Attachment F

TRANSPORTATION PLANNING SCOPING INFORMATION SHEET

Transportation Planning Scoping Information Sheet

EA	04-3J100K
County-Route-PM	04-SM-101 PM 19.2/26.1 04-SF-101 PM 0.0/2.0 04-SF-280 PM R4.2/T7.26
Project Description	US 101 / I-280 Managed Lanes Project
In San Mateo County and the City and County of San Francisco on Route 101 from 1 mile south of Route 101/380 Separation to Route 101/280 Separation and on Route 280 from Route 101/280 Separation to 5th Street.	

Project Nomination Scoping Team Information		
Title	Name	Phone Number
District Information Sheet Point of Contact	Tim Lee, WMH Corporation	(415) 806-7500
Project Nomination Coordinator		
Transportation Planning Project Nomination Scoping Team Representative		

Transportation Planning Stakeholder Information		
Title	Name	Phone Number
Regional Planner	Blesilda Gebreyesus	(510) 286-5575
System Planner	Zhongping Xu	(510) 286-5577
Local Development Intergovernmental Review (LD-IGR) Planner	Patricia Maurice	(510) 286-5528
Sustainable Planning Grant Coordinator		
Freight Planner	Cameron Oakes	(510) 286-5536
Transit Planner	Wingate Lew	(510) 622-5758
Bicycle and Pedestrian Coordinator	Sergio Ruiz	(510) 622-5773
Park and Ride Coordinator	Wingate Lew	(510) 622-5758
Native American Liaison	Blesilda Gebreyesus	(510) 286-5575
Climate Change Coordinator/Liaison		
Other Coordinators		

Reviewed by:

_____
District Planning Representative (Date)

_____
Project Nomination Coordinator (Date)

Section 1: System Planning

ROUTE DESIGNATIONS			
Freeway and Expressway	Freeway	**Scenic Highway**	No
National Highway System	Yes	**Truck Network Designation**	Yes
Strategic Highway Network	Yes	**Interregional Road System**	Yes
Federal Functional Classification	Freeway	**Strategic Interregional Corridor**	No
Other		**Priority Interregional Facility**	Yes

US 101									
ADT		**V/C**				**Speeds**			
Base Year 2020	Horizon Year 2040	Base Year 2020		Horizon Year 2040		Base Year 2020		Horizon Year 2040	
151,000	TBD[2]	**NB**	0.33 (0.79)	**NB**	TBD[2]	**NB**	60	**NB**	60
		SB	0.33 (0.79)	**SB**	TBD[2]	**SB**	60	**SB**	60
Truck Volumes[3]**:** NB 3,000; SB 3,000				**Truck Percentages**[4]**:** NB 4%; SB 4%					

I-280									
ADT		**V/C**				**Speeds**			
Base Year 2020	Horizon Year 2040	Base Year 2020		Horizon Year 2040		Base Year 2020		Horizon Year 2020	
79,000	TBD[2]	**NB**	0.28 (0.68)	**NB**	TBD[2]	**NB**	60	**NB**	60
		SB	0.26 (0.63)	**SB**	TBD[2]	**SB**	60	**SB**	60
Truck Volumes[3]**:** NB 800; SB 1,500				**Truck Percentages**[4]**:** NB 2%; SB 4%					

Notes:

1. *Daily traffic estimates for Base Year 2020 were estimated based on the available peak hour data.*
2. *Data and analysis for Horizon Year 2040 were not prepared. ADT estimates and V/C calculations will be prepared as part of the traffic forecasting analysis in the PA&ED phase.*
3. *Existing daily truck volumes based on estimated existing truck percentage.*
4. *Based on available existing peak period data.*

Please describe how the project will impact modal and intermodal facilities (if applicable): Bus Routes will be optimized to use the managed lane facility

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

☐ Transportation Concept Report (TCR)

☐ District System Management Plan (DSMP)

☐ Corridor System Management Plan (CSMP)

☐ Interregional Transportation Strategic Plan (ITSP)

☐ California Freight Mobility Plan (CFMP)

☐ State Highway System Management Plan/10 Year SHOPP

☐ Other (Feasibility Study, District Bike and Ped Plan, Regional Concept of Transportation Operations etc):
SFCTA Freeway Corridor Management Study (Phases 1 and 2)

Section 2: Local Development – Intergovernmental Review

LD-IGR	
Please provide the below LD-IGR information, as applicable, for current and/or future local development projects that may impact, the proposed Caltrans project. Describe the land uses along the segment. Identify major sites, destinations and trip generators within or adjacent to the corridor. These can include: residential parks, recreation centers, religious institutions, schools, town centers, shopping centers, large employment centers and so forth. *The questions proposed here serve as a sample of considerations for the project. Please use sound planning and engineering judgement to determine which questions are relevant to the development of the proposed Caltrans project.*	
Local Agency Name/Project Sponsor: San Francisco County Transportation Authority (SFCTA) San Mateo County Transportation Authority (SMCTA)	**Phone Number:** (415) 522-4813 **Email:** anna.harvey@sfcta.org
Project Distance to Development(s)	Varies
California Environmental Quality Act (CEQA) Status and Implementation Date	TBD
National Environmental Policy Act Status (required for projects with Federal Funding)	TBD
All vehicular and non-vehicular unmitigated impacts and planned mitigation measures include Transportation Demand Management (TDM) and Transportation System Management (TSM) that may affect Caltrans Facilities	TBD
Approved mitigation measures and implementing party.	TBD
Value of constructed mitigation and/or amount of funds provided.	TBD
Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed	TBD
Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	TBD
Inclusion in a Regional Transportation Plan, Sustainable Community Strategy, or Alternative Planning Strategy?	TBD
What type of regional or local mitigation/transportation impact fee program is in place?	TBD
Traffic Mitigation Agreement with an agency or developer to collect a "Fair Share" to offset "nexus and proportionality" traffic impacts to the SHS.	TBD

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

SMART MOBILITY FRAMEWORK PLACE TYPES			
Identify the SMF Place Type(s):			
☒ Urban Center	☐ Close-In Center	☒ Suburban Center	☐ Rural Settlement/Ag Land
☒ Urban Core	☒ Close-In Corridor	☐ Suburban Corridor	☐ Rural Towns
	☒ Close-In Neighborhood	☒ Suburban Dedicated Use Area	☒ Protected Lands
	☐ Compact Community	☐ Neighborhood	☒ Special Use Areas

3.1 Bicycle and Pedestrian Conditions

BICYCLE AND PEDESTRIAN CONDITIONS	Caltrans and Local/Regional Partner Needs/Opportunities with Project
Describe the existing bicycle and pedestrian facilities within the project limits *(e.g. bicycle/pedestrian accessibility; Class I, II, III, IV, signage; shoulder connections, sidewalks, on/off ramps, crosswalks, curb ramps; and bicycle/pedestrian counts etc.)*	The project proposes mainline improvements on US 101 and I-280.
Describe the physical and/or perceived impediments for bicyclists and pedestrians *(e.g. narrow shoulders or sidewalks, connectivity gaps, curb gutters, utility boxes, high vehicle speeds, or AADT)*	N/A
Does the highway segment function as a "Main Street: or a "Safe Route to School"?	N/A
Describe the bicycle and pedestrian needs as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor, if any. *(e.g. alternate parallel routes, gap closures for bicycle, pedestrian, or ADA facilities)*	Future gap closure project (San Francisco Bay Trail – Sierra Point Parkway to Harney Way)
If applicable, is the Pedestrian Plan or comprehensive planning study included in the ADA Transition Plan?	N/A
Is the proposed project located on a corridor that accommodates or bisect recreational trails *(e.g. California Coastal Trail, backpacking, hiking, or equestrian trails)*	San Francisco Bay Trail
Contact information for bicycle, pedestrian or disabled advisory advocates.	TBD

3.2 Transit Conditions

TRANSIT CONDITIONS	Caltrans and Local/Regional Partner Needs/Opportunities with Project
What are the existing transit accommodations, if any? (e.g., such as transit stops or active transit line)	SamTrans provides fixed-route and paratransit bus services. Routes that operate along US 101 include: • Route 292 – connects San Mateo to downtown San Francisco; • Route 398 – connects Redwood to downtown San Francisco; and • Route 49 – connects Pacifica to Brisbane. San Francisco Municipal Railway (Muni) transit system provides local service within the City of San Francisco. Most Muni routes terminate within the city boundaries, with some service available into Daly City. • Routes that run parallel to US 101: 8, 8AX, 8BX, 9, 9R, and 14X • Routes operate along US 101 and/or I-280: 8AX, 8BX, and 14X
Are there existing transit or proposed accommodations on intersecting local roadways?	Caltrain station at 4th and Townsend Streets in San Francisco
Where is the nearest Park and Ride Lot? Who owns/maintains?	BART – San Bruno Station: Daily fee $3, west of the US 101 / I-380 Interchange. Caltrain – South San Francisco Station (Daily fee, 81 spaces) There is a planned state-owned park and ride lot at US 101 and 16th Street (116 spaces)
Describe transit facility needs identified in short-and long-range transit plans and RTP. Describe how these future plans relate to the corridor.	Samtrans: US-101 Express Bus Feasibility Study – Draft Final Report dated October 2018 is out for review. The Study identified an initial set of 15 potential express bus routes throughout Santa Clara, San Mateo, and San Francisco Counties with express bus routes potentially integrated with proposed managed lanes in San Mateo County.
Contact information for local transit provider.	Daniel Sheeter, SFMTA (415) 646-2641 Joe Hurley, SMCTA (650) 508-7942

3.3 Local and Regional Planning

LOCAL AND REGIONAL PLANNING	
MPO/RTPA and Contact Name:	
Local County/City and Contact Name:	
Title and web-link to most current Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)	Plan Bay Area 2040 http://2040.planbayarea.org/reports
Is the proposed Caltrans project consistent with local and regional plans (General Plan, RTP)? If not, please explain.	Yes RTIP: 17-05-0020 HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco
Provide nexus between the RTP objectives and the proposed project to establish the basis for the project purpose and need.	RTP Goal #7: Transportation System Effectiveness Reduce per-rider transit delay due to aged infrastructure

Section 4: Climate Change and Environmental Considerations

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

CLIMATE CHANGE AND ENVIRONMENTAL CONSIDERATIONS	
Is there an adopted Climate Action Plan for the City or County in which the proposed project is located?	☒ Yes ☐ No
Is the corridor susceptibility to climate change factors such as increased flooding or sea level rise? If yes, please indicate which factors to the right. ☒ Yes ☐ No	☒ Sea Level Rise/Storm Surge ☒ Temperature Changes ☒ Precipitation ☐ Wildfire
Is there a local and/or regional climate vulnerability assessment or adaptation plan? If yes, please provide link and/or further information.	☒ Yes ☐ No San Francisco Bay Area Regional Report: California's Fourth Climate Change Assessment (8/18) http://www.climateassessment.ca.gov/regions/docs/20180827-SanFranciscoBayArea.pdf County of San Mateo: Sea Level Rise Vulnerability Assessment https://seachangesmc.org/wp-content/uploads/2018/03/2018-03-12_SLR_VA_Report_2.2018_WEB_FINAL.pdf
Describe assets vulnerable to changes in climate conditions, such as landscape planting, irrigation systems.	Landscape planting, irrigation practices,
Does the proposed project include GHG measures from the Regional RTP/SCS's Environmental Impact Report (EIR)? *Consult with District Regional or LD-IGR Planner.*	TBD
Is the proposed project located on or near and of the following: sensitive habitat areas such as wetlands, native or sensitive species habitats, wildlife corridors, identified fish passage barrier, agricultural land?	SF Bay (BCDC jurisdiction)

AIR QUALITY MANAGEMENT	
Name of Air Quality Management District (AQMD) Bay Area Air Quality Management District (BAAQMD)	
Is the proposed project located in a Federal non-attainment or attainment maintenance area?	☒ Yes ☐ No

Section 5: Tribal Government Coordination

TRIBAL GOVERNMENT COORDINATION	
Is the proposed project within or near an Indian Reservation Rancheria, or Tribal Trust Land?	☐ Yes (Please provide name/names) ☒ No
Does the proposed project involve trust lands (including tribal and individual allotted lands) outside of a reservation or Rancheria?	☐ Yes (Please provide name/names) ☒ No
• *Has the Tribe or individual allotment holders been notified?* *N/A*	☐ Yes (Describe concerns/topics discussed) ☐ No (Why not?)
• *Has the Bureau of Indian Affairs (BIA) been notified (if trust lands and/or a Reservation/Rancheria is involved)?* *N/A*	☐ Yes (Describe concerns/topics discussed) ☐ No (Why not?)
• *Have all applicable tribal laws and regulations been reviewed for required coordination?* *N/A*	☐ Yes ☐ No
Is there an AB 52 letter on file from a Native American Tribe that would affect this project? N/A	☐ Yes (Please provide Tribal name(s) and letter details). ☐ No
Has the Tribal Government been contacted? N/A	☐ Yes (Describe concerns/topics discussed) ☐ No (Why not)
Does the Tribe have a Tribal Employment Rights Office/Ordinance (TERO)? N/A	☐ Yes ☐ No
• *Has the TERO been reviewed for required coordination?*	☐ Yes ☐ No
• *Is there a related Memorandum of Understanding (MOU) between the District and the Tribe?*	☐ Yes ☐ No
Does Caltrans have other MOUs with the Tribe? N/A	☐ Yes (Provide title and description or content) ☐ No