

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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[www.dot.ca.gov](http://www.dot.ca.gov)



August 6, 2024

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GTS #: 04-SOL-2024-00330  
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Chad Broussard, Environmental Protection Specialist  
Bureau of Indian Affairs  
2800 Cottage Way, Room W-2820  
Sacramento, CA 95825

### **Re: Scotts Valley Casino and Tribal Housing Project – Environmental Assessment (EA)**

Dear Chad Broussard:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Scotts Valley Casino and Tribal Housing Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the July 2024 EA.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

#### **Project Understanding**

The proposed project consists of the acquisition of a 160-acre property into federal trust status for the benefit of the Scotts Valley Band of Pomo Indians for gaming purposes. After the trust acquisition, the Tribe proposes to develop a casino facility, Tribal housing, Tribal administration building, and associated parking and infrastructure.

#### **Travel Demand Analysis**

Please include the intersection of State Route (SR)-37 Eastbound off ramp to Columbus Parkway and Interstate (I)-80 Westbound off ramp to Columbus Parkway in the project intersection analysis. Whereas the I-80 westbound off ramp is a single lane and stop controlled, the SR-37 eastbound off ramp has no control.

Please also confirm at what stage of construction that the modifications to the intersection of Auto Mall Parkway and Admiral Callaghan Lane will be implemented and whether the existing eastbound Auto Mall Parkway left-turn lane into the project

site will have enough storage capacity to accommodate truck traffic during construction. Additionally, please confirm what years were considered for cumulative conditions in the transportation analysis and ensure the lane configurations used in the analysis match existing intersection lane configurations.

Lastly, intersection #1 (Automall / Columbus Parkway & Admiral Callaghan Lane) PM operations further degrade to level of service (LOS) E for cumulative impacts and all alternatives except for Alternative C. Please confirm besides adding and/or extending the left-turns from eastbound Auto Mall Parkway, what other traffic calming measures were considered. If the intersection is within the jurisdiction of the State, an Intersection Control Evaluation (ICE) may be necessary, any modifications to this intersection will need coordination with various Caltrans units through an Encroachment Permit, including an analysis of the opening year and 20-year Design.

### **Hydrology**

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

### **Construction-Related Impacts**

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

### **Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right of Way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance

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Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Lisel Ayon, Associate Transportation Planner, via [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Luo Yunsheng'.

YUNSHENG LUO

Branch Chief, Local Development Review  
Office of Regional and Community Planning

c: State Clearinghouse