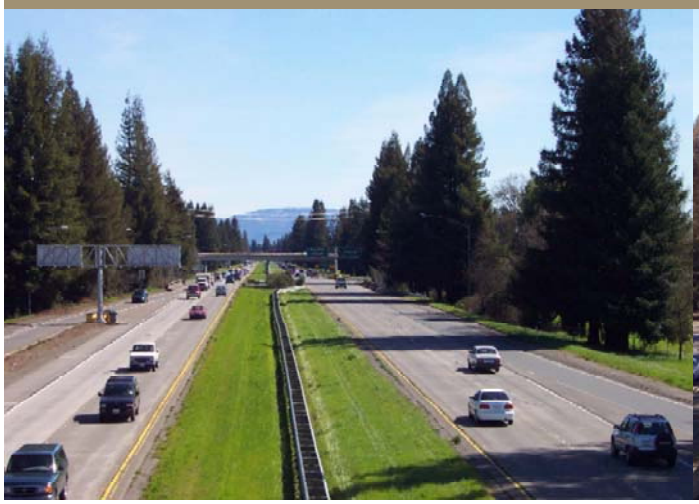
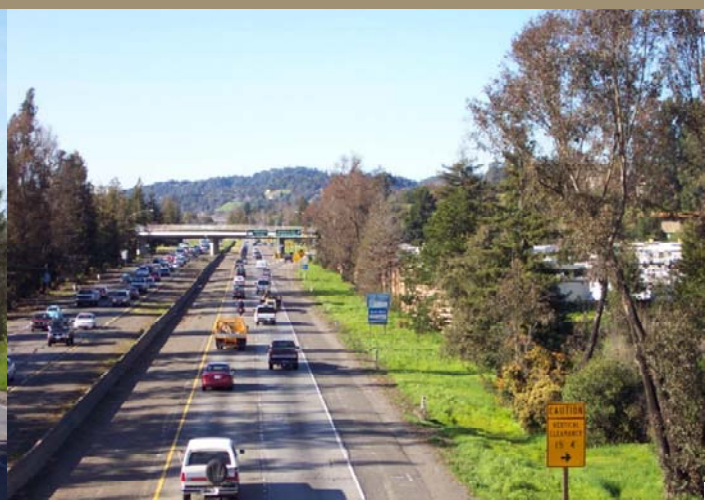
Steele Lane, Santa Rosa to Windsor River Road, Windsor

highway 101

HOV LANE WIDENING AND IMPROVEMENTS PROJECT





# Environmental Assessment/ Final Environmental Impact Report

Highway 101
From Steele Lane to Windsor River Road
04-Son-101-KP 34.9/47.2
(PM 21.7/29.3)
04-0A1000

Prepared by the
State of California Department of Transportation
and the Sonoma County Transportation Authority

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

October 2007

SCTA Sonoma County Transportation Authority

Caltrans

SCH# 2003062101
04-SON-101-KP 34.9/47.2
(PM 21.7/29.3)
0A1000

Widen Highway 101 from four to six lanes between the Steele Lane Interchange in Santa Rosa, KP 34.9 (postmile 21.7), to the Windsor River Road Interchange in Windsor at KP 47.2 (postmile 29.3)

# ENVIRONMENTAL ASSESSMENT / FINAL ENVIRONMENTAL IMPACT REPORT

Submitted pursuant to: (State), Division 13, California Resources Code
(Federal) 42 USC 4332 (2)(c)

THE STATE OF CALIFORNIA
Department of Transportation

10-24-07
Date of Approval

Bijan Sartipi
Caltrans District Director

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT

Highway 101 HOV Lane Widening and Improvements Project: Steele Lane to Windsor River Road

FOR

The California Department of Transportation (Caltrans) and the Sonoma County Transportation Authority (SCTA) has determined that the Build Alternative will have no significant impact on the environment. This FONSI is based on the attached EA which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

10-24-07
Date

Bijan Sartipi
Caltrans District Director

# GENERAL INFORMATION ABOUT THIS DOCUMENT

In 2006, an Environmental Assessment / Draft Environmental Impact Report (EA/DEIR) was approved and circulated to the public for review and comments for a project to improve Highway 101 in Sonoma County between Steele Lane in Santa Rosa and Windsor River Road in Windsor. The EA/DEIR was circulated for public and agency comments in December 2006 and January 2007 and a public hearing was held in Windsor on January 9, 2007. A 45-day comment period for the EA/DEIR ended on January 24, 2007. Since then, the California State Department of Transportation (Caltrans) and the Sonoma County Transportation Authority (SCTA) have continued to refine and resolve project design issues as well as work with the United States Fish and Wildlife Service (USFWS) to complete the formal Section 7 consultation process.

This Environmental Assessment / Final Environmental Impact Report (EA/FEIR) examines the environmental impacts of the alternatives being considered for the proposed project located in Sonoma County. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, the project's anticipated impacts, and the proposed avoidance, minimization, and/or mitigation measures.

In the process of developing mitigation for project impacts as well as preparing the final environmental document, a through review of the draft environmental document, the technical studies, the environmental checklist, and the summary of impacts and mitigation measures resulted in revisions to reflect consistency regarding level of impacts and appropriate mitigation.

This Environmental Assessment/Final Environmental Impact Report (EA/FEIR) represents the final decision document for this project and is supported by the previously circulated EA/DEIR. Where appropriate, changes have been made to the EA/DEIR to reflect minor editorial revisions to improve "readability," and other changes as appropriate to comply with current environmental document requirements related to the formal assignment of NEPA responsibilities from the Federal Highway Administration (FHWA) to Caltrans. Major changes in the text or more substantive revisions are indicated by a vertical line in the margin or italicized text notes. Responses to comments submitted during the review and comment period for the EA/DEIR have also been added to the document.

It should be noted that at a future date FHWA or another federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(1), indicating that a final action has been taken on this project by FHWA or another federal agency. If such notice is published, a lawsuit or other legal claim will be barred unless it is filed within 180 days after the date of publication of the notice (or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the federal agency is allowed). If no notice is published, then the lawsuit or claim can be filed as long as the periods of time provided by other federal laws that govern claims are met.

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