California Department of Transportation

OFFICE OF THE DISTRICT 3 DIRECTOR
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SCH # 2026070681

Jennifer Hayden, Environmental Protection Specialist
Bureau of Indian Affairs, Pacific Region
2800 Cottage Way, Room W-2820
Sacramento, CA 95825

Wilton Rancheria 90.57-Acre Fee-to-Trust and Commercial Development Project

Dear Jennifer Hayden,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which include addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The Wilton Rancheria 90.57-Acre Fee-to-Trust and Commercial Development Project (Project) assesses environmental impacts from the conveyance of a nine parcel 90.57-acre property into federal trust status to benefit the Wilton Rancheria (Tribe). The Project also includes plans for future mixed-use development including, but not limited to, retail commercial, office space, restaurants, entertainment, hotels, financial institutions, parks, and additional compatible uses within the Project area. The Project is located west of State Route (SR) 99, north of Kammerer Road, and south of Kyler Road in the city of Elk Grove. Based on the Environmental Assessment received, we provide the following comments.

Freeway Operations

The proposed Project is located adjacent to the SR 99/Kammerer Road interchange and approximately 1,000 feet from the SR 99 off-ramp. The Project is covered under the existing Lent Ranch Marketplace SPA, and the anticipated traffic impacts are below those identified in the EIR for the same parcels. Therefore, Caltrans accepts the

developer's proposal to coordinate with the City of Elk Grove to address applicable transportation mitigation measures and fair-share contributions.

A construction traffic analysis and Traffic Management Plan are included in Section C7-3.2. Caltrans has no additional comments regarding the proposed construction traffic management measures.

Please provide a Multimodal Transportation Map identifying the proposed dedicated bicycle facilities along Kammerer Road.

Please provide fair-share contribution toward future ramp-metering upgrades at the SR 99/Kammerer Road interchange to bring the ramp-metering system up to current standards, including metering of the HOV lane.

Local Development Review

EA Section 4.0 Mitigation Transportation and Circulation TRA-1: Amend Memorandum of Understanding (MOU) on pdf page 25 indicates that "The existing MOU between the Tribe and City of Elk Grove shall be revised to address the appropriate fair-share contribution associated with added trips generated by the project. The Tribe or lessees shall set appropriate funds aside in a dedicated account to fund fair-share contributions toward future vicinity roadway maintenance and improvements".

- Please clarify whether any SHS related improvements are included within the existing MOU and if so, please specify what those improvements are.
- We would appreciate the opportunity to review the draft MOU regarding any SHS related projects that may need to be amended or added to the modified MOU. Please note the requested inclusion of the fair-share contribution toward future ramp-metering upgrades at the SR 99/Kammerer Road interchange identified previously by Freeway Operations.

Hydraulics

Caltrans generally treats compacted gravel surface as an impervious surface. Therefore, the development of this site will increase the impervious surface area through the construction of roads, driveways, parking lots, buildings, etc., with a corresponding increase in surface water runoff. This project will decrease surface water detention, retention, and infiltration. No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way (ROW) and/or Caltrans drainage facilities because of the project. Any cumulative impacts to

Caltrans drainage facilities arising from the effects of development on surface water runoff discharge from the 100-year storm event should be minimized through project drainage mitigation measures.

Increases in peak runoff discharge for the 100-year storm event to the State's highway ROW and Caltrans' highway drainage facilities must be reduced to, at or below the pre-construction levels. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.

All grading and/or drainage improvements must maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway ROW or to Caltrans drainage facilities. The developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must adequately maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

Runoff from the proposed project that will enter the State's highway ROW and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards before entering the State's highway ROW or Caltrans drainage facilities. Appropriate stormwater quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must adequately maintain these systems in perpetuity.

All work proposed and performed within the State's highway ROW must be per Caltrans' standards and require a Caltrans Encroachment Permit before commencing construction.

For the Encroachment Permit application, provide drainage plans and calculations for the pre- and post-100-year peak run-off (quantities and velocities) and water quality treatment for all discharges to the State's highway right-of-way and Caltrans' highway drainage facilities.

Right of Way Engineering

Proposal of the 17.5 +/- acres of the northernmost parcels includes APNs 134-1030-00-0000 and 134-1030-009-0000 that share a boundary with southbound SR 99. Caltrans maintains access control along this frontage of SR 99 along this post mile stretch of 10.50 +/- to 10.80 +/-. Please refer to Attachment 1 for a map of this location.

The applicant should request the record maps for this portion of SR 99 from the District 3 Map Counter. The Right of Way Record Map for the area be obtained by contacting the District 3 Right of Way Map counter at: d3rwmaprequest@dot.ca.gov.

Caltrans ROW Access Control, Centerline and width should be labeled on the plans, along with bearings and distances.

The applicant or their representatives may also need to identify any possible vulnerable survey monuments in the development area that will need to be preserved and/or perpetuated, as required by PE Act 6731.2 and PLS Act 8771.

Encroachment Permits

Any project or work, including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Encroachment Permits Offices as indicated below:

California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901
D3encpermit@dot.ca.gov

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any question regarding these comments or require additional information, please contact Angelina Healy, Local Development Review Coordinator, by phone (530) 790-8138 or via email at D3.Local.Development@dot.ca.gov.

Sincerely,

David J. Smith

David Smith, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3