

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

P.O. BOX 23660, MS-10D

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

TTY 711

www.dot.ca.gov

Making Conservation
a California Way of Life.

Governor's Office of Planning & Research

Mar 16 2021**STATE CLEARINGHOUSE**

March 12, 2021

SCH #: 2021020257

GTS #: 04-SOL-2021-00192

GTS ID: 22052

Co/Rt/Pm: SOL/ 80/ 14.72

Jamielynn Harrison
Department of Resource Management
County of Solano
675 Texas Street, Suite 5500
Fairfield, CA 94533

Re: E & C Winery + Draft Initial Study/Mitigated Negative Declaration (MND)

Dear Jamielynn Harrison:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the E&C Winery Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the February 2021 Draft IS/MND.

Project Understanding

This project proposes development of a new winemaking and hospitality facility on two parcels totaling approximately 70 acres (APN 0027-251-280 and -290) located on Rockville Road west of Russell Road, approximately $\frac{3}{4}$ of a mile from Interstate (I)- 80. The proposed winery will have an ultimate production capacity of 2,000,000 gallons of wine per year and will be built in three phases over a proposed ten-year period.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing

Jamielynn Harrison

March 12, 2021

Page 2

efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

In December 2018, the State Office of Planning and Research (OPR) completed an update to the CEQA Guidelines to implement the requirements of SB 743. The Guidelines state that VMT must be the metric used to determine significant transportation impacts. The Guidelines require all lead agencies in California to use VMT-based thresholds of significance in CEQA documents published after July 2020. In order to understand the project-generated impacts to the State Transportation Network (STN), Caltrans requires a VMT analysis pursuant to the OPR guidelines.

Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City. Please include the following in the VMT analysis:

- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways. Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Jamielynn Harrison

March 12, 2021

Page 3

- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

Traffic Safety and Operations

The IS/MND conclusion states that the project will have Less Than Significant Impact (p. 4, Traffic_Impact_Report_Aug_2019, p. 64, IS_MND_signed) and the intersections will operate at or better than LOS C (p. 3, Traffic_Impact_Report_Aug_2019). Please provide documentation and calculations to support these conclusions.

On page 8, under UNSIGNALIZED INTERSECTIONS, please clarify the analysis method that was used to analyze the roundabout at Abernathy Rd / Rockville Rd.

Additionally, please provide detailed analysis showing impacts on I-80 and countermeasures to address those impacts.

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Suburban Community where community design is weak and regional accessibility is variable.

Given the place, type and size of the project, the IS/MND should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have been quantified by California Air Pollution Control Officers Association (CAPCOA) and have shown to have different efficiencies reducing regional VMT:

- Orientation of project towards non-auto corridor;
- Location of project near bicycle network;
- Incorporation of bicycle lanes in street design;

Jamielynn Harrison

March 12, 2021

Page 4

- Bike parking near transit facilities;
- Pedestrian network improvements;
- Limiting parking supply;
- Ridesharing programs, Commute Trip Reduction programs, bike sharing programs;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- VMT Banking and/or Exchange program;
- Increased density;
- Increased location efficiency;
- Increased mixed-use development;
- Increased transit accessibility;
- Pedestrian network improvements;
- Bus rapid transit;
- Discounted transit programs (rural);
- Increase transit service frequency (rural);
- Provide local shuttles to increase transit outreach (rural);
- Employer-based vanpool;
- Telecommuting programs and alternative work schedules.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is

Jamielynn Harrison
March 12, 2021
Page 5

available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Lead Agency

As the Lead Agency, the County of Solano is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at Laurel.Sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

Jamielynn Harrison

March 12, 2021

Page 6

c: State Clearinghouse