

Chapter 4 Cumulative Impacts

4.1 Introduction

Cumulative impacts are defined as the effects on the environment resulting from the incremental contribution of the project when added to the environmental effects of the past, present, and reasonably foreseeable future actions regardless of who proposes those actions. The purpose of the cumulative impacts section is to document that the consequences of the proposed project have been considered in combination with those consequences of other projects.

Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require a discussion of cumulative impacts. The discussion considers whether a proposed project's incremental effects have the potential to be cumulatively considerable when taken together with those of closely related past, present, and reasonably foreseeable future actions. Cumulative impacts can be difficult to thoroughly assess due to a lack of definitive information on future development projects. This analysis uses the best information available to assess the potential cumulative impacts related to the proposed project.

A significant cumulative impact on the environment means a substantial, or potentially substantial, adverse or beneficial change in any of the physical conditions within the area affected by the project that results from the compounded or incremental individual environmental impacts of a collection of projects when considered together.

4.2 Cumulative Impacts Area

For the proposed project, the area for evaluation of cumulative impacts is the Route 101 corridor between SR 116 in Cotati and River Road in Fulton. This area was selected because it would be most influenced by projects on Route 101.

4.3 Projects Considered in the Cumulative Impacts Evaluation

The following projects have been included in the cumulative impacts evaluation, as they are located along either Route 101 or SR-12 in the general vicinity of the proposed project:

- HOV Widening Route 101 from SR-12 north to Steele Lane (proposed project)
- HOV Widening Route 101 from Wilfred Avenue north to SR-12 (open to traffic November 2002)
- Wilfred Avenue Interchange Improvements on Route 101
- HOV Widening Route 101 from north of Steele Lane north to Windsor River Road
- HOV Widening Route 101 from Old Redwood Highway north to Rohnert Park Expressway
- SR-12/Farmer's Lane Interchange Improvements.

Other projects that would most likely occur in the proposed project area include primarily residential and commercial development. These actions are largely based on build-out and growth patterns outlined in the local General Plans for the region. Land use information used in this analysis includes data from Sonoma County (March 1989, Amended December 1998), City of Santa Rosa (November 2001), and the City of Rohnert Park (July 2000).

4.4 Potential Cumulative Impacts

There is no universally accepted approach to preparing a cumulative impact analysis. Determining the threshold beyond which cumulative impacts significantly degrade the environment is difficult. While cumulative impacts as a result of humankind's actions have compounded in the project area since the time of initial human contact, it is not possible for this document to analyze the cumulative impacts of the proposed project over too great a time period. For a cumulative impacts analysis to be effective, it must be limited through scoping to the effects that can be evaluated meaningfully. Based on historical development patterns in Sonoma County, development projects of any type within the cumulative impacts area are expected to be concentrated around the existing developed communities. Generally, urban uses dominate adjacent to the freeway and agricultural land use exists farther from the freeway. It appears for the foreseeable future, agricultural uses will continue as the primary land use outside the areas identified for planned growth.

Caltrans transportation projects would largely be confined within existing freeway corridors in Sonoma County. Transportation capacity enhancing projects on existing corridors in the region are proposed in response to anticipated growth, safety concerns, and congestion. Route 101 has been an integral part of transportation and land use planning in the San Francisco Bay area for nearly four decades. Regional and local land use and transportation planners have planned for capacity expansion of Route 101 for nearly a decade.

4.4.1 Cumulative Effects of the Evaluated Projects

To study the role of the proposed project on cumulative effects in the project area, first the topics of potential concern were identified: environmental factors for which the proposed project might reasonably have the potential to contribute to a cumulative impact. For instance, because noise impacts are very localized, they tend not to accumulate over an area. Also, environmental factors where the proposed project would have no effect were eliminated from the study. The discussion which follows is summarized in Table 4-1, which lists the projects studied, summarizes their individual environmental effects, and presents a conclusion regarding the cumulative effects.

Hydrology/Water Quality. The projects listed in Table 4-1 would not lead to any cumulative impacts related to hydrology or water quality. While there would be an increase in overall paved area as a result of any of the projects, the mitigation measures described in the Caltrans Statewide National Pollutant Discharge Elimination System permit and Storm Water Pollution Prevention Plan would be implemented. Incorporation of new freeway drainage systems to limit the effects of groundwater infiltration would be designed to take advantage of opportunities for groundwater recharge in order to minimize the impact to streams fed by groundwater. Design features such as energy dissipater structures are available to prevent scouring at outlets.

Geology/Soils/Seismicity. Because geologic and soil conditions are highly localized, implementation of any of the projects listed in Table 4-1 would not result in cumulative geologic or soils impacts. Engineering and design features are available to avoid seismic hazards.

Hazardous Materials. Existing laws for management of hazardous materials are designed to protect human health and the environment. Over the past three decades, these laws have become comprehensive and effective at identifying potential

exposures to hazardous materials and regulating them. For instance, demolition activities in general can generate materials contaminated with lead-based paint or asbestos. Regulatory agencies effectively identify and regulate the management and disposal of these materials. No cumulative impacts of concern related to hazardous materials are expected.

Air Quality. Transportation projects such as the proposed HOV widening project are determined to meet transportation air quality conformity requirements if they have been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the Regional Transportation Program (RTP) and Transportation Improvement Plan (TIP) which conforms with the State Implementation Plan. The analysis considers all planned, programmed transportation projects within the San Francisco Bay Area Air Basin, and thus is a cumulative analysis.

Since the federal Clean Air Act was passed in 1970 and amended in 1977 and 1990, air quality in the Bay Area has improved. Emissions levels and ambient concentration for most pollutants are dropping in the San Francisco Bay Area Air Basin despite increases in population and vehicle miles traveled. The one pollutant that has shown an increase in the last 20 years is particulate matter. This increase is due to a growth in area-wide sources, primarily fugitive dust sources. However, smaller particulate matter (PM₁₀) concentrations, for the most part caused by combustion, are decreasing as a result of emission controls.

Natural Resources. Three projects in the cumulative impact study – the proposed project, the Route 101 HOV widening from Wilfred Avenue to SR-12, and the Wilfred Avenue Interchange Improvements on Route 101—would result in the loss of roadside vegetation such as oaks, redwoods, and various shrubs. However, Caltrans habitat replacement policy, as well as requirements of regulatory agencies such as the California Department of Fish and Game, are expected to fully replace the natural resource values of lost vegetation.

Similarly, legal requirements as well as state policies to protect wildlife and threatened or endangered species including threatened salmon and trout are expected to prevent those species from suffering any net adverse effect.

Land Use. No major land use changes would result from any project listed on Table 4-1. No zoning or land use designations would need to be changed as a result of the

projects. Changes in the use of specific parcels in the project areas would collectively make a negligible impact to land use.

Socioeconomic Impacts. None of the projects listed in Table 4-1 would displace a substantial number of people or existing buildings; create a substantial imbalance between employed residents and jobs; nor create a substantially imbalanced social, economic, or building mix in any area of Sonoma County. No direct increase of population or employment opportunities can be easily determined from implementation of the proposed project or the other projects listed on Table 4-1. These projects are designed to relieve current and future congestion. Any changes in population or employment opportunities as a result of any of the projects would be minimal at most. No substantial cumulative impacts are expected.

Community Facilities/Services. Construction of any of the projects listed in Table 4-1 would not cumulatively affect community facilities/services within the Route 101 corridor. In fact, improving traffic circulation on Route 101 should result in a positive impact to emergency response times. The proposed project would acquire a portion of the Burbank Elementary School playground. None of the other projects is anticipated to have a permanent impact on park facilities.

Traffic/Transportation. Construction of any of the projects listed in Table 4-1 would have a beneficial impact on the transportation system in the Route 101 corridor.

Visual Resources. Construction of the Route 101 projects listed on Table 4-1 would change the visual character of the Route 101 corridor from the feeling of an open freeway with visible vegetation along a majority of the freeway to that of a closed-in freeway due to the necessary removal of vegetation, additional pavement in the median areas, and the likely construction of soundwalls at various locations. Addition of aesthetic features such as those outlined in the proposed project (revegetation, bridge and soundwall aesthetics) would minimize any cumulative impact.

Cultural Resources. Four projects in the area have been subjected to cultural resources review for compliance with section 106 of the National Historic Preservation Act. Of these, three had no eligible properties identified within the areas of potential effect: the HOV widening between Wilfred Avenue and Route 12, the Route 12 / Farmer's Lane interchange improvements, and the Wilfred Avenue interchange improvements. Therefore, the proposed project is the first in the corridor

to have any potential effects to cultural resources. The environmental reviews for the remaining projects would have to consider the potential to cumulatively effect cultural resources along the corridor, but the current project would not contribute to a cumulatively-considerable effect.

Table 4-1. Cumulative Impacts Project List

Resources	HOV Widening Route 101 from SR-12 to Steele Lane (Proposed Project)	HOV Widening Route 101 from Wilfred Avenue north to SR-12 (HOV Opened 11/02)	Wilfred Avenue Interchange Improvements on Route 101	HOV Widening Route 101 north of Steele Lane to Windsor River Road	HOV Widening Route 101 from Old Redwood Highway to Rohnert Park Expressway	SR-12/Farmer's Lane Interchange Improvements	Cumulative Impact
Hydrology/ Water Quality	Increase in paved area would result in minimal increase in volume of stormwater runoff. Measures to protect water quality would meet RWQCB requirements. Project is not in the 100-year floodplain.	Increase in paved area increased stormwater runoff minimally. Permit requirements from the RWQCB to protect water quality have been implemented. The project was outside the 100-year flood zone.	Increase in paved area but negligible increase in volume of stormwater runoff. The project is outside the 100-year flood plain.	Increase in paved area means that increase in volume of stormwater runoff must be assessed. Applicable water quality standards and permit requirements will be identified. A flood plain evaluation would be conducted to determine extent of impacted flood plain and recommend mitigation measures, if necessary.	Increase in paved area means that increase in volume of stormwater runoff must be assessed. Applicable water quality standards and permit requirements will be identified. A flood plain evaluation would be conducted to determine extent of impacted flood plain and recommend mitigation measures, if necessary.	Small increase in paved area leading to increased stormwater runoff. Water quality impacts prevented by compliance with permit requirements.	Permitting systems such as NPDES and Section 401 protect water quality cumulatively. Drainage patterns would be substantially the same.
Geology/ Soils/ Seismicity	Engineering and design features are being included to prevent increased risks.	The design incorporates protective features.	Protective engineering and design features are available.	Protective engineering and design features are available.	Protective engineering and design features area available.	The design incorporates protective features.	No cumulative impact

Table 4-1. Cumulative Impacts Project List, cont.

Resources	HOV Widening Route 101 from SR-12 north to Steele Lane (Proposed Project)	HOV Widening Route 101 from Wilfred Avenue to SR-12 (HOV Opened 11/02)	Wilfred Avenue Interchange Improvements on Route 101	HOV Widening Route 101 north of Steele Lane to Windsor River Road	HOV Widening Route 101 from Old Redwood Highway to Rohnert Park Expressway	SR-12/Farmer's Lane Interchange Improvements	Cumulative Impact
Hazardous Materials	Methods to investigate and manage contamination would prevent hazards to human health and the environment.	Encountered contamination was managed according to established procedures and regulatory requirements.	Methods to investigate and manage contamination would protect public health and the environment.	Methods to investigate and manage contamination would protect public health and the environment.	Methods to investigate and manage contamination would protect public health and the environment.	Any contamination encountered would be managed in accordance with local, state, and federal requirements.	No cumulative impact of concern.
Air Quality	Project has been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the RTP and TIP, therefore is consistent with air quality planning.	Project has been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the RTP and TIP, therefore is consistent with air quality planning.	Project has been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the RTP and TIP, therefore is consistent with air quality planning.	Project has been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the RTP and TIP, therefore is consistent with air quality planning.	Project has been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the RTP and TIP, therefore is consistent with air quality planning.	Project has been included in the regional air quality analysis conducted by MTC and the Bay Area Air Quality Management District for the RTP and TIP, therefore is consistent with air quality planning.	No cumulative impact

Table 4-1. Cumulative Impacts Project List, cont.

Resources	HOV Widening Route 101 from SR-12 north to Steele Lane (Proposed Project)	HOV Widening Route 101 from Wilfred Avenue to SR-12 (HOV Opened 11/02)	Wilfred Avenue Interchange Improvements on Route 101	HOV Widening Route 101 north of Steele Lane to Windsor River Road	HOV Widening Route 101 from Old Redwood Highway to Rohnert Park Expressway	SR-12/Farmer's Lane Interchange Improvements	Cumulative Impact
Natural Resources	Widening and sound wall construction would necessitate removal of median landscaping and many roadside trees, which would be replaced in consultation with Department of Fish and Game. Requirements from regulatory agencies would avoid impacts or replace resources. Species of salmon and trout would be protected by project construction restrictions.	Loss of some trees, roadside vegetation, and median planting. Roadside habitat was preserved through replacement planting. Construction timing and techniques avoided impacts to wildlife and migratory birds.	Minor removal of roadside vegetation. Opportunities for replacement planting are available.	Minimizing tree removal is a high priority in this project. Methods are available to avoid, replace, or compensate for impacts to natural resources likely to be found in the project area. Potential for species of salmon and trout to be found in the project area. Protective measures are available.	Minimizing tree removal is a high priority in designing this project. Methods are available to avoid, replace, or compensate for impacts to natural resources likely to be found in the project area. Potential for species of salmon and trout to be found in the project area. Protective measures are available.	Oversight by regulatory agencies ensured protection of natural resources.	Less than significant cumulative impact.
Land Use	Changes in use of about 7 parcels.	No impacts on project area land uses.	Project might convert part of an agricultural field to highway uses, depending on alternative chosen.	Project might require acquisition of about eight residences.	Project might require acquisition of more than 20 parcels. The environmental analysis must evaluate this impact and the effectiveness of mitigation measures.	No impacts on project area land uses.	Negligible cumulative impact.
Socio-Economic/Growth Impacts	Negligible effects on jobs, businesses, and housing.	No impacts were anticipated	No impacts anticipated.	Preliminary assessment identifies no discernible effect on population or employment.	Preliminary assessment identifies no discernible effect on population or employment.	No socioeconomic or growth inducing impacts.	No substantial cumulative impacts.

Table 4-1. Cumulative Impacts Project List, cont.

Resources	HOV Widening Route 101 from SR-12 to Steele Lane (Proposed Project)	Wilfred Avenue Interchange Improvements on Route 101	HOV Widening Route 101 north of Steele Lane to Windsor River Road	HOV Widening Route 101 from Old Redwood Highway to Rohnert Park Expressway	SR-12/Farmer's Lane Interchange Improvements	Cumulative Impact
Community Facilities/ Services	Project would require partial acquisition of an elementary school playground.	No community facilities and/or services would be impacted.	No community facilities and/or services have been identified.	No community facilities and/or services have been identified.	No community facilities and/or services will be impacted.	No substantial impact.
Traffic/ Transportation	Implementation of project would improve traffic operation and reduce congestion as well as promote carpooling.	Implementation of project would improve traffic operation and reduce congestion as well as promote carpooling.	Implementation of project would improve traffic operation and reduce congestion as well as promote carpooling.	Implementation of project would improve traffic operation and reduce congestion as well as promote carpooling.	Implementation of project would improve traffic operation and reduce congestion.	Beneficial impact.
Visual Resources	Removal of existing freeway landscaping and potential construction of sound walls would have an effect on scenic environment. Project features such as aesthetic treatments on structures would minimize impacts.	Removal of some trees would have a minimal visual effect	Visual impacts will be determined once a project design is proposed.	Visual impacts will be determined once a project design is proposed.	Project includes landscaping replacement and aesthetic treatment of structures.	Minimized through revegetation and addition of aesthetic treatments on structures.

Table 4-1. Cumulative Impacts Project List, cont.

Resources	HOV Widening Route 101 from SR-12 to Steele Lane (Proposed Project)	HOV Widening Route 101 from Wilfred Avenue to SR-12 (HOV Opened 11/02)	Wilfred Avenue Interchange Improvements on Route 101	HOV Widening Route 101 north of Steele Lane to Windsor River Road	HOV Widening Route 101 from Old Redwood Highway to Rohnert Park Expressway	SR-12/Farmer's Lane Interchange Improvements	Cumulative Impact
Cultural Resources	If eligible archaeological deposits are identified, mitigation and treatment measures would be implemented to minimize any impacts.	No known cultural resources will be affected. Studies found no significant cultural resources in the project area.	No known cultural resources will be affected. There are no known cultural resources in the project area.	Project area has not been studied. Potential for impacts must be evaluated later.	Project area has not been studied. Potential for impacts must be evaluated later.	Studies found no significant cultural resources in the project area.	No cumulative impact identified.

Chapter 5 California Environmental Quality Act Evaluation

5.1 The Relationship between NEPA and CEQA

The proposed project could have an adverse impact on the environment, and must satisfy the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) because both a federal agency – the Federal Highway Administration – and a state agency – Caltrans – must make project decisions. A combined Draft Environmental Assessment (EA)/ Environmental Impact Report (EIR) has been prepared in accordance with NEPA and CEQA.

CEQA requires that specific significant impacts be identified in an EIR. Under Section 15382 of the CEQA *Guidelines*, “significant effect” is defined as “a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”

NEPA does not require significant effects to be identified in the environmental document. The decision to prepare an Environmental Impact Statement is an acknowledgement that the project would result in significant environmental effects. In contrast, the NEPA document for this project is an Environmental Assessment because the environmental studies led to the conclusion that the project would not result in significant environmental effects. Still, other federal laws use the term “significant,” including the Department of Transportation Act to describe Section 4(f) resources, the National Historic Preservation Act to describe Section 106 properties, and Executive Order 11988 to describe floodplain impacts.

5.2 Significance of the Proposed Project’s Impacts under CEQA

After an analysis of a proposed project’s environmental effects, an EIR might conclude that the project would have significant environmental effects. If the

environmental impacts were identified as significant and unavoidable, the project could still be approved if the lead agency concluded that social, economic, or other public benefits outweigh the unavoidable impacts. The analysis for the draft EIR that you are reading, for the proposed HOV widening project, supports the conclusion that the project would not have unavoidable significant environmental impacts.

5.3 Mitigation Measures for Potentially Significant Impacts Under CEQA

Aesthetics. In order to reduce the visual impacts of the proposed project, the following measures would be implemented. They include measures identified by the City of Santa Rosa and adopted by the City Council by Resolution 24219 in December 1999.

To reduce the impact associated with the visual presence of new soundwalls, the color and texture of materials would be chosen to produce a design that is appropriate to and complements the project setting. The final design would be developed in consultation with the City of Santa Rosa and local residents. Also, where feasible, vines would be planted and allowed to grow on the walls to help visually integrate them with the overall landscape and to reduce the incidence of graffiti. New retaining walls would be given aesthetic treatment consisting of surface texturing and color. Such treatments also reduce glare from reflected natural light and headlights.

To reduce the visual effects of disturbances to freeway landscaping, replacement planting would be provided according to Caltrans standards. Replanting of trees would be maximized along Route 101 where trees can be placed without impairing sight distances or encroaching into clear recovery zones.

To reduce the visual impacts of widening the viaduct and to provide a more attractive and comfortable environment for pedestrians and bicyclists, landscaping along Route 101 and local streets, where they intersect with the State right-of-way, would be maximized. Architectural features would be incorporated into the design of the widened viaduct structure, walls, and abutments. Lighting features would be provided in pedestrian zones along local streets beneath the viaduct. Uses of the area beneath the viaduct that would make it more attractive for pedestrians and bicyclists would be promoted. Pedestrian/bicycle improvements on 3rd Street and 5th Street beneath the viaduct would be developed and constructed to be compatible with the City's Downtown Pedestrian Linkage Project along 4th Street. At College Avenue, a

new freeway bridge would be constructed that would provide room for bicycle lanes and sidewalks along College Avenue.

As a replacement for the northern pedestrian over-crossing that would be removed, a pedestrian/bicycle path would be constructed along the south side of Santa Rosa Creek and beneath the freeway bridge in conjunction with the City's Prince Memorial Greenway Project. Also, a new bridge over Santa Rosa Creek would be constructed that would provide pedestrians and bicyclists with more visibility and a safer, more comfortable linkage beneath Route 101. The new bridge would incorporate architectural features approved by the City.

While some residual impacts would remain, incorporation of the measures described above would ensure that visual impacts of the project remain at a level that is less than significant.

Biological Resources. The loss of mature oak trees would be compensated through replacement planting. The project proposal includes the removal of about 80 mature roadside oak trees. The location and methods of replanting, as well as the ratio of replacement trees to removed trees, would be developed in consultation with the California Department of Fish and Game.

Cultural Resources – Archaeology. Caltrans has determined that the cultural resources identified in Section 3.13 which are eligible for the National Register of Historic Places are likewise historic resources for the purposes of CEQA. Due to the inaccessible nature of the archaeological resources that might be impacted by the proposed project, Caltrans is proposing a consolidated approach to identifying and evaluating resources. The consolidated approach allows qualified archaeologists to determine whether archaeological deposits are also “historic resources” at the time the deposit is uncovered. Caltrans’ proposal for avoiding or reducing potential effects to archaeological resources includes a plan for preconstruction testing, data recovery, construction monitoring, and treatment of unexpected discoveries. These measures are expected to prevent significant impacts to cultural resources.

Chapter 6 Summary of Public Involvement and Tribal Coordination

6.1 Public Involvement

To inform and involve the public on the proposed project, Caltrans staff have taken the following actions:

Notice of Intent/Notice of Preparation. The public and interested agencies were asked to comment on the subjects to be discussed in the joint Environmental Impact Statement/ Environmental Impact Report for this proposed project via a joint Notice of Intent/Notice of Preparation that was prepared and released October 30th, 2000.

In early 2003, the project's environmental analysis concluded that the project would not be likely to result in significant environmental impacts. In view of this conclusion, FHWA determined that the appropriate NEPA document for the project would be an Environmental Assessment rather than an Environmental Impact Statement. On Monday, May 5, 2003, the Federal Register published FHWA's Notice of Withdrawal of its earlier intent to prepare an Environmental Impact Statement.

Information/Coordination Meetings. Caltrans held public information meetings on October 27, 1999 and November 29, 2000, where attendees could view project related information on large display boards and receive data sheets. On January 10, 2001, Caltrans held an informational meeting for public agencies at the District 4 offices in Oakland.

Caltrans Mobile Display. A mobile display showing general information about the project, including a description of the proposed project, an overview map showing the limits of the project, photographs of typical soundwalls located adjacent to highways, a typical cross-section of the proposed project, and other general information, was at the following locations on the following dates:

<u>Location of Display</u>	<u>Date/Time</u>
Sonoma County Transportation Authority Meeting	May 14, 2001
Burbank Elementary School	May 15, 2001
Prince Memorial Greenway Dedication	May 19, 2001

Santa Rosa City Council Chambers	May 21 to 30, 2001
Santa Rosa Plaza	May 30 to June 11, 2001
Coddington Mall	June 11 to 17, 2001
Central Santa Rosa Library	June 20 to July 3, 2001
Santa Rosa Visitors Bureau	July 3 to 17, 2001
Santa Rosa Junior College, Fall Faculty Seminar	August 16 to 17, 2001

Visual simulations to show the appearance of the proposed new features of Route 101 were added to the mobile display in 2002. The mobile display was then recirculated at the following places:

<u>Location of Display</u>	<u>Date/Time</u>
Santa Rosa City Council Chambers	June 24 to 28, 2002
Central Sonoma County Library	July 1 to 12, 2002
Santa Rosa Visitor's Bureau	August 15 to 18, 2002
Santa Rosa Plaza	August 19 to 26, 2002

Caltrans Website. A publically-accessible website was developed to provide a variety of information about the proposed project. The web address is <http://www.dot.ca.gov/dist4/route12wpg.htm>.

Coordination with Local Governments and Stakeholders. Since 1998, Caltrans staff have met regularly with the City Department of Public Works, the Sonoma County Transportation Authority, and other stakeholders to refine the proposed project. Caltrans continues to meet regularly with a City Council representative, members of the Santa Rosa Design Review Board, Main Street, and Santa Rosa Public Works officials in order to develop aesthetic treatments for the improved freeway.

On November 6, 2001, December 3, 2002, and March 3, 2003, Caltrans staff presented current photos and future visual simulations of the proposed project to the Santa Rosa City Council. Caltrans staff then received input from the City Council on the visual simulations. Also present at these presentations were staff members from the City of Santa Rosa Department of Public Works.

Coordination with Santa Rosa School District. The Santa Rosa School District has been working with Caltrans with respect to changes at Luther Burbank School, where the proposed project would have impacts to part of the playground. Caltrans met with the Santa Rosa School Board on July 25, 1999 with respect to minimizing impacts to the playground, and with parents and Burbank students on September 9, 1999.

Native American Coordination/Meetings. The Native American Heritage Commission (NAHC) was contacted for a search of their Sacred Lands files and for a list of interested Native American groups and individuals in October 1999 and again in June 2000. Letters were sent to groups and individuals named on the list received (see Table 3.13-1 in Section 3.13.1.1) from the NAHC on November 20, 2000 and to the Dry Creek and Federated Indians of Graton Rancherias again on January 2, 2001. In July 2001 a meeting was held with the Lytton Rancheria of Pomo Indians, later a meeting with the Federated Indians of Graton Rancheria occurred in August 2001. Another meeting with representatives of both the Graton and Lytton rancherias further explored the tribes' interest on February 27, 2002. An address to the Lytton Tribal Council was also arranged on February 27, 2002 to explain the project in detail and to solicit views and information regarding the project impacts. The Lytton Tribal Council expressed concern regarding Caltrans' efforts to contact other tribes and suggested that additional effort should be made. As a result Caltrans sent contact letters to the Cloverdale Rancheria of Pomo Indians and to Stewarts Point Rancheria. Follow-up phone calls to all the groups and individuals originally contacted were placed to give the opportunity for verbal comment and to verify receipt of letters. Because consultation is an ongoing exchange of views and information, those groups who have expressed an interest would be included in future phases of this project. Please see Table 3.13-1 in Section 3.13.1.1 for a summary of Native American Involvement to date.

Historic Properties Coordination. On May 15, 2000, Caltrans initiated public outreach for historical resources of the built environment in the project area. A letter was sent to Ms. Leigh Jordan of the Northwest Information Center describing the proposed project and Caltrans' efforts to identify historic properties. The letter requested Ms. Jordan to distribute project and survey information to a number of local agencies, community organizations, and other interested parties in an effort to inform said parties and to elicit responses.

On February 14, 2001, Cultural Resource specialists from the Office of Environmental Assessment presented an overview of the historic architectural survey at a meeting with the City of Santa Rosa Cultural Heritage Board. At this meeting, board members inquired about potential impacts of the project on historic structures and districts in the vicinity of the proposed project. Caltrans staff provided clarification on these issues and an explanation of the environmental review process for this project.

Chapter 7 **List of Preparers**

This Draft EA/EIR was prepared by the California Department of Transportation, District 4 Office of Environmental Analysis. The following staff and consultants contributed to the preparation of this EA/EIR:

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Chapter 8 Distribution List

Federal Agencies

U.S. Environmental Protection Agency
Region 9, EIS Coordinator
Federal Activities Office, CMD-2
75 Hawthorne Street
San Francisco, CA 94105

National Marine Fisheries Service
Bay Area Office
777 Sonoma Avenue, Room 325
Santa Rosa, CA 94502

U.S. Army Corps of Engineers
Regulatory Branch
San Francisco District
Attention: CESPAN-CO-R
333 Market Street, 8th Floor
San Francisco, CA 94105

U.S. Department of Agriculture
Natural Resources Conservation
Service
430 G Street, #4164
Davis, CA 95616

U.S. Fish and Wildlife Service
U.S. Department of Interior
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

U.S. Department of Interior
Office of Environmental Policy and
Compliance
1849 C Street NW, Room 2340
Washington, D.C. 20240

State Agencies

Executive Director
Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Calif Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

Calif Department of Fish and Game
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P.O. Box 47
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Chapter 10 Index

aesthetics	3-84
agricultural lands	3-60, C-1
air quality	3-1
biology.....	3-41
economic effects.....	3-61
emergency services	3-71
housing	C-1
hydrology	3-2
land use.....	3-53
mitigation measures.....	3-1, 3-5, 3-10, 3-16, 3-25, 3-33, 3-50, 3-60, 3-71, 3-73, 3-84, 3-92, 3-114, 5-2
noise	3-1, 3-26
parks	C-1
permits.....	viii
relocation.....	3-1
stormwater runoff.....	3-2
traffic	3-73
urban development.....	C-1
utilities.....	3-71
visual assessment.....	3-1, 3-84, 3-99
water quality	3-1
wildlife	3-41, 3-42, 3-51, 4-5, 4-10, C-1
Wildlife	3-50, 4-10