protocols will be observed by the project biologist during construction monitoring:</p> <ul style="list-style-type: none"> <li>• WEF installed in California red-legged frog habitat will be checked regularly for potential frog presence, to ensure that it is functioning as intended, and is appropriately maintained. WEF issues will be reported to the Resident Engineer for immediate resolution.</li> <li>• Within 24 hours prior to initial ground-disturbing activities, portions of the project footprint where potential California red-legged frogs habitat has been identified will be surveyed by a project biologist(s) to clear the site of frogs moving above ground, or taking refuge in burrow openings or under materials that could provide cover.</li> <li>• A project biologist(s) will be present during all initial ground-disturbing activities and vegetation removal in suitable refugia habitats for the California red-legged frogs to monitor the removal of the top 12 inches of topsoil.</li> <li>• If potential aestivation burrows are discovered, the burrows will be flagged for avoidance.</li> <li>• After a rain event, and prior to construction activities resuming, a qualified biologist will inspect the work area and all equipment/materials for the presence of California red-legged frog.</li> <li>• Upon discovery of a California red-legged frog individual(s) in an active construction area, all work will cease within a 50-foot radius of the frog. The frog will be allowed to leave the site on its own; if the frog(s) does not leave on its own, it will be relocated within 0.25 mile of the construction site and placed in a natural burrow by a project biologist with the appropriate USFWS 10(a)1(A) handling permit.</li> <li>• The USFWS will be notified by phone and email within one working day of any California red-legged frog discovery in the project area.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Construction
Biology	BIO-23	<p><b>Compensation for California Red-Legged Frog Habitat Effects.</b> Caltrans will offset permanent loss of California red-legged frog habitat through the purchase of credits from an approved conservation bank in the project's service area. Credits will be purchased as follows:</p> <ul style="list-style-type: none"> <li>• Loss of upland dispersal habitat area will be compensated through credit purchase at a 2:1 ratio</li> <li>• Loss of non-breeding aquatic dispersal/forage habitat will be compensated through credit purchase at a 3:1 ratio</li> </ul> <p>Caltrans will offset temporary impacts during construction to California red-legged frog habitat by restoring disturbed areas to pre-project conditions at a 1:1 ratio.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	Compensation	Yes	PS and E; Pre-Construction; and Post-Construction
Biology	BIO-24	<p><b>Ridgway's Rail and California Black Rail Pre-Construction Survey.</b> If Ridgway's rail or California black rail habitat are present within 700 feet of the immediate project area and work would occur during the rail nesting season (February 1 through August 31), a pre-construction survey by a USFWS 10(a)1(A) permit holder for Ridgway's rail will be conducted to determine whether the species are present. Survey requirements and timing would be determined in consultation with USFWS and CDFW.</p> <p>If Ridgway's rail and/or California black rail are detected during pre-construction surveys, then project activities will not occur within 700 feet of an identified detection (or smaller distance if approved by USFWS and CDFW) during the rail nesting season. If rail activity is detected within the 700-foot buffer, immediate consultation with USFWS and CDFW is required.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Pre-Construction

Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-25	<p><b>Ridgway's Rail and California Black Rail Monitoring.</b> The following monitoring protocols for Ridgway's rail and California black rail will be implemented, where appropriate:</p> <ul style="list-style-type: none"> <li>• A USFWS- and CDFW-approved biological monitor shall be present on site to monitor for Ridgway's rail and California black rail during the operation of large equipment within 300 feet of brackish marsh areas.</li> <li>• The project biologist will be on site at Tolay Creek, Upper Tolay Lagoon, Sonoma Creek, the State Land Commission-leased San Pablo Bay National Wildlife Refuge, and Strip Marsh during installation of WEF and vegetation removal. A project biologist will periodically inspect the fencing and site to verify that habitat protection measures remain effective.</li> <li>• Prior to hand removal of vegetation, a project biologist will mark the limit of potentially suitable California black rail and Ridgway's rail habitats with signage or markers, such as colored posts or flagging tape. The signage or site markers will be maintained for the duration of work activities to ensure their continued visibility.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Construction
Biology	BIO-26	<p><b>Compensation for Ridgway's Rail Habitat Effects.</b> Caltrans will purchase credits from an approved conservation bank in the project's service area to offset permanent loss and degradation of Ridgway's rail habitat at a 2:1 impact to restoration/enhancement area ratio. Caltrans will offset temporary impacts during construction to Ridgway's rail habitat by restoring disturbed areas to pre-project conditions at a 1:1 ratio.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	Compensation	Yes	PS and E; Pre-Construction; and Post-Construction
Biology	BIO-27	<p><b>Salt Marsh Harvest Mouse Pre-Construction Surveys.</b> A USFWS- and CDFW-approved project biologist(s) will conduct pre-construction surveys no less than 7 days prior where suitable or potentially suitable habitat for salt marsh harvest mouse occurs and could be disturbed by construction activities in the project area. If a salt marsh harvest mouse is observed during construction, immediate consultation with USFWS and CDFW is required before work near the discovery can proceed.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	No	Pre-Construction
Biology	BIO-28	<p><b>Salt Marsh Harvest Mouse Exclusion Fencing.</b> The following requirements for salt marsh harvest mouse WEF will be implemented:</p> <ul style="list-style-type: none"> <li>• All supports for the exclusion fencing shall be placed on the inside of the work area to prevent salt marsh harvest mouse from climbing the stakes into the work area.</li> <li>• The salt marsh harvest mouse-proof exclusion fencing shall be at least 2 feet high but no higher than 4 feet.</li> <li>• The fencing shall be made of a heavy plastic sheeting material that is too smooth for salt marsh harvest mouse to climb.</li> <li>• The toe of the fence shall be buried in the ground to prevent salt marsh harvest mouse from crawling or burrowing underneath it.</li> <li>• A 4-foot buffer shall be maintained free of vegetation around the exclusion fencing and work areas.</li> <li>• The final design and proposed location of the fencing shall be reviewed and approved by USFWS prior to placement.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology and Construction	AMM	Yes	Construction



Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-29	<p><b>Salt Marsh Harvest Mouse Monitoring Protocols.</b> The following protocols will be followed during biological monitoring at project locations where salt marsh harvest mouse identified in pre-construction surveys may occur:</p> <ul style="list-style-type: none"> <li>• A project biologist with previous salt marsh harvest mouse experience will be on site during all construction activities.</li> <li>• Salt marsh harvest mouse is a fully protected species under California Fish and Game Code and may not be handled or captured at any time.</li> <li>• If any small mouse is discovered during construction, work will cease in the immediate vicinity of the individual until CDFW and USFWS are contacted or the individual(s) leave the work area on their own.</li> <li>• The project biologist will oversee installation of WEF for salt marsh harvest mouse.</li> <li>• Salt marsh harvest mouse exclusion fencing will be checked daily to ensure it has no holes and its base remains buried; the fence will be inspected to ensure that no mice are trapped. If a mouse is trapped by the fence, work will stop within 50 feet of the discovery and the project biologist will monitor the individual(s) until they move away from the immediate work area.</li> <li>• During vegetation removal in wetlands covered with pickleweed and/or salt grass (or other potential mouse habitat, as determined by project permits or the project biologist), the project biologist will mark and inspect areas to be cleared immediately prior to vegetation removal, and will oversee removal work to ensure that salt marsh harvest mice and nests are clear of the work area.</li> <li>• All vegetation removal will proceed away from the work area and toward contiguous areas of suitable habitat to allow any salt marsh harvest mice in the exclusion area to passively relocate into adjacent habitat.</li> <li>• Initial removal of pickleweed, salt-grass, and other vegetation in the marked areas will be done using hand tools exclusively. Initial removal may commence until topsoil is visible.</li> <li>• After initial removal is complete and once topsoil is visible, mowing with a string trimmer or mower may proceed (if necessary), with the project biologist walking in front of the mower and stopping work as needed to allow mice to relocate.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Construction
Biology	BIO-30	<p><b>Compensation for Salt Marsh Harvest Mouse and California Black Rail Habitat Effects.</b> Caltrans will offset permanent loss and degradation of salt marsh harvest mouse and California black rail habitat in the project area at a 3:1 impact to restoration/enhancement ratio. Compensation will be provided through a project-specific plan that provides in-lieu funding to a nearby restoration program or restoration project that would create, restore, or enhance resources adversely affected by the project. Appropriate compensation will be determined in coordination with state and federal environmental regulatory agencies with jurisdiction. Caltrans will offset temporary impacts during construction to salt marsh harvest mouse and California black rail habitat by restoring disturbed areas to pre-project conditions at a 1:1 ratio.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	Compensation	Yes	PS and E; Pre-Construction; and Post-Construction
Biology	BIO-31	<p><b>Vibratory Pile Driving.</b> Whenever possible, piles will be installed and removed using a vibratory hammer or direct push methods. All sheet piles will be installed with a vibratory driver or direct-push methods. Where temporary piles cannot be extracted, they will be cut 3 feet below existing mudline. In upland areas out of waters and wetlands, an impact hammer may be used if the vibratory hammer cannot adequately install the pile.</p>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Construction	AMM	No	Construction

Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-32	<b>In-Water Sheet Pile Fish Entrapment Avoidance.</b> When sheet piles are installed below MHHW, they will be installed in a way that avoids fish entrapment (e.g., by closing off pile walls during low tide) The NMFS-approved project biologist will be present during any sheet pile installation below MHHW.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Construction	AMM	Yes	Construction
Biology	BIO-33	<b>Fish Monitoring.</b> During dewatering where fish may be present and during impact pile-driving work, a NMFS-approved project biologist will be on site to observe work for conformance with permits and authorizations and monitor for any potential fish take.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Construction	AMM	No	Construction
Biology	BIO-34	<b>Fish Relocation.</b> At least 90 days prior to the start of in-water work with potential to strand or entrap fish, Caltrans will develop a fish relocation plan and submit it to NMFS for approval. If NMFS provides no comments on the proposed plan within 60 days, it will be considered approved and implemented as submitted. All biologists monitoring dewatering actions will be qualified and approved by NMFS to conduct fish collections in a manner that minimizes all potential risks to listed fish. The NMFS-approved project biologist(s) will be on-site to observe dewatering activities and to capture/rescue any fish that are observed in isolated areas during dewatering activities.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	No	Construction
Biology	BIO-35	<b>Compensation for Chinook Salmon, Steelhead, Green Sturgeon, Longfin Smelt and Delta Smelt Habitat.</b> Caltrans will offset the permanent loss of state and/or federally listed anadromous fish species (Chinook salmon, steelhead, green sturgeon, longfin smelt and Delta smelt) habitat through a 3:1 restoration/enhancement to impact ratio where permanent loss or degradation of habitat occurs at: <ul style="list-style-type: none"> <li>• Upper Tolay Lagoon</li> <li>• Sonoma Creek</li> <li>• The 1.25-mile-long tidal slough east of Sonoma Creek Bridge that is parallel to and south of SR 37</li> <li>• Napa-Sonoma Marshes Wildlife Area Intake Ponds 1 and 1A</li> <li>• Cullinan Ranch Ponds</li> </ul> All other permanent loss or degradation of anadromous fish habitat from the project will be compensated at a 2:1 restoration/enhancement to impact ratio. Caltrans will offset temporary impacts during construction to anadromous fish habitat by restoring disturbed areas to pre-project conditions at a 1:1 ratio.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	Compensation	Yes	PS and E; Pre-Construction; and Post-Construction
Biology	BIO-36	<b>In-Water Impact Pile Driving Work Window.</b> Impact pile driving (except pile proofing) in wetlands and waters will be limited to June 1 through November 30 during daylight hours; vibratory pile driving will not be limited to a work window.	Alternative 3B	Construction	AMM	Yes	Construction
Biology	BIO-37	<b>In-Water Impact Pile Driving Attenuation.</b> All in-water impact pile driving in water depths greater than 2 feet at any time during work will use an underwater sound pressure attenuation system (e.g., a dewatered cofferdam or a bubble curtain system).	Alternative 3B	Construction	AMM	Yes	Construction



Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Biology	BIO-38	<b>Hydroacoustic Monitoring.</b> During all impact pile driving events, Caltrans will monitor in-water sound pressure levels relative to the 187-decibel (dB) cumulative sound exposure level and 206 dB peak pressure (Peak) level. A hydroacoustic monitoring plan for impact pile driving will be developed and provided at least 90 days prior to impact pile driving for review and approval by NMFS. If NMFS provides no comments on the proposed plan within 60 days, it will be considered approved and implemented as submitted. Vibratory pile driving will not be monitored.	Alternative 3B	Construction and Biology	AMM	No	Construction
Biology	BIO-40	<b>Swainson's Hawk Pre-Construction Surveys.</b> Pre-construction surveys will be conducted within a 0.25-mile radius of Swainson's hawk nesting or forage habitat during the nesting season of February 1 through August 31. Surveys will be conducted in the following manner: <ul style="list-style-type: none"> <li>• Surveys will be conducted in accordance with the Swainson's Hawk Technical Advisory Committee's May 31, 2000, <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley</i>.</li> <li>• Caltrans will conduct surveys during two survey periods immediately prior to initiating any project-related construction activity.</li> <li>• If an active Swainson's hawk nest is discovered during surveys or monitoring, Caltrans will immediately contact CDFW to determine requirements on nest impact avoidance measures and work buffer distances.</li> </ul>	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Biology	AMM	Yes	Pre-Construction
Biology	BIO-39	<b>Pile Proofing.</b> Under Alternative 3B, Caltrans may propose a minimal amount of attenuated pile proofing to construct the proposed temporary trestle at Sonoma Creek that would occur during fish migration periods (e.g., outside of the proposed impact pile driving work window). Pile proofing outside of the impact pile-driving work window would be consistent with accepted guidance from USACE and NMFS ( <i>U.S. Army Corps of Engineers Proposed Additional Procedures and Criteria for Permitting Projects under a Programmatic Determination of Not Likely to Adversely Affect Select Listed Species in California [the 2018 NLAA Program]</i> ) (USACE 2018). Pile proofing, if necessary, will be limited to the following. <ul style="list-style-type: none"> <li>• All temporary trestle piles must be driven using vibratory methods to the greatest extent possible.</li> <li>• Steel pipe piles (or H-piles) of 12-inch diameter or less will be used.</li> <li>• No more than 20 piles per day will be driven.</li> <li>• A marine attenuation system (e.g., bubble curtain or similarly effective methods) will be used in water depths greater than 2 feet.</li> <li>• Piles driven in intertidal areas where water is less than 2 feet will only be proofed during low-tide or low-low tide events.</li> <li>• A hammer that is 3,000 pounds or smaller will be used.</li> <li>• A plastic or wood cushion block will be used between the hammer and the pile.</li> <li>• Only a single hammer will be used per day.</li> </ul> Impacts to fish are anticipated to be less than adverse with implementation. If Caltrans elects to implement this measure, it will provide a complete analysis and impact assessment for state and federally listed fish species impacts during its final design phase and obtain all necessary permits and authorizations prior to construction.	Alternative 3B	Biology	AMM	Yes	Construction

Resource Category	Task Number	Task Description	Applicable Alternatives	Responsible Branch	Measure Type (avoidance and minimization measure [AMM]; or compensation)	Mitigation for significant impacts under CEQA?	Project Phase
Traffic/VMT	VMT-1	<b>VMT for Project Alternative Exceeds No Build Alternate.</b> There is no expected adverse VMT impact if tolling is implemented for the project alternatives. Tolling is a proposed project feature, but requires approval for implementation. VMT for all Build Alternatives is estimated to increase from No Build conditions, without tolling. The performance measure for reduction of VMT if tolling is not implemented is the estimated increase in VMT by alternative identified in Section 3.3.17.1. VMT-1 measures identified to reduce VMT if tolling is not implemented includes funding commitments to support bus service and enhanced ride sharing in the SR 37 corridor.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Planning, Traffic	AMM/Compensation	Yes	Post Construction
Visual/ Aesthetics	VIS-01	<b>Limit Light Pollution.</b> For permanent impacts, lighting on new ramps, at intersections, in advance of tolling gantries, and at CHP enforcement areas will be designed to limit light pollution and have minimum impact on the surrounding environment. All light fixtures will have light-emitting diodes configured at the minimum necessary number of bulbs, optimal mounting height, mast-arm length, and angle to restrict light to the roadways. Where applicable, shields on the fixtures to prevent light trespass to adjacent properties will be considered during the detailed design phase.	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Design	AMM	Yes	PS and E
Water Quality	WQ-01	<b>Offsite Stormwater Treatment.</b> Offsite treatment to address the site's limited onsite stormwater treatment capacity will be coordinated with appropriate mitigation project proponents and the RWQCB during the project's final design phase. The project will be programmed to meet the requirements of Caltrans' current municipal separate storm sewer system and National Pollutant Discharge Elimination System (NPDES) permits, (SWRCB 2013) following the guidelines and procedures outlined in Caltrans' latest Statewide Storm Water Management Plan to address stormwater runoff; and in accordance with Memorandum of Caltrans Post-Construction Stormwater and Hydromodification Standards (SFRWQCB 2008).	Alternative 1; Alternative 2; Alternative 3A; and Alternative 3B	Construction	AMM	Yes	Construction



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## Appendix F. List of Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
AMM	avoidance, minimization, and mitigation measure
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQCTF	Air Quality Conformity Task Force
BAAQMD	Bay Area Air Quality Management District
BATA	Bay Area Toll Authority
Bay Plan	Bay Conservation and Development Commission San Francisco Bay Plan
BCDC	Bay Conservation and Development Commission
BMP	best management practices
Btu	British Thermal Unit
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code



CFR	Code of Federal Regulations
CHP	California Highway Patrol
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	carbon dioxide equivalent
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
cSEL	cumulative sound exposure level
CTP	California Transportation Plan
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	decibel
dBA	A-weighted decibel
DDT	dichlorodiphenyltrichloroethane
DPS	distinct population segment
DSA	disturbed soil area
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EFH	essential fish habitat
EIA	United States Energy Information Administration
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMFAC	Emission Factors Model
EO	Executive Order
ESU	evolutionarily significant unit
FCAA	Federal Clean Air Act
FE	federally listed as endangered
FEMA	Federal Emergency Management Act
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration

FIGR	Federated Indians Graton Rancheria
FIRM	Flood Insurance Rate Map
FMP	Fisheries Management Plan
FONSI	Finding of No Significant Impact
FP	Fully Protected species
FPPA	Farmland Protection Policy Act
FT	federally listed as threatened
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
HAS	hydrologic subarea
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbons
HOV	high-occupancy vehicle
HREC	Historical Recognized Environmental Condition
H&SC	Health and Safety Code
I-80	Interstate 80
I-580	Interstate 580
in/sec	inch per second
ISA	Initial Site Assessment
KV	key view
lbs/day	pounds per day
LCFS	low carbon fuel standard
LEDPA	least environmentally damaging practicable alternative
Leq[h]	Hourly Equivalent Sound Level
LOS	Level of Service
Management Program	Management Program for the San Francisco Bay Segment of the California Coastal Zone
MBTA	Migratory Bird Treaty Act
µg/m <sup>3</sup>	micrograms per cubic meter
MGS	Midwest Guard Rail System
MHHW	mean higher high water
MMTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
MOU	Memorandum of Understanding
mph	miles per hour



MPO	Metropolitan Planning Organization
MS4	municipal separate storm sewer system
MSA	Magnuson-Stevens Fishery Conservation and Management Act of 1976
MSAT	mobile source air toxics
MT	metric ton
MTC	Metropolitan Transportation Commission
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAC	noise abatement criteria
NAVD88	North American Vertical Datum of 1988
NCST	National Center for Sustainable Transportation
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NNIP	nonnative invasive plant
NOAA	National Oceanic and Atmospheric Administration
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	oxides of nitrogen
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSGA	Naval Security Group Activity
NSMWA	Napa-Sonoma Marshes Wildlife Area
NVTA	Napa Valley Transportation Authority
O <sub>3</sub>	ozone
OHWM	ordinary high water mark
OPC	Ocean Protection Council
ORT	Open Road Tolling
OSHA	Occupational Safety and Health Act
PA	Programmatic Agreement
PAD	Passage Assessment Database
PCB	polychlorinated biphenyl

PDA	priority development area
PDT	Project Development Team
PEL	Planning and Environmental Linkages Study
PG&E	Pacific Gas and Electric Company
PIR/PER	<i>Paleontological Identification Report/Paleontological Evaluation Report</i>
PM	particulate matter
PM <sub>10</sub>	particulate matter 10 micrometers or smaller
PM <sub>2.5</sub>	particulate matter 2.5 micrometers and smaller
POAQC	project of Air Quality Concern
POM	polycyclic organic matter
ppm	parts per million
ppt	parts per thousand
PPV	peak particle velocity
PRC	Public Resources Code
PS and E	plans, specifications, and estimates
PSI	preliminary site investigation
PSR-PDS	Project Study Report-Project Development Support
RAP	Relocation Assistance Program
RCEM	Sacramento Metropolitan Air Quality Management District's Road Construction Model
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
Refuge	San Pablo Bay National Wildlife Refuge
ROG	reactive organic gas
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SDC	Seismic Design Criteria
SE	state-listed as endangered
SEL	sound exposure level



SF <sub>6</sub>	sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFEI	San Francisco Estuary Institute
SFHA	Special Flood Hazard Area
SFRWQCB	San Francisco Bay Regional Water Quality Control Board
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLC	State Land Commission
SLR	sea-level rise
SMART	Sonoma-Marín Area Rail Transit
SO <sub>2</sub>	sulfur dioxide
SOV	single-occupancy vehicle
SR	State Route
SRCD	Sonoma Resource Conservation District
SSC	Species of Special Concern
ST	state-listed as threatened
STA	Solano Transportation Authority
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TCE	temporary construction easement
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TM1	Travel Model One
TMDL	total maximum daily load
TMP	transportation management plan
TOAR	Traffic Operations Analysis Report
TSM	Traffic Systems Management
U.S. EPA	United States Environmental Protection Agency
UAIC	United Auburn Indian Community
UCMP	University of California Museum of Paleontology

U.S. 101	United States Highway 101
USACE	United States Army Corps of Engineers
USC	United States Code
USCG	United States Coast Guard
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGCRP	United States Global Change Research Program
USGS	United States Geological Survey
UST	Underground Storage Tank
UXO	unexploded ordnance
VDECS	Verified Diesel Emissions Control Strategy
VHD	vehicle hours of delay
VHT	vehicle hours traveled
VMT	vehicle miles traveled
vph	vehicles per hour
WDR	Waste Discharge Requirements
WEF	wildlife exclusion fencing
WPCP	water pollution control program



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## **Appendix G. Notice of Preparation and Scoping Summary**

The following pages include the Notice of Preparation; and a summary of the scoping comments received during the scoping meeting and during the Notice of Preparation review period.



# Notice of Preparation

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## Notice of Preparation

To: State Clearinghouse

1400 Tenth Street

Sacramento, CA 95814

From: California Dept. of Transportation

111 Grand Ave, MS 8-B

Oakland, CA 94612

**Subject: Notice of Preparation of a Draft Environmental Impact Report**

California Dept. of Transportation (Caltrans) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (  is  is not ) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Yolanda Rivas at: yolanda.rivas@dot.ca.gov at the address shown above. We will need the name for a contact person in your agency.

Project Title: State Route 37 Traffic Congestion Relief Project

Project Applicant, if any: \_\_\_\_\_

Date July 9, 2020

Signature



Title

Senior Environmental Planner

Telephone

510-286-6216

**Reference:** California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

## **Notice of Preparation of an Environmental Impact Report**

### **State Route 37 Traffic Congestion Relief Project**

The California Department of Transportation (Caltrans) District 4 is preparing an Environmental Impact Report (EIR) consistent with the requirements of the California Environmental Quality Act (CEQA), and a joint Environmental Assessment (EA) to meet the requirements of the National Environmental Policy Act (NEPA). The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals of this intent, and request input on the scope and content of the proposed EIR/EA.

### **Scoping Period for Receipt of Comments**

Comments must be received by 5:00 P.M. on August 24, 2020. Send written comments to:

Caltrans District 4  
Attn: Yolanda Rivas  
P.O. Box 23660  
Oakland, CA 94623-0660

Or by email to: [StateRoute37@dot.ca.gov](mailto:StateRoute37@dot.ca.gov)

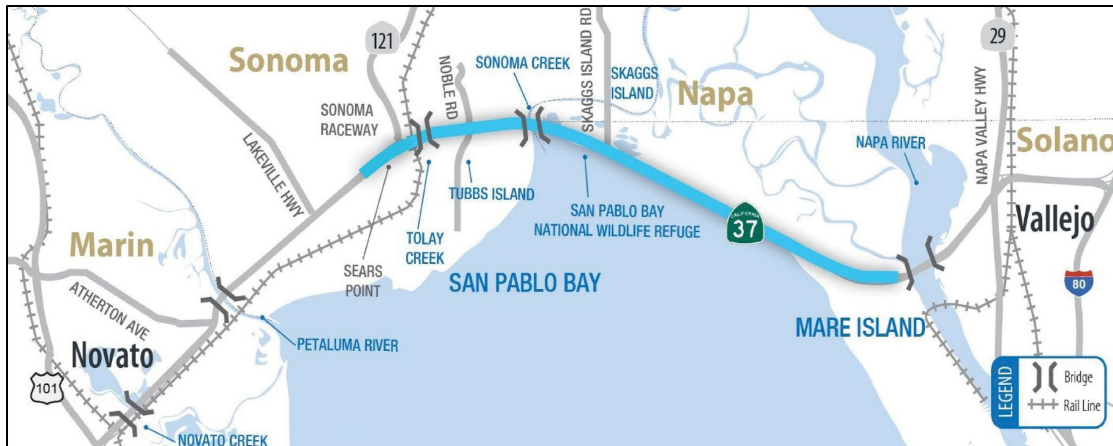
### **Virtual Scoping Open House**

A scoping open house will be a virtual on-line event on Wednesday July 22, 2020 at 6:00-7:30 PM. Attendees can ask questions on-line about the material presented during the meeting, however, all scoping comments must be submitted in writing by email or mail. Attendance at the virtual open house is not required to submit comments. Please visit <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects> for more information.

### **Project Description**

The Project is focused on traffic congestion relief, by improving traffic flow and peak travel times, and increasing vehicle occupancy within the travel corridor between Mare Island and SR 121 (the Project limits). SR 37 narrows from two lanes in each direction to one lane in each direction between Mare Island and SR 121. The highway has acceleration and deceleration lanes at some local intersections, and an existing median barrier along most of the route. Each of the following alternatives would reconfigure the existing SR 37 highway lanes from west of the SR 121 intersection to the Walnut Avenue overcrossing at Mare Island. Each alternative would involve widening at Tolay Creek bridge, but Alternative 1 involves a movable center median barrier while Alternatives 2 and 3 would have four lanes either part-time or full time (Alternatives 2 and 3 would be the same width). These alternatives would also involve installation of advance signs to alert drivers approaching the proposed lanes. To allow for advance signs, the overall project limits extend on SR 37 from approximately Lakeville Highway in Sonoma County to the Sacramento Street overhead in Vallejo, and on SR 121 approximately 1000 feet north of SR 37.





**Alternative 1: Three-Lane Contra-Flow with Moveable Median Barrier and HOV Lane**

This alternative proposes to convert the existing two-lane highway to a three-lane highway with a Movable Median Barrier (MMB) separating the two directions of traffic. The MMB would provide for two lanes during the peak period in the peak direction and a single lane in the non-peak direction. The additional lane is intended to a High Occupancy Vehicle (HOV) lane to provide an incentive for mode shift from single occupant vehicles.

This alternative includes the following:

- Three 12-foot wide lanes directionally divided by a movable barrier with no inside shoulder and 8-foot wide outside shoulders that would provide for shared bicycle usage. When there are two lanes open in one direction during the peak period, the movable inside lane would be an HOV lane;
- Approximately 48,000 linear feet (9.09 miles) of movable barrier to replace the existing median concrete barrier and reconstruction of the median from east of the Sonoma-Marín Area Rail Transit (SMART) at-grade crossing near SR121 to approximately 1500' west of the Walnut Ave. Overcrossing structure;
- Storage of the Barrier Transfer Machine is anticipated to be along the median between the SR121/SR37 intersection and the SMART at-grade crossing at the west end and along the median approximately 1500' west of the Walnut Avenue overcrossing structure;
- The median barrier would be moved at least twice per day to accommodate typical peak period directional flow traffic;
- Approximately 4 feet of widening along the corridor for a total roadway width of 54 feet; and,
- Approximately 25.6 feet of widening at Tolley Creek Bridge (Bridge No. 20-0090) for a total bridge width of approximately 67.6 feet.

The existing Sonoma Creek Bridge (Bridge No. 23-0063) provides a 50-foot roadway width between bridge railings. This alternative proposes a 3-lane section with narrower shoulder widths and lanes on the Sonoma Creek Bridge to avoid widening of the bridge. A design exception is needed for the nonstandard shoulders, travelled way at Sonoma Creek Bridge, median width, horizontal clearance, minimum vertical grade and side slopes.

### ***Alternative 2: Convert Existing Outside Shoulders to HOV during Peak Periods (Part-time Use Lane)***

This alternative proposes to use the existing highway shoulders to provide a traffic lane during the peak periods in the peak direction. During peak hours in the peak direction, the outside shoulder is proposed to act as an HOV lane for users while in the non-peak direction it would act as a shoulder. The outside lane would be for HOV use during peak periods to provide an incentive for mode shift from single occupant vehicles. Static signs are proposed to manage the part-time lanes. This alternative includes the following:

- Two 11-foot wide inside lanes separated by a median barrier with a 1- to 2-foot inside shoulder (4- to 6-foot wide median) and two 12-foot wide outside lanes and a 4-foot outside shoulder, for a total roadway width of 58 to 60 feet. During the peak period there would be two lanes in each direction, and the inside lane would be for general purpose use only. The outside lane would be for HOV use during peak periods. During the non-peak period there would be only one lane in each direction, and it would be a general-purpose lane (open to all vehicles) and the outside lane reverts to a shoulder;
- Reconstruction of approximately 46,000 feet (8.71 miles) of existing outside shoulder and conversion to a travel lane pavement section in each direction;
- The existing 32-inch-high concrete median barrier may need to be replaced with a new standard 42-inch-high concrete barrier for approximately 45,000 linear feet. The need to replace the median barrier has not been determined; and
- Approximately 25.6 feet of widening at Tolay Creek Bridge for a bridge width of approximately 67.6 feet.

The existing Sonoma Creek Bridge can accommodate the proposed lane configuration except for the 4-foot outside shoulder.

Although this alternative includes a 4 foot outside shoulder, it cannot accommodate bicycles because the Sonoma Creek bridge would be too narrow to maintain an adequate shoulder for safe passage.

Design exceptions are required for the nonstandard travelled way, median, inside and outside shoulder widths, horizontal clearance, minimum vertical grade, side slopes and ramp entrance.

### ***Alternative 3: Convert Existing Outside Shoulders to HOV (Regular Four-Lane Facility):***

This alternative proposes to use the existing highway shoulders as traffic lanes. One lane in each direction would remain as a general-purpose lane, while an additional lane would be added for HOV use during peak periods to provide an incentive for mode shift from single occupant vehicles. Static signs are proposed to manage the lanes. This alternative includes the following:

- Two, 11-foot wide inside lanes, separated by a median barrier with a 1- to 2-foot inside shoulder (4- to 6-foot wide median) and two, 12-foot wide outside lanes with a 4 foot outside shoulder, for a total roadway width of 58 to 60 feet. There would be two lanes in each direction during all hours, however during the peak period one of the lanes in each direction would be restricted to HOV use;
- Reconstruction of approximately 47,200 feet (8.94 miles) of existing outside shoulder and conversion to a travel lane pavement section in each direction;
- Replace the existing concrete median barrier with standard concrete barrier for approximately 45,000 linear feet; the need to replace the median barrier has not been determined; and



- Approximately 25.6 feet of widening at Tolay Creek Bridge for a bridge width of approximately 67.6 feet.

The existing Sonoma Creek Bridge can accommodate the proposed lane configuration except for the 4-foot outside shoulder.

Although this alternative includes a 4 foot outside shoulder, it cannot accommodate bicycles because the Sonoma Creek bridge would be too narrow to maintain an adequate shoulder for safe passage.

Design exceptions are required for the nonstandard travelled way, median, inside and outside shoulder widths, horizontal clearance, minimum vertical grade, side slopes and ramp entrance.

### ***Features Common to All Alternatives***

**High Occupancy Vehicle Lane.** Each of the Build Alternatives would include a new HOV lane. For Alternative 1 the HOV lane would be adjacent to the center median (inside lane), and open only during the peak period in the peak direction of travel (an HOV lane and mixed flow lane in the peak direction, and a single mixed flow lane in the non-peak direction). For Alternatives 2 and 3, there would be an HOV lane in each direction that would be in addition to the existing mixed flow lane.

**Tolling.** Tolling has been proposed on SR 37 between the Mare Island and the SR 121 intersection, to be managed as a publicly owned toll facility subject to legislative approval. If approved, tolling would apply to all lanes. Tolling infrastructure, such as one or more toll gantries, is being considered as part of this project and would apply to all of the build alternatives. Tolls would be collected in each direction through Open Road Tolling (ORT), which involves cash-less free flow tolling without the need for toll booths. Tolls would be collected electronically using transponders carried in the car, and vehicles without transponders would be billed using photographs of the vehicle's license plate.

At this preliminary stage of design, up to three overhead gantries may be needed for tolling. An overhead gantry would be installed on SR 37 spanning both directions approximately 1200 feet west of the Mare Island overcrossing. In the eastbound direction a gantry may be installed between the SMART track crossing and the Tolay Creek Bridge, just east of the SR 121 intersection. In the westbound direction, a gantry may be installed just east of the Tolay Creek bridge. Locations and the number of gantries would be determined during final design. Overhead readers and cameras would be installed on the gantries that would read vehicle toll tags and photograph vehicle license plates.

**Signs and Lighting.** New roadside and/or overhead signs would be placed along SR 37 in each direction, in advance of the beginning of the HOV lanes to inform drivers of the upcoming toll zone. The types of new signs would include:

- Signs along the side of the highway notifying drivers of the upcoming HOV lane. These signs would include information on the number of occupants for a qualifying HOV user, the hours of operation of the HOV lane, and penalties for single occupant vehicles using the HOV lane.
- Overhead and roadside signs would be installed to notify and inform drivers of the upcoming tolling zone and the applicable toll, and penalties for enforcement of the toll.
- Roadside signs for the upcoming exit ramps (these already existing along SR 37).

Overhead signs would require subsurface foundations within the median or alongside the highway. Subsurface excavation for the overhead signs may be up to 60 feet in vertical depth, depending on the subsurface conditions.

Lighting would be added along the corridor in advance of the tolling gantries, and at CHP observational areas. Lighting may also be added at local road intersections, to improve safety for vehicles entering or exiting the highway.

**CHP Observational Areas.** Observational areas for CHP vehicles to park, monitor, and enforce compliance with the HOV lanes and tolling may be installed at the beginning of the HOV Lane and toll gantries. Enforcement areas would be developed in consultation with the CHP.

**Pullout Areas.** Roadside pullout areas are proposed along the route for Alternatives 2 and 3 to accommodate disabled vehicles or for enforcement. The pullout areas would vary in length from approximately 400 feet to 700 feet, which include the taper areas, and would be located within a widened shoulder that can be accommodated with minimal or no environmental impact. Locations would also be spaced for design requirements such as adequate deceleration and acceleration, and driver sight distance. The pullout areas would accommodate emergency use such as a disabled vehicle, roadway maintenance vehicles or equipment, and CHP enforcement. Parking by the general public in the pullout areas would not be allowed.

**HOV Lane Transition.** Alternatives 2 and 3 may require transition lanes where the HOV lanes begin. At the eastern end of the project, there would be three lanes in the westbound direction; two lanes from westbound SR 37 plus one lane entering from the Walnut Avenue on-ramp. Currently, the on-ramp transitions quickly requiring a merge into westbound SR 37. With the project, the merging lane entering Walnut Avenue would be extended approximately 1000 to 1500 feet further west to provide a transition zone for vehicles to enter or exit the right-hand lane. The third eastbound lane would merge in this transition zone and two lanes would continue west (one HOV lane and one general purpose lane).

In the eastbound direction of SR 121 approaching the SR 121 intersection the highway has two through eastbound lanes and two left turn lane lanes. A third SR 37 eastbound lane would be added for a short distance to allow HOV users to merge. East of the Tolay Creek bridge there would be two lanes, one designated for HOV use and one general purpose lane.

**Slope Protection and Reinforcement.** Portions of SR 37 were originally constructed on fill, and there is recurring settlement in some areas. Where settlement has occurred or minor widening of the existing cross section of the highway is needed to accommodate the proposed improvements, reinforcement of the highway section would be performed. Design measures would include driving sheet pile along the edges of the highway shoulder area to help stabilize the roadway and slopes. Sheet piles typically consist of metal sheeting that are driven into the earth to form a subsurface wall that would help support the roadbed and help prevent or reduce uneven settlement. Once driven into the earth, the sheet pile would not be exposed, or would be minimally exposed where it is functioning as a retaining wall. In addition to sheet piles, rock slope protection may be added or reinforced, or engineered slopes would be installed. All of these measures would be designed to help correct existing recurring deformation of the SR 37 roadway structural section, and to allow for minimal widening of the roadbed to accommodate the proposed new lanes and improvements.

**Tolay Creek and Sonoma Creek Bridges.** The project limits include two bridge crossings, one at Sonoma Creek and the other at Tolay Creek. The Sonoma Creek Bridge has been previously widened for seismic strengthening and placement of a concrete median barrier. The existing Sonoma Creek Bridge can accommodate the proposed lane additions, and no structural work is proposed at this bridge or at its abutments.



The Tolay Creek bridge is a single span bridge and would be widened on one or both sides to accommodate the additional lanes. The existing abutments would be widened. The existing Tolay Creek channel would remain the same width, and no work is proposed in the channel except potential temporary construction access.

**Local Road Intersections.** SR 37 is a conventional highway, with connecting cross roads and driveways. These include access to Tolay Creek Road/Sears Point Road, Skaggs Island Road, Noble Road (providing access to Vallejo Flood and Wastewater District and Wing and Barrel Ranch), unnamed access roads, vista points and trail heads, and parking areas. The following summarizes the local road connections:

- At Noble Road a traffic signal may be added. This is a lightly traveled road and the signal would only activate when a vehicle approaches the SR 37 Noble Road intersection.
- At Skaggs Island Road, which is gated, the intersection may be converted to a right-in and right-out only (vehicles would no longer be permitted to cross opposing traffic to make a left turn).

Other existing roadway and driveway access would be maintained. These include Cullinan Ranch, the public access driveways on each side of Sonoma Creek, the existing intersection access at SR 121/Sears Point Road/Tolay Creek Road, the driveway to the San Pablo Bay National Wildlife Refuge office, and other private gated driveway access points.

**SMART Railroad (Northwestern Pacific Railroad).** This railroad line crosses SR 37 at grade between Tolay Creek and the SR 121 intersection. It is an active railroad, and there are crossing signals and swing arm barriers that activate when a train is approaching. The crossing signals and arms would need to be reconstructed to accommodate the additional proposed lanes.

**Drainage and Culverts.** Roadway widening would be minimized, and the existing drainage inlets and system would be maintained to the extent feasible. No changes to the existing drainage patterns are anticipated, other than the addition of pavement along the corridor. Existing culverts would be maintained, and if necessary, would be extended where shoulder widening is necessary.

There would be an incremental increase in stormwater runoff associated with the widening of the SR 37 shoulders. Treatment of this additional runoff would be incorporated along the highway where space permits, but because of the existing profile of the road off-site treatment options would be needed.

**Right of Way.** No new permanent right of way is anticipated. Temporary construction easements (TCE) may be needed for the roadway work at SR 121, Tolay Creek Bridge, Noble Road, the Cullinan Ranch public access intersection and other private access driveways to provide construction access. The duration of the TCEs are expected to be for one construction season.

**Construction Staging.** SR 37 traffic must be maintained during construction, and construction staging areas would be needed along or near the route for equipment and materials. Construction staging areas are determined during final project design but one potential location on private land has been preliminarily identified. The private land parcel would involve using a portion of the Wing and Barrel Ranch land adjacent to SR 37 off Noble Road; this would require agreement with the ranch and restoration of the site following completion of construction.

**Other Construction Activities and Requirements.** The construction contractor would be required to follow all standard requirements and procedures to be included during detailed design, specifications, and permits or other authorizations.

## **Potential Environmental Effects/Topics to Be Studied**

Based on preliminary surveys and information, Caltrans identified the following main subject areas for analysis in the EIR/EA. The scope of environmental analysis could be modified based on input from this Notice of Preparation and project scoping.

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Tribal Cultural Resources
- Population/Housing
- Public Services
- Recreation
- Transportation
- Utilities/Service Systems
- Mandatory Findings of Significance
- Construction-Related Impacts

## Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

<b>SCH #</b>
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**Project Title:** State Route 37 Traffic Congestion Project

Lead Agency: California Department of Transportation (Caltrans) Contact Person: Yolanda Rivas  
 Mailing Address: 111 Grand Avenue MS 8B Phone: 510-286-6216  
 City: Oakland Zip: 94612 County: Alameda

**Project Location:** County: Sonoma, Napa, Solano City/Nearest Community: Vallejo, Novato

Cross Streets: various Zip Code: various

Longitude/Latitude (degrees, minutes and seconds): \_\_\_\_\_ ° \_\_\_\_\_ ' \_\_\_\_\_ " N / \_\_\_\_\_ ° \_\_\_\_\_ ' \_\_\_\_\_ " W Total Acres: NA

Assessor's Parcel No.: Primarily State right-of-way Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: SR 37, SR 121 Waterways: Sonoma Ck, Tolay Creek, Napa River

Airports: \_\_\_\_\_ Railways: Sonoma-Marin Area Rail Transi Schools: various

**Document Type:**

- |   |  |                                    |  |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR                 | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons           | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA        | <input type="checkbox"/> Final Document        |
| <input type="checkbox"/> Neg Dec              | (Prior SCH No.) _____                              | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____          |
| <input type="checkbox"/> Mit Neg Dec          | Other: _____                                       | <input type="checkbox"/> FONSI     | _____  |

**Local Action Type:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone                            | <input type="checkbox"/> Annexation     |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone                           | <input type="checkbox"/> Redevelopment  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit                        | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan         | <input type="checkbox"/> Site Plan                | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input type="checkbox"/> Other: _____   |

**Development Type:**

- |   |   |
|---|---|
| <input type="checkbox"/> Residential: Units _____ Acres _____                 | <input checked="" type="checkbox"/> Transportation: Type <u>Roadway Renewal</u> |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____     | <input type="checkbox"/> Mining: Mineral _____                                  |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____                             |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____                  |
| <input type="checkbox"/> Educational: _____                                   | <input type="checkbox"/> Hazardous Waste: Type _____                            |
| <input type="checkbox"/> Recreational: _____                                  | <input type="checkbox"/> Other: _____   |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____               |   |

**Project Issues Discussed in Document:**

- |  |  |  |  |
|--|--|--|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual         | <input type="checkbox"/> Fiscal                          | <input type="checkbox"/> Recreation/Parks                | <input checked="" type="checkbox"/> Vegetation   |
| <input type="checkbox"/> Agricultural Land                   | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input type="checkbox"/> Schools/Universities            | <input checked="" type="checkbox"/> Water Quality  |
| <input type="checkbox"/> Air Quality                         | <input type="checkbox"/> Forest Land/Fire Hazard         | <input type="checkbox"/> Septic Systems                  | <input type="checkbox"/> Water Supply/Groundwater  |
| <input checked="" type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Geologic/Seismic                | <input checked="" type="checkbox"/> Sewer Capacity       | <input type="checkbox"/> Wetland/Riparian  |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> Minerals                        | <input type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement   |
| <input type="checkbox"/> Coastal Zone                        | <input type="checkbox"/> Noise                           | <input type="checkbox"/> Solid Waste                     | <input checked="" type="checkbox"/> Land Use   |
| <input checked="" type="checkbox"/> Drainage/Absorption      | <input type="checkbox"/> Population/Housing Balance      | <input type="checkbox"/> Toxic/Hazardous                 | <input checked="" type="checkbox"/> Cumulative Effects   |
| <input type="checkbox"/> Economic/Jobs                       | <input type="checkbox"/> Public Services/Facilities      | <input type="checkbox"/> Traffic/Circulation             | <input checked="" type="checkbox"/> Other: <u>construction-related air quality, noise, GHG</u> |

**Present Land Use/Zoning/General Plan Designation:**

State right-of-way

**Project Description:** (please use a separate page if necessary)

Caltrans is proposing improvements to SR 37 from west of the SR 121 intersection to Mare Island, where the existing highway narrows to one lane in each direction. The project is focused on traffic congestion relief by improving traffic flow during peak travel times and increasing vehicle occupancy within the travel corridor. Three project alternatives are under consideration, including converting existing shoulders to travel lanes and/or installing a movable median barrier within the project limits.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.



## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input checked="" type="checkbox"/> Parks & Recreation, Department of
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input checked="" type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # <u>2</u>
<input type="checkbox"/> Caltrans Planning	<input checked="" type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input checked="" type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input checked="" type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input checked="" type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input checked="" type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # <u>3</u>	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input checked="" type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

### Local Public Review Period (to be filled in by lead agency)

Starting Date July 10, 2020 Ending Date August 24, 2020

### Lead Agency (Complete if applicable):

Consulting Firm: <u>AECOM</u>	Applicant: <u>California Department of Transportation, District 4</u>
Address: <u>300 Lakeside Drive, #400</u>	Address: <u>111 Grand Avenue MS 8B</u>
City/State/Zip: <u>Oakland, CA 94612</u>	City/State/Zip: <u>Oakland, CA 94612</u>
Contact: <u>Jeff Zimmerman</u>	Phone: <u>510-286-6216</u>
Phone: <u>(510) 874-3005</u>	

Signature of Lead Agency Representative:  Date: July 10, 2020

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

# PROPOSED SR 37 TRAFFIC CONGESTION RELIEF PROJECT

## PRELIMINARY SUMMARY OF SCOPING COMMENTS RECEIVED AND SCOPING MEETING QUESTIONS

The following tables are a preliminary summary of the scoping comments received during the State Route (SR) 37 Notice of Preparation (NOP) review period. The NOP was released on July 9, 2020 for a 45-day review period ending on August 24, 2020. A “virtual” open house meeting was held on July 22, 2020 during which a presentation was made, followed by a question and answer session.

Table 1 is a list of the commenters that submitted a comment letter or email during the scoping review period. Table 2 is a brief summary of the issues raised in the written comments received during the scoping review period. Table 3 is a listing of the questions asked during the July 22 virtual open house.

**Table 1. Written Comments Received During Public Scoping Period**

<b>Date</b>	<b>Commenter</b>
<b>FEDERAL</b>	
8/24/2020	U.S. Environmental Protection Agency (EPA)
<b>STATE</b>	
7/29/2020	California Highway Patrol (CHP) Marin Area
7/29/2020	California Highway Patrol (CHP) Solano Area
8/20/2020	California Department of Fish and Wildlife (CDFW)
7/13/2020	Native American Heritage Commission (NAHC)
8/24/2020	San Francisco Bay Conservation and Development Commission (BCDC)
8/24/2020	San Francisco Bay Regional Water Quality Control Board (SFBRWQCB)
<b>LOCAL</b>	
8/24/2020	Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) on behalf of the SF Bay Trail
8/24/2020	Sonoma County Regional Parks
8/17/2020	Transportation Authority of Marin (TAM)
<b>ORGANIZATIONS</b>	
7/22/2020	Bike Concord
8/14/2020	Bike East Bay
8/24/2020	Marin Audubon Society
8/24/2020	Marin County Bicycle Coalition (MCBC)
8/24/2020	Marin Conservation League
8/24/2020	Napa Solano Audubon Society
8/26/2020	Rails-to-Trails Conservancy
8/20/2020	Sierra Club
8/20/2020	Sonoma County Bicycle Coalition
8/24/2020	SR 37- Baylands Group (and other organizations)
8/24/2020	The Ocean Foundation
8/24/2020	Train Riders Association of California (TRAC)
8/24/2020	Transportation Solutions Defense and Education Fund (TRANSDEF)
6/14/2020	Transportation Solutions Defense and Education Fund (TRANSDEF)
<b>INDIVIDUALS</b>	

7/23/2020	Allison McNeil
7/26/2020	Augusto Carrillo
7/23/2020	Dan Bell
8/12/2020	Daniel Boone
7/22/2020	David Yamaguchi
7/23/2020	Dick Anderson
8/23/2020	Ed Schulze
7/24/2020	Jane Dickel
8/24/2020	Jim Sherry
7/18/2020	John Arciniega
8/15/2020	John Arciniega
7/21/2020	John Nichols
7/23/2020	Kara Reyes
7/23/2020	Kim Achziger
7/31/2020	Max Kelley
7/21/2020	Michael Toschi
8/18/2020	Nadya Clark
7/24/2020	Patricia Lynch
8/5/2020	Rob Wiley
7/18/2020	Robert Schellenberg
7/21/2020	Robert Stuart
7/22/2020	Scott Bartlebaugh
7/16/2020	Steve Slack
7/23/2020	Tim Lang

Note: Table does not include voicemail (with no comments) received on 7/23/2020.

Table 1b is a summary of written submittals received, but the questions or comments were inquiries or other background materials provided by the commenter.

**Table 1b. Written Inquiries Received, or Other Attached Materials for Consideration**

<b>Date</b>	<b>Commenter</b>
8/10/2020	Bruce Ohlson
7/19/2020	Christian Kallen
7/10/2020	John Rice
7/23/2020	Train Riders Association of California (TRAC) (submittal attachment on vehicle miles traveled, induced travel growth)

Table 2 is a summary based upon written comments received during the NOP public scoping period.

**Table 2. Summary of Public Scoping Comments (primary points as summarized from formal comments submitted in writing or email during the 45-day review period)**

<i>General</i>
<ul style="list-style-type: none"> <li>• Simplify the NOP, reduce it to the Mitigated Alternative 1 and a No Project Alternative</li> </ul>
<ul style="list-style-type: none"> <li>• The project is not planned to include any provisions to deal with sea level rise. Discuss how project will accommodate sea level rise</li> </ul>
<ul style="list-style-type: none"> <li>• Avoid foreclosing options for the long-term project that will address sea level rise</li> </ul>
<ul style="list-style-type: none"> <li>• Include analysis of No Project Alternative</li> </ul>



<ul style="list-style-type: none"><li>• Avoid piecemealing under the California Environmental Quality Act (CEQA)</li></ul>
<ul style="list-style-type: none"><li>• Provide full project description of project features to select preferred alternative</li></ul>
<ul style="list-style-type: none"><li>• Include light impact analysis and discussion</li></ul>
<ul style="list-style-type: none"><li>• Importance of developing and implementing a concerted corridor plan that recognizes SR 37 as an interconnected system</li></ul>
<ul style="list-style-type: none"><li>• Address environmental justice, including culturally-relevant community outreach and engagement efforts and identifying whether the project is in a vulnerable community</li></ul>
<ul style="list-style-type: none"><li>• Consider existing conditions and future climate change impacts</li></ul>
<ul style="list-style-type: none"><li>• What is total cumulative area of wetlands that would be filled, including any associated mitigation (Marin Audubon calls for two acres of restored acre for each acre filled as mitigation)</li></ul>
<ul style="list-style-type: none"><li>• How much fill of wetlands and bay will be needed (include a figure that shows the areas of fill)</li></ul>
<ul style="list-style-type: none"><li>• Address safety of fill and how proposed fill will meet McAtter-Petris Act fill requirements and Bay Plan policies</li></ul>
<ul style="list-style-type: none"><li>• Avoid or minimize fill to wetlands and waters of the State</li></ul>
<ul style="list-style-type: none"><li>• Describe shoreline protection components of project and consistency with BCDC policies</li></ul>
<ul style="list-style-type: none"><li>• Address climate change and safety of fills, as required by Bay Plan climate change policies</li></ul>
<ul style="list-style-type: none"><li>• Integrate the analysis for the Traffic Congestion Relief Project EA with the PEL study</li></ul>
<ul style="list-style-type: none"><li>• Project EA should describe impacts that could occur later in time or at a distance from the project site and which would not occur without the project</li></ul>
<ul style="list-style-type: none"><li>• Consider the potential for growth-related impacts from this project</li></ul>
<ul style="list-style-type: none"><li>• Highway alternatives will induce demand, including increasing VMT and GHG emissions, contrary to Executive Order N-19-19 and current State climate policy</li></ul>
<ul style="list-style-type: none"><li>• Air quality benefit of vehicle occupancy requirement, and anticipated occupancy (two or three) passengers per vehicle</li></ul>
<ul style="list-style-type: none"><li>• Cumulative impact analysis should consider the long-term project that includes the entire length of the roadway</li></ul>
<ul style="list-style-type: none"><li>• Present the criteria that will be used to select the preferred alternative</li></ul>
<ul style="list-style-type: none"><li>• What is safety record and safety differences of each of the alternatives?</li></ul>
<ul style="list-style-type: none"><li>• Include map showing access roads relevant to the project</li></ul>
<ul style="list-style-type: none"><li>• Include one or more well-thought-out landscape restoration components</li></ul>
<ul style="list-style-type: none"><li>• The environmental document needs to evaluate additional alternatives inclusive of landscape restoration (several alternatives provided by The Ocean Foundation)</li></ul>
<ul style="list-style-type: none"><li>• Develop vegetation management strategy for all alternatives that minimizes SR 37's ability to serve as a vector for the spread of highly invasive, state-priority weeds and Pacific bentgrass.</li></ul>
<ul style="list-style-type: none"><li>• EIR/EA should include a discussion of the Water Board's jurisdiction in this area</li></ul>
<ul style="list-style-type: none"><li>• EIR/EA must consider the potential impacts of Project alternatives on the current and anticipated future beneficial uses of these systems</li></ul>
<ul style="list-style-type: none"><li>• Any near-term improvements proposed for the study area do not prevent implementation of future improvements that would preserve and/or enhance the region's bayland habitats, especially tidal wetlands.</li></ul>
<ul style="list-style-type: none"><li>• The preferred alternative should be the least environmentally damaging practicable alternative (LEDPA) that accomplishes the basic project purpose and avoids and minimizes impacts to the conditions and processes that support these habitats</li></ul>
<i>Project Design/Operations</i>
<ul style="list-style-type: none"><li>• Lack of shoulder is problematic for emergency response</li></ul>
<ul style="list-style-type: none"><li>• Intermittent hours of use of the shoulder could cause confusion to drivers and have the potential for drivers to use the shoulder during off-peak hours</li></ul>
<ul style="list-style-type: none"><li>• Non-standard location of the HOV lane could cause confusion, as most HOV lanes are in the #1 lane</li></ul>
<ul style="list-style-type: none"><li>• Long term solution for the area is a four lane, elevated, roadway running from Mare Island bridge to US 101 interchange</li></ul>
<ul style="list-style-type: none"><li>• Commenter suggests 4-lane expressway/highway between SR 121 and Mare Island</li></ul>

<ul style="list-style-type: none"> <li>Consider taking one of the westbound lanes at the creek (in the afternoon) and having Sonoma traffic cross over about 0.7 mile (near the barn) heading up the hill to the no. 1 westbound lane, putting the center divide on the right</li> </ul>
<ul style="list-style-type: none"> <li>One lane road beyond Sears Point raceway needs to be modified to two lanes to allow for more traffic flow. If this is not possible, then install a protected turn lane to allow traffic to Sonoma</li> </ul>
<ul style="list-style-type: none"> <li>For SR 121 intersections, raise interchange with capability for off and on ramps, high enough to accommodate railroad clearance, and extend eastbound 37 overhead ramp long enough to eliminate modification to Tolay Creek Bridge</li> </ul>
<ul style="list-style-type: none"> <li>At Sonoma Creek Bridge, create an eastbound under-crossing loop with a return to the WB lane and consider cantilever outboard extensions for bicycle access</li> </ul>
<ul style="list-style-type: none"> <li>Use "Right In-Right Out" at roadside accesses</li> </ul>
<ul style="list-style-type: none"> <li>Consider adding an alternative which includes a 'flyover' at the SR37/Highway 121 interchange,</li> </ul>
<ul style="list-style-type: none"> <li>Will all three alternatives continue to maintain at least four areas to view wildlife and can they be enlarged for safety?</li> </ul>
<ul style="list-style-type: none"> <li>Maintain size of pull-outs for safety</li> </ul>
<ul style="list-style-type: none"> <li>Will barrier between east and west traffic continue to have slots on the bottom to allow for the rare and endangered salt marsh harvest mouse to move?</li> </ul>
<ul style="list-style-type: none"> <li>Lengthening of the Tolay Creek Bridge by approximately 700 feet to accommodate increased tidal volume, adjacent fringing marsh, and the railroad, should be considered to allow implementation of the Sonoma Creek Baylands Strategy</li> </ul>
<ul style="list-style-type: none"> <li>Minimize the footprints of Project activities to minimize impacts to nearby channels and allow for the natural movement of water and sediment between San Pablo Bay and the Napa-Sonoma marsh complex</li> </ul>
<p><i>Project and Agency Coordination Recommendations</i></p>
<ul style="list-style-type: none"> <li>NAHC provided recommendations for Cultural Resources Assessments</li> </ul>
<ul style="list-style-type: none"> <li>Permit from BCDC will be required for this project</li> </ul>
<ul style="list-style-type: none"> <li>Coordinate with BCDC to confirm whether any components of the project fall within San Pablo Bay Wildlife Refuge Priority Use Areas</li> </ul>
<ul style="list-style-type: none"> <li>Work with the Regional Water Quality Control Board and other relevant resource agencies to protect against impacts to the water quality of the creeks and tidal marshes</li> </ul>
<ul style="list-style-type: none"> <li>Work with TAM to determine an appropriate methodology for assessment of traffic on the Marin County Congestion Management Network</li> </ul>
<ul style="list-style-type: none"> <li>Coordinate with all regulatory agencies that have jurisdiction to determine whether mitigation may be needed for the potential impacts</li> </ul>
<ul style="list-style-type: none"> <li>Recommend Caltrans host early coordination meetings at key milestones</li> </ul>
<ul style="list-style-type: none"> <li>Opportunity for collaboration between the Bay Trail and Sonoma County Regional Parks</li> </ul>
<p><i>Bicycle and Pedestrian Facilities</i></p>
<ul style="list-style-type: none"> <li>Bicycle shuttle across Highway 37 is not acceptable. If shuttle is provided, shuttle must be available 24/7 and 365 days a year</li> </ul>
<ul style="list-style-type: none"> <li>The proposed road shoulder conversion into a travel lane in Alternatives 2 and 3 would eliminate any opportunity for bicyclists to ride in the road shoulder</li> </ul>
<ul style="list-style-type: none"> <li>Alternatives 2 and 3 violate Caltrans' commitment to Complete Streets by eliminating bicycle access and putting HOV lanes on the outside lanes is counterintuitive and unsafe for vehicles entering from intersections and parking areas</li> </ul>
<ul style="list-style-type: none"> <li>Include other transportation modes such as bike trail and public transit</li> </ul>
<ul style="list-style-type: none"> <li>Include safe bicycle and pedestrian facilities including standard bicycle facilities that meet the standards of the Highway Design Manual</li> </ul>
<ul style="list-style-type: none"> <li>Alternative 1 should include a slightly wider shoulder with a physical barrier protecting cyclists and pedestrians from faster vehicles</li> </ul>
<ul style="list-style-type: none"> <li>Provide safe public access to the wetlands via bicycle paths, trails and boat landings</li> </ul>
<ul style="list-style-type: none"> <li>Restrict obstruction to pedestrian and bicycle pathways</li> </ul>

<ul style="list-style-type: none"> <li>• Project does not adequately address the need for safe bicycle access on SR 37 or high bicycle traffic will be handled (under all three alternatives) or considerations for public bicycle shuttles</li> </ul>
<ul style="list-style-type: none"> <li>• Alternative to providing on-street bicycle facilities would be to build a bicycle path parallel to Highway 37</li> </ul>
<ul style="list-style-type: none"> <li>• Support inclusion of a safe, separated 3600' bicycle/pedestrian facility between the existing Sears Point Bay Trail and Tubbs/Tolay Bay Trail</li> </ul>
<ul style="list-style-type: none"> <li>• Project fails to provide bicycle/pedestrian provisions in keeping with Caltrans' ambitious policies and goals related to active transportation</li> </ul>
<ul style="list-style-type: none"> <li>• Include separated bikeway along SR 37 for the entire length of the project</li> </ul>
<p><i>Mitigation</i></p>
<ul style="list-style-type: none"> <li>• Retain the designation of HOV for the third lane as a central element of the Project Description to reduce or avoid the impact of an increase in VMT</li> </ul>
<ul style="list-style-type: none"> <li>• Determine whether Alternative 1 can be safely constructed under a design exception that eliminates additional fill to reduce or avoid the wetlands impact of filling the bay to widen the roadway approximately four feet</li> </ul>
<ul style="list-style-type: none"> <li>• Caltrans funding for an Express Bus serving the East Bay origins and North Bay destinations of the SR 37 Corridor to reduce or avoid the impact of an increase in VMT</li> </ul>
<ul style="list-style-type: none"> <li>• Bay Plan policies on mitigation require projects to "compensate for unavoidable adverse impacts to the natural resources of the Bay..."</li> </ul>
<p><i>Biological Resources</i></p>
<ul style="list-style-type: none"> <li>• Identify and discuss wildlife that could be impacted by construction, habitat loss and other impacts of each of the alternatives, including operation of the highway.</li> </ul>
<ul style="list-style-type: none"> <li>• Address lighting impacts to surrounding marshes and wildlife and include avoidance and minimization measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include full list of all special-status species with the potential to occur within the project area</li> </ul>
<ul style="list-style-type: none"> <li>• How could impacts to wildlife be avoided and what mitigation is being provided for impacts that cannot be avoided? Discuss erecting a barrier to prevent wildlife from being run over and providing movement corridors to allow wildlife to move.</li> </ul>
<ul style="list-style-type: none"> <li>• Include in-water and seasonal avoidance windows to avoid impacts to state threatened, endangered, rare and native aquatic species</li> </ul>
<ul style="list-style-type: none"> <li>• Encourage project implementation outside of bird nesting season and include mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include Swainson's Hawk surveys and mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include Western Burrowing Owl mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include bat assessment and mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include fish passage assessment and mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include wildlife connectivity assessment and mitigation measures</li> </ul>
<ul style="list-style-type: none"> <li>• Analyze threatened, endangered, rare and native plant species and include mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Include tidal marsh species assessment and mitigation/avoidance measures</li> </ul>
<ul style="list-style-type: none"> <li>• Address Bay Plan policies on fish, other aquatic organisms, and wildlife; tidal marshes and tidal flats; and subtidal areas</li> </ul>
<ul style="list-style-type: none"> <li>• Describe possible noise and vibration impacts to wildlife</li> </ul>
<ul style="list-style-type: none"> <li>• Protect sensitive wetland habitats</li> </ul>
<ul style="list-style-type: none"> <li>• Assess how Project activities will directly, indirectly, and cumulatively impact special-status species habitat, as well as the physical and ecological processes</li> </ul>
<p><i>Hydrology/Water Quality</i></p>
<ul style="list-style-type: none"> <li>• Include analysis of potential water quality impacts associated with the project, including treatment of runoff and where treatment would be located</li> </ul>
<ul style="list-style-type: none"> <li>• Encourage Caltrans to integrate Clean Water Act Section 404 regulatory requirements into the NEPA process for both regulatory and planning programs</li> </ul>
<ul style="list-style-type: none"> <li>• Examine opportunities to improve the free tidal flow of water into and out of all areas adjacent to the highway</li> </ul>



<ul style="list-style-type: none"> <li>Identify sheet pile sites and address beneficial and adverse related impacts to hydrology, wildlife, and viability of the marsh on either side of the sheet piles, including associated mitigation measures</li> </ul>
<ul style="list-style-type: none"> <li>Project should be designed to avoid placing infrastructure, such as sheet pile walls, that could be barriers to tidal exchange</li> </ul>
<ul style="list-style-type: none"> <li>Mitigation should be provided for all wetland impacts resulting from road widening, trails, bridge, pullouts and culverts. All mitigation should be accomplished by supporting wetlands restoration in the San Pablo Baylands that is compatible with existing habitat goals for the area, not through offsite mitigation</li> </ul>
<ul style="list-style-type: none"> <li>Avoid or minimize impacts to wetlands that support marsh wildlife movement in between the “strip marsh” south of SR 37 with other tidal wetlands north of SR 37</li> </ul>
<ul style="list-style-type: none"> <li>The project will be required to treat stormwater runoff from all new and reworked impervious surfaces through low impact development stormwater treatment controls. If stormwater treatment cannot be implemented onsite, an offsite alternative compliance project(s) will be required</li> </ul>
<ul style="list-style-type: none"> <li>Trash controls will also be required within the project limits, as required by the Cease and Desist Order (R2-2019-0007), issued to Caltrans</li> </ul>
<p><i>Noise</i></p>
<ul style="list-style-type: none"> <li>Road noise coming from Route 37 has increased over the years and is frequently “significant” and the project will increase road noise, impacting residential areas as well as affecting wildlife</li> </ul>
<ul style="list-style-type: none"> <li>Include noise studies in the EIR comparing ambient sound levels to road noise events and specify mitigation efforts</li> </ul>
<p><i>Transportation</i></p>
<ul style="list-style-type: none"> <li>Concern with traffic backup on SR 116, SR 12, and SR 121 from SR 37 and encourage getting drivers back on SR 37</li> </ul>
<ul style="list-style-type: none"> <li>Analyze project alternatives’ consistency with Bay Plan transportation policies</li> </ul>
<ul style="list-style-type: none"> <li>Address how project maintains public access and views consistent with BCDC law and Bay Plan policies</li> </ul>
<ul style="list-style-type: none"> <li>Bay Trail should be incorporated and should dovetail with adjacent efforts to close the overall Sears Point—Tubbs/Tolay Bay Trail gap</li> </ul>
<ul style="list-style-type: none"> <li>Provide public access mitigation for Alternatives 2 and 3</li> </ul>
<ul style="list-style-type: none"> <li>Traffic demand and delay studies should estimate long-term effects of the current pandemic</li> </ul>
<ul style="list-style-type: none"> <li>Include evaluation of alternatives related to VMT and include measures to reduce VMT through options that increase vehicle occupancy</li> </ul>
<ul style="list-style-type: none"> <li>Assess how alternatives positively or negatively affect the ultimate corridor configuration</li> </ul>
<ul style="list-style-type: none"> <li>Will there be parking lots and/or other facilities to encourage carpooling?</li> </ul>
<ul style="list-style-type: none"> <li>Encourage nearby transit agencies to partner and provide shuttle service routes along the corridor’s new HOV lanes to further relieve congestion</li> </ul>
<p><i>Tolling</i></p>
<ul style="list-style-type: none"> <li>Consider Tolay Creek Bridge toll</li> </ul>
<ul style="list-style-type: none"> <li>Suggest one toll gantry just west of the Mare Island intersection</li> </ul>
<p><i>Miscellaneous</i></p>
<ul style="list-style-type: none"> <li>Include Light Rail or Bus Rapid Transit from Novato with two station stops in Novato, Sears Point, Mare Island, Sacramento Street, Sonoma Blvd, Discovery Kingdom, and the retail area near Costco</li> </ul>
<ul style="list-style-type: none"> <li>The sooner the project will be completed the better; any vehicle/engine traveling at its designed speed produces far less emissions than when the same is sitting in stop and go traffic spewing out exhaust.</li> </ul>
<ul style="list-style-type: none"> <li>Commenter supports an HOV lane in the Eastbound direction</li> </ul>
<ul style="list-style-type: none"> <li>Commenter supports alternative with 2+ lanes in each direction open at all times with shoulders</li> </ul>
<ul style="list-style-type: none"> <li>Commenter supports alternative 3 because of the four lane, HOV concept</li> </ul>

<ul style="list-style-type: none"> <li>• Focus on long-term solutions rather than “quick fixes” due to sea level rise and possible change in commute patterns as a result of COVID-19</li> </ul>
<ul style="list-style-type: none"> <li>• Extra lanes will be of no help as long as there is a stoplight at the intersection at Sears Point</li> </ul>
<ul style="list-style-type: none"> <li>• All traffic light locations should be replaced with an overpass/underpass off ramp that doesn't restrict the flow of traffic</li> </ul>
<ul style="list-style-type: none"> <li>• Widening SR 37 will induce more automobile usage and the congestion will remain the same</li> </ul>

Table 3 is a summary of the questions asked during the July 22 virtual open house.

**Table 3. Virtual Open House Questions (asked during the discussion session regarding the materials presented or available on-line. These comments were addressed briefly during the on-line session or follow-up afterwards)**

<ul style="list-style-type: none"> <li>• What existing plans are addressing the flooding of SR 37?</li> </ul>
<ul style="list-style-type: none"> <li>• How does this project relate to the PEL (Planning and Environmental Linkages)?</li> </ul>
<ul style="list-style-type: none"> <li>• How would the bike shuttle function?</li> </ul>
<ul style="list-style-type: none"> <li>• How much additional pavement is required for each alternative?</li> </ul>
<ul style="list-style-type: none"> <li>• How much construction staging area is needed?</li> </ul>
<ul style="list-style-type: none"> <li>• What are the roadway widths of each alternative? (how much wider than existing?)</li> </ul>
<ul style="list-style-type: none"> <li>• What is the rationale for not focusing on 4 permanent lanes?</li> </ul>
<ul style="list-style-type: none"> <li>• Will the road be raised to address the sea level rise issue?</li> </ul>
<ul style="list-style-type: none"> <li>• Commenter is not in favor of a shared lane concept (high maintenance required); has an elevated roadway been considered?</li> </ul>
<ul style="list-style-type: none"> <li>• Has tribal consultation begun?</li> </ul>
<ul style="list-style-type: none"> <li>• Do any alternatives include bridge or viaduct design?</li> </ul>
<ul style="list-style-type: none"> <li>• Will the environmental document look at the potential use of the rail line for passenger service?</li> </ul>
<ul style="list-style-type: none"> <li>• Is a five-year timeline satisfactory? Why not proceed to the long term project that addresses sea level rise?</li> </ul>
<ul style="list-style-type: none"> <li>• Would bikes be allowed to travel in the shoulder in all the alternatives? Or prohibited?</li> </ul>
<ul style="list-style-type: none"> <li>• How are you going to get around Caltrans' bicycle standards as listed in the Highway Design Manual, and especially Deputy Directive 64?</li> </ul>
<ul style="list-style-type: none"> <li>• "Add vehicle lanes while incentivizing increased vehicle occupancy" sounds like an impossibility based on past efforts.</li> </ul>
<ul style="list-style-type: none"> <li>• Participant noted that eastbound congestion begins quite a distance before the SR 121 intersection (as shown on the presentation slides). How will the project address that congestion?</li> </ul>
<ul style="list-style-type: none"> <li>• During the construction period would SR 37 between Sears Point and Mare Island be completely closed to traffic, or is the plan for cars to still be able to travel East and West on SR 37?</li> </ul>
<ul style="list-style-type: none"> <li>• For the short-term project, can federal funding (through an infrastructure aid program) shorten the project schedule to, for example, two years?</li> </ul>
<ul style="list-style-type: none"> <li>• Zipper trucks seem like a nonstarter due to the length of the project.</li> </ul>
<ul style="list-style-type: none"> <li>• If Alternative 2 does not include a movable barrier, how will two lanes in peak direction be accommodated/enforced?</li> </ul>
<ul style="list-style-type: none"> <li>• An SR 37 Grand Byway Scoping Report was previously prepared by MTC. The project presented does not address bicycle and pedestrian access. How is this consistent with Complete Streets?</li> </ul>
<ul style="list-style-type: none"> <li>• What assumptions will you make about passenger rail service in the corridor, in view of the State Rail Plan?</li> </ul>
<ul style="list-style-type: none"> <li>• Plan to update preliminary cost analysis done in late 2018 for alternatives 1 &amp; 2?</li> </ul>

<ul style="list-style-type: none"> <li>• Are the emissions of a 100 minute delayed trip less than or equal to a 20 minute trip? Will traffic diverting on Lakeville Rd up to Stage Gulch Rd over into the Sonoma Valley be considered in the analysis (of emissions)?</li> </ul>
<ul style="list-style-type: none"> <li>• How will marsh species be protected from impacts from lighting improvements proposed in this project?</li> </ul>
<ul style="list-style-type: none"> <li>• Will detailed design cross sections for each of the alternatives be available to the public before the DEIR is complete?</li> </ul>
<ul style="list-style-type: none"> <li>• How will the alternatives consider sensitivity/flexibility for the ultimate corridor project?</li> </ul>
<ul style="list-style-type: none"> <li>• What are the plans for Tolay Creek Bridge? Will one or both sides be widened? Why not widen both sides of Tolay Creek Bridge since that will be needed eventually?</li> </ul>
<ul style="list-style-type: none"> <li>• Has a raised highway been considered to address sea level rise, along with traffic congestion relief?</li> </ul>
<ul style="list-style-type: none"> <li>• The 6 and 7 hour congestion levels (from the presentation) seem exceptional, and a 2 to 4 hour congestion period in the eastbound direction and 0 to 2 hour congestion period in westbound direction (more representative). Can congestion delay data be provided for AM and PM periods, by day?</li> </ul>
<ul style="list-style-type: none"> <li>• Won't a permanent solution take into account sea level rise? Alternative 3 does not address sea level rise and is therefore not a permanent solution. What are the barriers to starting the elevated road or some other solution that addresses sea level rise?</li> </ul>
<ul style="list-style-type: none"> <li>• What evidence do you have that adding lanes will result in less congestion rather than inducing more VMT?</li> </ul>
<ul style="list-style-type: none"> <li>• Has a crash analysis been done on the alternatives, and do the build alternatives reduce the probability of crashes?</li> </ul>
<ul style="list-style-type: none"> <li>• What federal agencies are involved and approvals are required?</li> </ul>
<ul style="list-style-type: none"> <li>• Concern regarding range of alternatives studied. Why consider a 3-lane alternative requiring a zipper truck (Alternative 1). Why consider a reversible lane (Alternative 1 or 2)? Why expend funds on Alts 1 and 2? Four lanes have been brought up in previous meetings.</li> </ul>
<ul style="list-style-type: none"> <li>• Four lanes are not a long term solution given impending redevelopment of Mare Island. What is the reasoning behind the belief that this is a viable long-term solution?</li> </ul>
<ul style="list-style-type: none"> <li>• Will electric vehicles be considered to use HOV lanes?</li> </ul>
<ul style="list-style-type: none"> <li>• Concern regarding cost of project if it does not address sea level rise, if the roadway will have to be rebuilt again for the ultimate improvements.</li> </ul>
<ul style="list-style-type: none"> <li>• What is the Legislative approval required to authorize tolling? What is the toll cost to drivers required to satisfy near-term goals?</li> </ul>
<ul style="list-style-type: none"> <li>• Will the short-term traffic improvements include an interchange at the 37/121 intersection?</li> </ul>
<ul style="list-style-type: none"> <li>• What portion of this project is funded and what are the funding sources?</li> </ul>
<ul style="list-style-type: none"> <li>• When will the next public meeting be on this project?</li> </ul>
<ul style="list-style-type: none"> <li>• How would the selection of the preferred plan interface with the CEQA process?</li> </ul>
<ul style="list-style-type: none"> <li>• A four-foot shoulder is insufficient for bicycles. Please create a design option that includes Caltrans-standard protected bicycle lanes throughout the entire corridor including on the bridge that you do not currently plan to widen.</li> </ul>
<ul style="list-style-type: none"> <li>• Is there interest from transit agencies to run bus routes on SR 37 if these improvements are made?</li> </ul>
<ul style="list-style-type: none"> <li>• Why not prevent trucks and slow vehicles from crossing SR 37 during peak traffic times?</li> </ul>
<ul style="list-style-type: none"> <li>• Is closure of the 3,600' gap in the San Francisco Bay Trail between SR 37/121 and the Tubbs/Tolay trailhead on the shoulder of SR 37 a part of this project?</li> </ul>
<ul style="list-style-type: none"> <li>• By spending money now and widening the roadway and bridges within the next 5 years, won't that threaten to delay the Ultimate Project even more?</li> </ul>
<ul style="list-style-type: none"> <li>• Will the environmental work done during PEL process streamline the environmental review reports, data analysis or review process in any way for long range solution to corridor which will likely happen much further in the future?</li> </ul>



<ul style="list-style-type: none"><li>• There is no east-west highway north of the Bay. With risk of an earthquake, has consideration been given to the public safety/national security need for improved access to the northwest part of California?</li></ul>
<ul style="list-style-type: none"><li>• Does the EIR address the toll option causing a subsequent impact to surrounding routes?</li></ul>
<ul style="list-style-type: none"><li>• Are facilities to encourage carpooling, such as parking and meeting areas, being considered?</li></ul>
<ul style="list-style-type: none"><li>• Are there fish passage issues that the project is required to address?</li></ul>
<ul style="list-style-type: none"><li>• Include a roundabout at SR 37 and SR 121 into proposed improvements to make a difference in the flow of traffic.</li></ul>
<ul style="list-style-type: none"><li>• Can we subscribe to get links to SR 37 on-line meetings? Commenter had difficulty with website and finding a link to this meeting. Would like to get an alert to future meetings.</li></ul>
<ul style="list-style-type: none"><li>• Will you plan a bike shuttle into the project so that no bike facilities have to be built? There is a risk the shuttle would get eliminated due to funding.</li></ul>
<ul style="list-style-type: none"><li>• To obtain a bike shuttle ride, should not require a cell phone and not have to wait more than 10 minutes.</li></ul>

## **Appendix H. Intersection Levels of Service**

### **Intersection Levels of Service Summary**

The summary of the traffic operations analysis of the study area intersections is presented in Tables H-1 through H-4. These tables list and compare the LOS for the No Build and Build Alternatives. Alternatives 1 and 2 have the same lane configurations during peak hour, as do Alternatives 3A and 3B, and hence the LOS results for these alternatives are combined in these tables. For Alternatives 3A and 3B, the differences are shown for the three HOV lane length and location Scenarios S1, S2, and S3 in the vicinity of the SR 121 intersection.

**Table H-1: 2025 Intersection Level of Service Summary – AM Peak Period**

No.	Intersection	Control	Hour (Starting)	No-Build		Build							
						Alt-1& 2		Alt-3A/3B_S1		Alt-3A/3B_S2		Alt-3A/3B_S3*	
				Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>
1	SR 37 and Lakeville Hwy	Signal	5:00	9.2	A	9.4	A	9.2	A	9.5	A	9.5	A
			6:00	15.5	B	18.7	B	18.4	B	18.7	B	18.7	B
			7:00	17.7	B	20.2	C	20.7	C	20.3	C	20.3	C
			8:00	18.4	B	21.1	C	20.1	C	18.7	B	18.7	B
			9:00	16.9	B	18.4	B	17.9	B	17.2	B	17.2	B
			10:00	15.8	B	14.7	B	13.5	B	13.5	B	13.5	B
2	SR 37 and SR 121	Signal	5:00	6.9	A	6.4	A	8.5	A	8.6	A	8.6	A
			6:00	10.7	B	11.5	B	12.1	B	11.8	B	11.8	B
			7:00	14.8	B	15.7	B	16.3	B	16.3	B	16.3	B
			8:00	14.4	B	15.7	B	15.3	B	17.0	B	17.0	B
			9:00	11.5	B	12.5	B	11.4	B	12.3	B	12.3	B
			10:00	13.3	B	11.7	B	12.4	B	13.0	B	13.0	B
3	SR 37 and Noble Rd	TWSC	5:00	1.4	A	0.6	A	0.1	A	2.9	A	2.9	A
			6:00	2.0	A	0.9	A	0.4	A	0.7	A	0.7	A
			7:00	31.3	D	5.0	A	1.7	A	5.1	A	5.1	A
			8:00	<b>43.0</b>	<b>E</b>	31.1	D	<b>57.3</b>	<b>F</b>	26.3	D	26.3	D
			9:00	18.0	C	1.3	A	4.1	A	8.0	A	8.0	A
			10:00	18.6	C	1.1	A	2.1	A	0.6	A	0.6	A
4	SR 37 and Skaggs Island Rd	TWSC	5:00	1.2	A	5.7	A	2.7	A	6.2	A	6.2	A
			6:00	14.3	B	1.3	A	3.1	A	0.9	A	0.9	A
			7:00	1.5	A	8.1	A	8.3	A	10.4	B	10.4	B
			8:00	11.8	B	12.1	B	12.2	B	11.4	B	11.4	B
			9:00	11.9	B	13.1	B	11.5	B	11.4	B	11.4	B
			10:00	1.3	A	1.2	A	0.2	A	0.3	A	0.3	A
5	SR 37 WB Ramps and Walnut Ave/ Main Gate	TWSC	5:00	<b>57.3</b>	<b>F</b>	<b>150.6</b>	<b>F</b>	10.9	B	10.9	B	10.9	B
			6:00	<b>89.1</b>	<b>F</b>	<b>101.6</b>	<b>F</b>	11.7	B	11.8	B	11.8	B
			7:00	<b>91.6</b>	<b>F</b>	<b>61.4</b>	<b>F</b>	10.9	B	10.9	B	10.9	B
			8:00	<b>37.6</b>	<b>E</b>	<b>69.0</b>	<b>F</b>	11.0	B	11.0	B	11.0	B
			9:00	11.0	B	<b>73.1</b>	<b>F</b>	11.0	B	12.0	B	12.0	B
			10:00	11.0	B	11.8	B	11.0	B	11.0	B	11.0	B
6	SR 37 EB Ramps and Walnut Ave/ Main Gate	TWSC	5:00	23.4	C	<b>151.9</b>	<b>F</b>	7.1	A	7.1	A	7.1	A
			6:00	<b>116.0</b>	<b>F</b>	<b>160.7</b>	<b>F</b>	14.4	B	14.0	B	14.0	B
			7:00	<b>131.6</b>	<b>F</b>	<b>107.6</b>	<b>F</b>	15.6	C	15.6	C	15.6	C
			8:00	19.0	C	<b>114.4</b>	<b>F</b>	13.0	B	13.0	B	13.0	B
			9:00	2.1	A	<b>94.8</b>	<b>F</b>	13.2	B	13.2	B	13.2	B
			10:00	11.5	B	11.7	B	11.0	B	11.0	B	11.0	B

Notes:

Results are based on VISSIM Simulation average of multiple runs.

1. LOS = Level of Service.

2. Average intersection delay expressed in second per vehicle.

\* Alt-3\_S3 was not analyzed separately for the AM peak period as it has the same lane configuration as Alt-3\_S2 in the WB direction. Alt-3\_S3 is expected to operate similar to Alt-3\_S2. Alt-3\_S2 results are used for Alt-3\_S3 for comparison purpose.

Two-way stop controlled (TWSC) intersection analyzed for worst movement.

**Bold** indicates intersections that are operating at LOS E or F.



**Table H-2: 2025 Intersection Level of Service Summary – PM Peak Period**

No.	Intersection	Control	Hour (Starting)	No-Build		Build							
						Alt-1& 2		Alt-3A/3B_S1		Alt-3A/3B_S2		Alt-3A/3B_S3	
				Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>
1	SR 37 and Lakeville Hwy	Signal	2:00	<b>85.4</b>	F	<b>88.3</b>	F	31.6	C	30.6	C	32.0	C
			3:00	<b>178.4</b>	F	<b>129.1</b>	F	36.1	D	35.0	C	35.1	D
			4:00	<b>196.4</b>	F	<b>132.2</b>	F	26.7	C	26.5	C	25.8	C
			5:00	<b>202.5</b>	F	<b>63.6</b>	E	20.7	C	20.5	C	19.9	B
			6:00	<b>172.1</b>	F	16.1	B	15.3	B	16.2	B	16.2	B
			7:00	<b>199.2</b>	F	12.5	B	12.2	B	12.4	B	12.3	B
			8:00	<b>53.1</b>	E	9.8	A	10.4	B	10.3	B	10.5	B
2	SR 37 and SR 121	Signal	2:00	<b>196.3</b>	F	<b>196.7</b>	F	20.7	C	23.6	C	19.6	B
			3:00	<b>221.2</b>	F	<b>167.1</b>	F	31.5	C	50.8	D	33.0	C
			4:00	<b>240.4</b>	F	<b>182.1</b>	F	31.4	C	<b>75.4</b>	E	53.0	D
			5:00	<b>241.2</b>	F	<b>175.2</b>	F	19.8	B	29.2	C	24.0	C
			6:00	<b>242.4</b>	F	<b>110.3</b>	F	14.1	B	13.6	B	13.1	B
			7:00	<b>256.0</b>	F	15.7	B	11.7	B	11.4	B	11.0	B
			8:00	<b>203.3</b>	F	9.5	A	8.2	A	7.9	A	8.3	A
3	SR 37 and Noble Rd	TWSC	2:00	<b>384.2</b>	F	<b>87.6</b>	F	<b>72.0</b>	F	<b>102.0</b>	F	<b>74.2</b>	F
			3:00	<b>150.4</b>	F	<b>101.0</b>	F	12.5	B	<b>42.7</b>	E	<b>81.7</b>	F
			4:00	<b>173.5</b>	F	<b>290.3</b>	F	<b>72.9</b>	F	<b>127.8</b>	F	<b>143.7</b>	F
			5:00	<b>255.2</b>	F	<b>134.9</b>	F	32.5	D	<b>277.4</b>	F	<b>80.4</b>	F
			6:00	<b>56.1</b>	F	<b>39.8</b>	E	5.5	A	4.9	A	5.3	A
			7:00	19.3	C	13.5	B	5.0	A	4.2	A	4.2	A
			8:00	9.0	A	4.7	A	1.1	A	0.5	A	1.9	A
4	SR 37 and Skaggs Island Rd	TWSC	2:00	<b>75.1</b>	F	<b>75.3</b>	F	14.6	B	13.7	B	13.0	B
			3:00	<b>66.9</b>	F	<b>90.4</b>	F	8.8	A	6.0	A	10.5	B
			4:00	<b>114.3</b>	F	<b>129.4</b>	F	13.7	B	12.4	B	12.6	B
			5:00	<b>56.7</b>	F	<b>70.0</b>	F	7.3	A	7.3	A	7.9	A
			6:00	23.4	C	<b>41.9</b>	E	6.7	A	6.2	A	7.1	A
			7:00	9.1	A	4.8	A	3.7	A	2.2	A	5.1	A
			8:00	12.7	B	11.8	B	11.6	B	12.5	B	11.8	B
5	SR 37 WB Ramps and Walnut Ave/ Main Gate	TWSC	2:00	10.9	B	10.9	B	11.0	B	11.0	B	11.0	B
			3:00	10.9	B	11.0	B	11.0	B	11.0	B	11.0	B
			4:00	11.0	B	11.0	B	11.0	B	11.0	B	11.0	B
			5:00	11.1	B	11.1	B	11.1	B	11.1	B	11.1	B
			6:00	11.1	B	11.1	B	11.1	B	11.1	B	11.1	B
			7:00	10.9	B	10.9	B	10.9	B	10.9	B	10.9	B
			8:00	11.0	B	11.0	B	11.0	B	11.0	B	11.0	B
6	SR 37 EB Ramps and Walnut Ave/ Main Gate	TWSC	2:00	11.5	B	11.5	B	2.3	A	2.3	A	2.3	A
			3:00	11.4	B	12.4	B	12.6	B	12.6	B	12.6	B
			4:00	14.2	B	12.4	B	11.6	B	11.6	B	11.6	B
			5:00	12.7	B	12.1	B	12.9	B	12.8	B	12.8	B
			6:00	12.1	B	11.7	B	12.4	B	12.4	B	12.4	B
			7:00	13.2	B	12.1	B	11.2	B	11.2	B	11.2	B
			8:00	11.3	B	11.4	B	1.6	A	1.6	A	1.6	A

Notes:

Results are based on VISSIM Simulation average of multiple runs.

1. LOS = Level of Service.

2. Average intersection delay expressed in second per vehicle.

Two-way stop controlled (TWSC) intersection analyzed for worst movement.

**Bold** indicates intersections that are operating at LOS E or F.

**Table H-3: 2045 Intersection Level of Service Summary – AM Peak Period**

No.	Intersection	Control	Hour (Starting)	No-Build		Build							
						Alt-1 & 2		Alt-3A/3B_S1		Alt-3A/3B_S2		Alt-3A/3B_S3*	
				Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>
1	SR 37 and Lakeville Hwy	Signal	5:00	9.8	A	10.2	B	10.9	B	10.6	B	10.6	B
			6:00	19.5	B	22.8	C	24.2	C	23.8	C	23.8	C
			7:00	21.4	C	26.6	C	27.3	C	26.6	C	26.6	C
			8:00	20.9	C	23.2	C	24.0	C	23.2	C	23.2	C
			9:00	19.7	B	21.5	C	21.6	C	21.2	C	21.2	C
			10:00	17.8	B	17.7	B	19.4	B	19.7	B	19.7	B
2	SR 37 and SR 121	Signal	5:00	7.8	A	7.1	A	9.6	A	10.0	A	10.0	A
			6:00	11.7	B	13.2	B	13.2	B	14.1	B	14.1	B
			7:00	15.7	B	17.0	B	16.7	B	18.2	B	18.2	B
			8:00	15.9	B	17.6	B	18.1	B	19.3	B	19.3	B
			9:00	13.2	B	13.9	B	14.1	B	14.4	B	14.4	B
			10:00	13.5	B	13.1	B	18.2	B	18.3	B	18.3	B
3	SR 37 and Noble Rd	TWSC	5:00	1.4	A	0.6	A	0.2	A	0.2	A	0.2	A
			6:00	2.1	A	1.0	A	0.3	A	0.3	A	0.3	A
			7:00	20.9	C	2.7	A	3.1	A	7.2	A	7.2	A
			8:00	<b>97.2</b>	<b>F</b>	<b>45.2</b>	<b>E</b>	<b>43.9</b>	<b>E</b>	16.8	C	16.8	C
			9:00	31.1	D	1.4	A	11.7	B	15.6	C	15.6	C
			10:00	28.8	D	1.8	A	5.0	A	4.9	A	4.9	A
4	SR 37 and Skaggs Island Rd	TWSC	5:00	7.8	A	10.2	B	13.3	B	2.4	A	2.4	A
			6:00	1.3	A	10.9	B	12.7	B	18.9	C	18.9	C
			7:00	13.3	B	29.7	D	9.6	A	4.1	A	4.1	A
			8:00	12.1	B	12.9	B	12.0	B	11.6	B	11.6	B
			9:00	11.9	B	13.5	B	12.2	B	12.0	B	12.0	B
			10:00	1.3	A	1.3	A	0.3	A	0.5	A	0.5	A
5	SR 37 WB Ramps and Walnut Ave/ Main Gate	TWSC	5:00	<b>66.6</b>	<b>F</b>	<b>216.5</b>	<b>F</b>	10.9	B	10.9	B	10.9	B
			6:00	<b>88.2</b>	<b>F</b>	<b>84.4</b>	<b>F</b>	<b>42.6</b>	<b>E</b>	<b>38.3</b>	<b>E</b>	<b>38.3</b>	<b>E</b>
			7:00	<b>90.6</b>	<b>F</b>	<b>93.1</b>	<b>F</b>	<b>55.4</b>	<b>F</b>	<b>67.7</b>	<b>F</b>	<b>67.7</b>	<b>F</b>
			8:00	<b>35.3</b>	<b>E</b>	<b>101.3</b>	<b>F</b>	11.0	B	23.1	C	23.1	C
			9:00	11.0	B	<b>101.4</b>	<b>F</b>	11.9	B	11.0	B	11.0	B
			10:00	11.0	B	<b>89.0</b>	<b>F</b>	11.0	B	12.0	B	12.0	B
6	SR 37 EB Ramps and Walnut Ave/ Main Gate	TWSC	5:00	<b>36.3</b>	<b>E</b>	<b>296.8</b>	<b>F</b>	16.5	C	16.5	C	16.5	C
			6:00	<b>125.5</b>	<b>F</b>	<b>136.4</b>	<b>F</b>	<b>63.8</b>	<b>F</b>	<b>58.9</b>	<b>F</b>	<b>58.9</b>	<b>F</b>
			7:00	<b>132.5</b>	<b>F</b>	<b>144.9</b>	<b>F</b>	<b>100.7</b>	<b>F</b>	<b>103.6</b>	<b>F</b>	<b>103.6</b>	<b>F</b>
			8:00	25.4	D	<b>155.5</b>	<b>F</b>	11.3	B	11.3	B	11.3	B
			9:00	11.9	B	<b>152.1</b>	<b>F</b>	13.2	B	13.2	B	13.2	B
			10:00	11.3	B	<b>48.3</b>	<b>E</b>	12.8	B	12.8	B	12.8	B

Notes:

Results are based on VISSIM Simulation average of multiple runs.

1. LOS = Level of Service.

2. Average intersection delay expressed in second per vehicle.

\* Alt-3\_S3 was not analyzed separately for the AM peak period as it has the same lane configuration as Alt-3\_S2 in the EB direction. Alt-3\_S3 is expected to operate similar to Alt-3\_S2. Alt-3\_S2 results are used for Alt-3\_S3 for comparison purpose.

Two-way stop controlled (TWSC) intersection analyzed for worst movement.

**Bold** indicates intersections that are operating at LOS E or F.

**Table H-4: 2045 Intersection Level of Service Summary – PM Peak Period**

No.	Intersection	Control	Hour (Starting)	No-Build		Build							
						Alt-1 & 2		Alt-3A/3B_S1		Alt-3A/3B_S2		Alt-3A/3B_S3	
				Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>
1	SR 37 and Lakeville Hwy	Signal	2:00	256.4	F	251.9	F	79.1	E	71.7	E	78.8	E
			3:00	285.2	F	220.8	F	84.9	F	89.6	F	87.3	F
			4:00	230.5	F	153.9	F	86.7	F	130.6	F	114.5	F
			5:00	197.6	F	126.6	F	119.4	F	138.0	F	138.0	F
			6:00	167.2	F	118.7	F	100.5	F	135.8	F	123.4	F
			7:00	187.2	F	171.2	F	16.6	B	68.7	E	26.2	C
			8:00	189.5	F	195.4	F	11.3	B	11.3	B	11.3	B
2	SR 37 and SR 121	Signal	2:00	190.6	F	189.5	F	29.0	C	32.9	C	24.1	C
			3:00	213.1	F	159.1	F	145.2	F	136.1	F	130.7	F
			4:00	236.7	F	173.9	F	182.2	F	155.4	F	178.6	F
			5:00	238.7	F	165.9	F	193.0	F	165.2	F	186.9	F
			6:00	213.6	F	153.5	F	188.4	F	162.1	F	183.8	F
			7:00	239.3	F	214.6	F	108.5	F	100.9	F	118.6	F
			8:00	227.2	F	230.0	F	9.6	A	9.4	A	9.4	A
3	SR 37 and Noble Rd	TWSC	2:00	279.8	F	231.8	F	49.2	E	30.7	D	45.1	E
			3:00	624.5	F	372.1	F	13.0	B	47.2	E	16.6	C
			4:00	1317.3	F	629.9	F	49.4	E	181.7	F	111.3	F
			5:00	1964.5	F	828.0	F	63.2	F	43.0	E	107.5	F
			6:00	3197.6	F	478.0	F	5.8	A	7.7	A	7.6	A
			7:00	77.7	F	63.8	F	5.0	A	5.9	A	6.8	A
			8:00	9.5	A	4.8	A	2.3	A	0.9	A	2.3	A
4	SR 37 and Skaggs Island Rd	TWSC	2:00	184.0	F	113.7	F	14.5	B	12.1	B	12.3	B
			3:00	195.1	F	55.2	F	8.3	A	8.1	A	7.7	A
			4:00	175.8	F	159.6	F	13.7	B	12.1	B	12.6	B
			5:00	129.7	F	110.3	F	9.1	A	9.1	A	8.0	A
			6:00	245.7	F	124.5	F	8.3	A	6.7	A	6.8	A
			7:00	9.1	A	7.3	A	7.1	A	5.4	A	7.8	A
			8:00	12.3	B	14.0	B	12.6	B	12.8	B	12.5	B
5	SR 37 WB Ramps and Walnut Ave/ Main Gate	TWSC	2:00	11.3	B	11.3	B	10.9	B	10.9	B	10.9	B
			3:00	14.0	B	19.8	C	13.5	B	15.4	C	15.4	C
			4:00	128.3	F	300.4	F	11.0	B	49.0	E	48.1	E
			5:00	329.6	F	334.3	F	11.0	B	58.9	F	57.4	F
			6:00	207.2	F	264.8	F	14.9	B	14.9	B	14.9	B
			7:00	11.0	B	86.1	F	11.0	B	11.0	B	11.0	B
			8:00	11.0	B	11.0	B	11.0	B	11.0	B	11.0	B
6	SR 37 EB Ramps and Walnut Ave/ Main Gate	TWSC	2:00	12.3	B	12.3	B	5.3	A	5.3	A	5.1	A
			3:00	13.5	B	12.1	B	12.8	B	12.0	B	12.0	B
			4:00	17.4	C	13.2	B	16.4	C	19.0	C	16.1	C
			5:00	12.5	B	13.4	B	12.0	B	12.0	B	12.0	B
			6:00	13.4	B	11.6	B	11.6	B	11.6	B	11.6	B
			7:00	11.3	B	1.7	A	1.8	A	1.8	A	1.8	A
			8:00	1.6	A	1.5	A	1.8	A	12.4	B	12.4	B

Notes:

Results are based on VISSIM Simulation average of multiple runs.

1. LOS = Level of Service.

2. Average intersection delay expressed in second per vehicle.

Two-way stop controlled (TWSC) intersection analyzed for worst movement.

**Bold** indicates intersections that are operating at LOS E or F.



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## **Appendix I. USFWS and NOAA Fisheries Service Species Lists**

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## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
San Francisco Bay-Delta Fish And Wildlife  
650 Capitol Mall  
Suite 8-300  
Sacramento, CA 95814  
Phone: (916) 930-5603 Fax: (916) 930-5654  
[http://kim\\_squires@fws.gov](http://kim_squires@fws.gov)

In Reply Refer To:

November 29, 2021

Consultation Code: 08FBDT00-2020-SLI-0015

Event Code: 08FBDT00-2022-E-00095

Project Name: SR 37 Interim Project

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

<http://>

[www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html).

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **San Francisco Bay-Delta Fish And Wildlife**

650 Capitol Mall  
Suite 8-300  
Sacramento, CA 95814  
(916) 930-5603

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

### **Sacramento Fish And Wildlife Office**

Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
(916) 414-6600

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## Project Summary

Consultation Code: 08FBDT00-2020-SLI-0015

Event Code: Some(08FBDT00-2022-E-00095)

Project Name: SR 37 Interim Project

Project Type: TRANSPORTATION

Project Description: Roadway improvements to alleviate traffic congestion on SR 37 between SR 121 and the Mare Island Interchange

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.13661918380246,-122.3502227024382,14z>



Counties: Napa, Solano and Sonoma counties, California

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## Endangered Species Act Species

There is a total of 19 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/613">https://ecos.fws.gov/ecp/species/613</a>	Endangered

### Birds

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4240">https://ecos.fws.gov/ecp/species/4240</a>	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8104">https://ecos.fws.gov/ecp/species/8104</a>	Endangered
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/1123">https://ecos.fws.gov/ecp/species/1123</a>	Threatened
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8035">https://ecos.fws.gov/ecp/species/8035</a>	Threatened

## Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5524">https://ecos.fws.gov/ecp/species/5524</a>	Threatened
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6199">https://ecos.fws.gov/ecp/species/6199</a>	Threatened

## Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened

## Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a>	Threatened
Tidewater Goby <i>Eucyclogobius newberryi</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/57">https://ecos.fws.gov/ecp/species/57</a>	Endangered

## Insects

NAME	STATUS
Callippe Silverspot Butterfly <i>Speyeria callippe callippe</i> There is <b>proposed</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/3779">https://ecos.fws.gov/ecp/species/3779</a>	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate



## Crustaceans

NAME	STATUS
California Freshwater Shrimp <i>Syncaris pacifica</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/7903">https://ecos.fws.gov/ecp/species/7903</a>	Endangered
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8246">https://ecos.fws.gov/ecp/species/8246</a>	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	Threatened

## Flowering Plants

NAME	STATUS
Contra Costa Goldfields <i>Lasthenia conjugens</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/7058">https://ecos.fws.gov/ecp/species/7058</a>	Endangered
Sebastopol Meadowfoam <i>Limnanthes vinculans</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/404">https://ecos.fws.gov/ecp/species/404</a>	Endangered
Soft Bird's-beak <i>Cordylanthus mollis ssp. mollis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8541">https://ecos.fws.gov/ecp/species/8541</a>	Endangered
Sonoma Sunshine <i>Blennosperma bakeri</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1260">https://ecos.fws.gov/ecp/species/1260</a>	Endangered

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Sacramento Fish And Wildlife Office  
Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:  
Consultation Code: 08ESMF00-2020-SLI-0152  
Event Code: 08ESMF00-2022-E-01361  
Project Name: SR 37 Interim Project

November 29, 2021

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

[http://www.nwr.noaa.gov/protected\\_species/species\\_list/species\\_lists.html](http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html)

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

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Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html).

<http://>

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-



## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

### **Sacramento Fish And Wildlife Office**

Federal Building  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825-1846  
(916) 414-6600

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

### **San Francisco Bay-Delta Fish And Wildlife**

650 Capitol Mall  
Suite 8-300  
Sacramento, CA 95814  
(916) 930-5603

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## Project Summary

Consultation Code: 08ESMF00-2020-SLI-0152

Event Code: Some(08ESMF00-2022-E-01361)

Project Name: SR 37 Interim Project

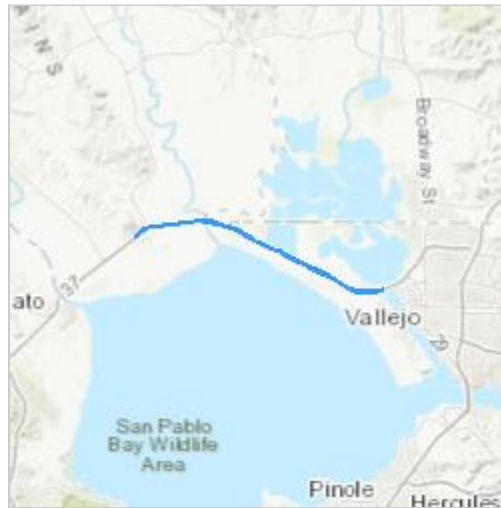
Project Type: TRANSPORTATION

Project Description: Roadway improvements to alleviate traffic congestion on SR 37 between SR 121 and the Mare Island Interchange

Project Location:

Approximate location of the project can be viewed in Google Maps: [https://](https://www.google.com/maps/@38.13661918380246,-122.3502227024382,14z)

[www.google.com/maps/@38.13661918380246,-122.3502227024382,14z](https://www.google.com/maps/@38.13661918380246,-122.3502227024382,14z)



Counties: Napa, Solano and Sonoma counties, California

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## Endangered Species Act Species

There is a total of 18 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/613">https://ecos.fws.gov/ecp/species/613</a>	Endangered

### Birds

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4240">https://ecos.fws.gov/ecp/species/4240</a>	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8104">https://ecos.fws.gov/ecp/species/8104</a>	Endangered
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/1123">https://ecos.fws.gov/ecp/species/1123</a>	Threatened
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8035">https://ecos.fws.gov/ecp/species/8035</a>	Threatened



## Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) <i>Masticophis lateralis euryxanthus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5524">https://ecos.fws.gov/ecp/species/5524</a>	Threatened
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6199">https://ecos.fws.gov/ecp/species/6199</a>	Threatened

## Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>	Threatened

## Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/321">https://ecos.fws.gov/ecp/species/321</a>	Threatened
Tidewater Goby <i>Eucyclogobius newberryi</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/57">https://ecos.fws.gov/ecp/species/57</a>	Endangered

## Insects

NAME	STATUS
Callippe Silverspot Butterfly <i>Speyeria callippe callippe</i> There is <b>proposed</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/3779">https://ecos.fws.gov/ecp/species/3779</a>	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

## Crustaceans

NAME	STATUS
California Freshwater Shrimp <i>Syncaris pacifica</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/7903">https://ecos.fws.gov/ecp/species/7903</a>	Endangered
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8246">https://ecos.fws.gov/ecp/species/8246</a>	Endangered

## Flowering Plants

NAME	STATUS
Contra Costa Goldfields <i>Lasthenia conjugens</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/7058">https://ecos.fws.gov/ecp/species/7058</a>	Endangered
Sebastopol Meadowfoam <i>Limnanthes vinculans</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/404">https://ecos.fws.gov/ecp/species/404</a>	Endangered
Soft Bird's-beak <i>Cordylanthus mollis ssp. mollis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8541">https://ecos.fws.gov/ecp/species/8541</a>	Endangered
Sonoma Sunshine <i>Blennosperma bakeri</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1260">https://ecos.fws.gov/ecp/species/1260</a>	Endangered

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

## Pecora, David

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**From:** Pecora, David  
**Sent:** Monday, November 29, 2021 10:29 AM  
**To:** nmfs.wcrca.specieslist@noaa.gov  
**Subject:** State Route 37 Sears Point to Mare Island Improvement Project

Federal Agency: Federal Highway Administration – California Division  
Federal Agency Address: 650 Capitol Mall, Suite 4-100, Sacramento, CA 95814-4708  
Non-Federal Agency Representative: California Department of Transportation  
Non-Federal Agency Address: Caltrans District 04, 111 Grand Ave, Oakland, CA 94612  
Non-federal agency conducting biological studies: AECOM, 300 Lakeside Drive, Suite 400, Oakland, CA 94612, USA  
Point of contact: David Pecora, Senior Biologist at AECOM, 415-342-1337,  
[David.pecora@aecom.com](mailto:David.pecora@aecom.com)

Project Name: State Route 37 Sears Point to Mare Island Improvement Project

The project falls within the Sears Point, Cuttings Wharf, and Mare Island 7.5-minute quadrangles.

Quad Name **Sears Point**  
Quad Number **38122-B4**

### ESA Anadromous Fish

SONCC Coho ESU (T) -  
CCC Coho ESU (E) -  
CC Chinook Salmon ESU (T) -  
CVSR Chinook Salmon ESU (T) - **X**  
SRWR Chinook Salmon ESU (E) - **X**  
NC Steelhead DPS (T) -  
CCC Steelhead DPS (T) - **X**  
SCCC Steelhead DPS (T) -  
SC Steelhead DPS (E) -  
CCV Steelhead DPS (T) - **X**  
Eulachon (T) -  
sDPS Green Sturgeon (T) - **X**

### ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -  
CCC Coho Critical Habitat -  
CC Chinook Salmon Critical Habitat -  
CVSR Chinook Salmon Critical Habitat -



- SRWR Chinook Salmon Critical Habitat - **X**
- NC Steelhead Critical Habitat -
- CCC Steelhead Critical Habitat - **X**
- SCCC Steelhead Critical Habitat -
- SC Steelhead Critical Habitat -
- CCV Steelhead Critical Habitat -
- Eulachon Critical Habitat -
- sDPS Green Sturgeon Critical Habitat - **X**

## **ESA Marine Invertebrates**

- Range Black Abalone (E) -
- Range White Abalone (E) -

## **ESA Marine Invertebrates Critical Habitat**

- Black Abalone Critical Habitat -

## **ESA Sea Turtles**

- East Pacific Green Sea Turtle (T) -
- Olive Ridley Sea Turtle (T/E) -
- Leatherback Sea Turtle (E) -
- North Pacific Loggerhead Sea Turtle (E) -

## **ESA Whales**

- Blue Whale (E) -
- Fin Whale (E) -
- Humpback Whale (E) -
- Southern Resident Killer Whale (E) -
- North Pacific Right Whale (E) -
- Sei Whale (E) -
- Sperm Whale (E) -

## **ESA Pinnipeds**

- Guadalupe Fur Seal (T) -
- Steller Sea Lion Critical Habitat -

## **Essential Fish Habitat**

- Coho EFH - **X**
- Chinook Salmon EFH - **X**

- Groundfish EFH - **X**
- Coastal Pelagics EFH - **X**
- Highly Migratory Species EFH -

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office  
562-980-4000**

- MMPA Cetaceans -
- MMPA Pinnipeds - **X**

Quad Name **Cuttings Wharf**

Quad Number **38122-B3**

**ESA Anadromous Fish**

- SONCC Coho ESU (T) -
- CCC Coho ESU (E) -
- CC Chinook Salmon ESU (T) -
- CVSR Chinook Salmon ESU (T) - **X**
- SRWR Chinook Salmon ESU (E) - **X**
- NC Steelhead DPS (T) -
- CCC Steelhead DPS (T) - **X**
- SCCC Steelhead DPS (T) -
- SC Steelhead DPS (E) -
- CCV Steelhead DPS (T) - **X**
- Eulachon (T) -
- sDPS Green Sturgeon (T) - **X**

**ESA Anadromous Fish Critical Habitat**

- SONCC Coho Critical Habitat -
- CCC Coho Critical Habitat -
- CC Chinook Salmon Critical Habitat -
- CVSR Chinook Salmon Critical Habitat -
- SRWR Chinook Salmon Critical Habitat - **X**
- NC Steelhead Critical Habitat -
- CCC Steelhead Critical Habitat - **X**
- SCCC Steelhead Critical Habitat -
- SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -  
Eulachon Critical Habitat -  
sDPS Green Sturgeon Critical Habitat - **X**

### **ESA Marine Invertebrates**

Range Black Abalone (E) -  
Range White Abalone (E) -

### **ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

### **ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -  
Olive Ridley Sea Turtle (T/E) -  
Leatherback Sea Turtle (E) -  
North Pacific Loggerhead Sea Turtle (E) -

### **ESA Whales**

Blue Whale (E) -  
Fin Whale (E) -  
Humpback Whale (E) -  
Southern Resident Killer Whale (E) -  
North Pacific Right Whale (E) -  
Sei Whale (E) -  
Sperm Whale (E) -

### **ESA Pinnipeds**

Guadalupe Fur Seal (T) -  
Steller Sea Lion Critical Habitat -

### **Essential Fish Habitat**

Coho EFH - **X**  
Chinook Salmon EFH - **X**  
Groundfish EFH - **X**  
Coastal Pelagics EFH - **X**  
Highly Migratory Species EFH -

### **MMPA Species (See list at left)**



## ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office  
562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds - **X**

Quad Name **Mare Island**

Quad Number **38122-A3**

## ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) - **X**

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

## ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat - **X**

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat - **X**

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

## ESA Marine Invertebrates

Range Black Abalone (E) -  
Range White Abalone (E) -

## **ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

## **ESA Sea Turtles**

East Pacific Green Sea Turtle (T) -  
Olive Ridley Sea Turtle (T/E) -  
Leatherback Sea Turtle (E) -  
North Pacific Loggerhead Sea Turtle (E) -

## **ESA Whales**

Blue Whale (E) -  
Fin Whale (E) -  
Humpback Whale (E) -  
Southern Resident Killer Whale (E) -  
North Pacific Right Whale (E) -  
Sei Whale (E) -  
Sperm Whale (E) -

## **ESA Pinnipeds**

Guadalupe Fur Seal (T) -  
Steller Sea Lion Critical Habitat -

## **Essential Fish Habitat**

Coho EFH - **X**  
Chinook Salmon EFH - **X**  
Groundfish EFH - **X**  
Coastal Pelagics EFH - **X**  
Highly Migratory Species EFH -

## **MMPA Species (See list at left)**

### **ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office  
562-980-4000**

MMPA Cetaceans -  
MMPA Pinnipeds - **X**

**David Pecora**

Senior Biologist

510-754-6453

[david.pecora@aecom.com](mailto:david.pecora@aecom.com)

**AECOM**

300 Lakeside Drive, Suite 400

Oakland, CA 94612, U.S.

[aecom.com](http://aecom.com)

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## **Appendix J. List of Technical Studies**

The following technical studies were prepared in support of this document and project.

Aquatic Resources Delineation (Wetlands), AECOM, July 2021

Air Quality Report, Illingworth & Rodkin, September 2021

Archaeological Survey Report, AECOM, June 2021

Biological Assessment for United States Fish and Wildlife Service, AECOM, October 2021

Biological Assessment for National Marine Fisheries Service, AECOM, September 2021

Community Impact Assessment, AECOM, June 2021

Energy Technical Report, AECOM, November 2021

Extended Phase I Report (Archaeology), AECOM, June 2021

Historic Property Survey Report, AECOM, June 2021

Initial Site Assessment (Hazardous Materials), AECOM, July 2020

Location Hydraulic Study, WRECO, September 2021

Natural Environment Study, AECOM, September 2021

Noise Study Report, Illingworth & Rodkin, August 2021

Noise Abatement Determination Report, September 2021

Paleontological Identification Report/Paleontological Evaluation Report (PIR/PER), AECOM, October 2020

Preliminary Geotechnical Design Report, AECOM, 2021

Visual Impact Assessment, Earthview Science, July 2021

Water Quality Assessment Report, WRECO, September 2021

Traffic Operations Analysis Report, AECOM, August 2021

State Route 37 Segment B Sea Level Rise Impact and Vulnerability Assessment, AECOM, December 2020