

Santa Rosa Maintenance Facility Project



DRAFT Initial Study with Proposed Negative Declaration

SONOMA COUNTY, CALIFORNIA
DISTRICT 4 – SON – 101 (PM 20.6, 26.3)
04-2Q580/0419000027

Prepared by the
State of California, Department of Transportation

March 2024



General Information about this Document

What's in this document:

The California Department of Transportation (Caltrans) is proposing the Santa Rosa Maintenance Facility Project (Project) to construct a new maintenance facility at 3251 Brickway Boulevard (Blvd), five miles northwest of Santa Rosa. The existing facility at 224 Lincoln St. in Santa Rosa has current deficiencies for maintenance crews and lacks the capacity for expansion. If the existing maintenance station remains operational, it would continue to deteriorate and provide Caltrans maintenance crews substandard operational capabilities, hindering maintenance's ability to perform their job of maintaining a safe and operational transportation network. If the new maintenance facility is constructed, the existing facility would be demolished.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This Initial Study with proposed Negative Declaration (IS/ND) describes why Caltrans proposes the Project, how the existing environment could be affected by the Project, potential environmental impacts that could result from the Project, and the project features and avoidance and minimization measures to avoid and minimize impacts.

What you should do:

- Please read this IS/ND.
- This IS/ND, maps, and proposed Project information are available to download at the [District 4 Environmental Documents by County](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>). In addition, a hardcopy of this IS/ND will be made available at the following locations in the vicinity of the Project:
 - Northwest Santa Rosa Library
150 Coddington Center
Santa Rosa, CA 95446
 - Windsor Regional Library
9291 Old Redwood Hwy #100
Windsor, CA 95492

- We would like to hear what you think. Send comments by 05/01/2024 to:
 - Caltrans, District 4
ATTN: David Moore, Acting Environmental Analysis Branch Chief
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660;
 - Sonoma.Maintenance.Facility@dot.ca.gov

What happens next:

Per CEQA Section 15073, Caltrans will circulate this IS/ND for review for 30 days from April 2, 2024, to May 1, 2024. During the 30-day public review period, the general public and responsible and trustee agencies can submit comments on this IS/ND to Caltrans. Caltrans will consider the comments and will respond to the comments after the 30-day public review period.

After comments have been received from the general public and responsible and trustee agencies, Caltrans may:

1. Grant environmental approval to the Project.
2. Conduct additional environmental studies. Or,
3. Abandon the Project.

If the proposed Project is granted environmental approval and funding is obtained, Caltrans could design and construct all or part of the Project.

Alternative formats:

For individuals with sensory disabilities, this IS/ND can be made available in Braille, in large print, on audiocassette, or on computer disk by writing to the Caltrans District 4 mailing or email address or by calling **California Relay Service** at **(800) 735-2929 (TTY)**, **(800) 735-2922 (Voice)**, or **711**.

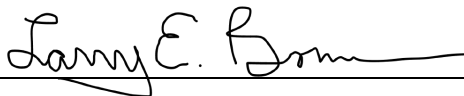
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Initial Study with Proposed Negative Declaration

04-SON-101	20.6, 26.3	04-2Q580
DIST. – CO. – RTE.	PM	EA

Project title:	Santa Rosa Maintenance Facility Project
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
Contact person and phone number:	David Moore, Acting Environmental Analysis Branch Chief at (209) 986-9607 or Nicholas Piucci, Environmental Scientist at (510) 926-0604
Project location:	Existing Site: 224 Lincoln St. Santa Rosa, California Proposed Site: 3251 Brickway Blvd. Mark West Unincorporated, California
General plan description:	Industrial Park
Zoning:	Existing Facility: Medium Density Residential Propose Facility: Heavy Industrial
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements)	California Transportation Commission

The IS/ND, maps, and proposed Project information are available to download at the [District 4 Environmental Documents by County](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) website (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).



3/29/2024

Larry Bonner
Office Chief, Office of Environmental Analysis
California Department of Transportation, District 4

Date

To obtain a copy in Braille, in large print, on audiocassette, or on computer disk, please mail Caltrans, District 4, ATTN: David J Moore, Senior Environmental Planner, P.O. Box 23660, MS-8B, Oakland, CA 94623-0660; email Sonoma.Maintenance.Facility@dot.ca.gov; or call **California Relay Service** at **(800) 735-2929 (TTY)**, **(800) 735-2922 (Voice)**, or **711**.

Proposed Negative Declaration

Project Description

The California Department of Transportation (Caltrans) has prepared this Initial Study with Proposed Negative Declaration (IS/ND) for the Santa Rosa Maintenance Facility Project (Project). Caltrans proposes to construct a new maintenance facility featuring an up to standard maintenance station building, fuel island, covered wash rack, material storage area, vehicle equipment storage area, upgraded parking, multipurpose storage areas, and a trash enclosure. The office would include three mechanical bays, essential utilities rooms, a kitchen, both men's and women's facility rooms, storage rooms, offices, a conference room, and crew rooms. The new facility also includes a 50,000 square foot photovoltaic panel (solar) system and one electrical vehicle charging station. Upon completion of this new maintenance station, the staff/equipment will relocate to the new site, the existing facility would be demolished, and the parcel would be classified as excess land and eventually offered for sale.

Determination

This Proposed Negative Declaration is included to notify the general public, responsible agencies, and trustee agencies that Caltrans intends to adopt a Negative Declaration for the Project. This Proposed Negative Declaration is subject to change based on comments received from the general public, responsible agencies, and trustee agencies.

Caltrans has prepared this IS/ND for the proposed Project and, pending public review, expects to determine from this study that the Project would not have a significant effect on the environment for the following reasons:

- The Project would have no impacts on agriculture and biology, forest resources, geology and soils, land use and planning, mineral resources, population and housing, recreation, and wildfires.
- The Project would have less-than-significant impacts on aesthetics, air quality, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, tribal cultural resources, utilities, and service systems.

Christopher Caputo
Deputy District Director
Environmental Planning and Engineering
California Department of Transportation, District 4

Date

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List of Abbreviated Terms

Abbreviation	Definition
ACMs	asbestos containing materials
AMM	avoidance and minimization measure
APE	area of potential effects
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CNDDDB	California Natural Diversity Database
CTC	California Transportation Commission
CCRD	Caltrans Cultural Resource Database
CFR	Code of Federal Regulations
CH ₄	methane
CGP	Construction General Permit
CO ₂	carbon dioxide
DNAC	District Native American Coordinator
DSA	Disturbed Soil Area

Abbreviation	Definition
DPS	Distinct Population Segment
ESA	Environmentally Sensitive Areas
XPI	Extended Phase I
FIGR	Federated Indians of Graton Rancheria
GHG	greenhouse gas
IS/ND	Initial Study with Proposed Negative Declaration
ISA	International Society of Arboriculture
LBP	lead based paint
LEED	Leadership in Energy and Environmental Design
L _{max}	highest sound level measured during a single noise event
MLD	Most Likely Descendent
MRZ	Mineral Resource Zone
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Properties
NRCS	Natural Resources Conservation Service
NWIC	Northwest Information Center
OCRS	Office of Cultural Resource Studies
PF	project feature
PM	post mile

Abbreviation	Definition
PM _{2.5}	particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers
PM ₁₀	particulate matter with aerodynamic diameter equal to or less than 10 micrometers
Project	Santa Rosa Maintenance Facility Project
PQS	Professionally Qualified Staff
PS&E	plans, specifications, and estimates
ROW	right of way
RWQCB	(San Francisco Bay) Regional Water Quality Control Board
Section 106	Section 106 of the National Historic Preservation Act
SHOPP	State Highway Operation and Protection Program
SLF	Sacred Lands File
SR	State Route
SSP	standard special provision
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
EPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VMT	vehicle miles traveled

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is proposing the Santa Rosa Maintenance Facility Project (Project) to build a new maintenance facility on a 2.47-acre site at 3251 Brickway Boulevard (Blvd.), a little over a mile west of Post Mile (PM) 26.3 on State Route (SR) 101 in the unincorporated community of Mark West in Sonoma County (Figure 1). The site is adjacent to Sonoma County Airport and approximately five miles northwest of Santa Rosa. The parcel is located on a cul-de-sac and is bounded by industrial properties with the southwest corner adjacent to Mark West Creek. The existing 59-year-old maintenance facility is located on a 1.11-acre lot at 224 Lincoln St. adjacent to PM 20.6 on SR 101. The existing facility exhibits deficiencies in the following areas:

- Inadequate areas for crews, supervisors, equipment, and materials storage.
- Absence of separate women’s facilities.
- Substandard electrical system.
- No heating and cooling system
- Insufficient hazardous waste storage and decontamination areas
- Inadequate vehicle parking
- No electric vehicle charging station
- No security equipment

Additionally, the current facility is lacking in expansion capacity, limiting its ability to be retrofitted to accommodate the existing needs. The current maintenance facility would be demolished after the completion of the new proposed facility.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The Project would be funded using money from the Statewide Highway Operation and Protection Program (SHOPP) and the total cost estimate, including capital and support costs, is \$25,236,000.

1.2 Purpose and Need

The purpose of the proposed Project is to provide a facility that conforms to current design standards that would sustain the Maintenance Program’s current and future functional and operational needs. This would improve structural safety, functional capacity, and overall operational efficiency of the maintenance facility. The Project

is needed because the existing 59-year-old maintenance facility does not meet current facility design standards. It is deficient in its current building components and lacks the capacity for expansion.

1.3 Existing Facilities and Location

The existing facility is on a 1.11-acre site bounded on one side by SR 101 and on the three sides by residential properties. The surrounding properties are zoned as medium density residential. The site was originally developed in 1960 with two one-story structures: a 28-foot x 80-foot metal office/crew/equipment building and 20-foot x 52-foot wooden herbicide storage building. The latter was replaced in 1988 with a Sea Train container. The site is fenced with one access gate on Lincoln Street.

Chapter 2 Project Description

2.1 Introduction

Caltrans proposes to construct a new maintenance facility including a new updated maintenance station building featuring the most current standards, a fuel island, a covered wash rack, material storage area, vehicle equipment storage area, upgraded parking, multipurpose storage areas, and a trash enclosure. The office would include three mechanical bays, essential utilities rooms, a kitchen, both men's and women's facility rooms, storage rooms, offices, a conference room, and crew rooms. The new facility also includes a 50,000 square foot photovoltaic panel (solar) system and one electrical vehicle charging station. Upon completion of this new maintenance station, the staff and the equipment will be relocated to the new site, the existing facility would be demolished, and the parcel would be classified as excess land and eventually offered for sale.

2.2 Project Components

This section discusses Project components that would be constructed as part of the proposed Project. Figure 2 contains the locations of Project components. Figure 3 contains the Project components.

2.2.1 Building Main Components

The proposed facility would include a maintenance station building, fuel island, covered wash rack, material storage area(s), vehicle equipment storage area(s), parking, multipurpose storage areas, and a trash enclosure.

There are two floor plans (Alternatives) for the maintenance station building:

- A1 Office Floor Plan – rectangular shape one story building with 11,230 square feet.
- A1a Office Floor Plan – L-shape one story building with 12,000 square feet.

Both floor plans feature three mechanic bays, essential utilities rooms, a kitchen, men's and women's facility rooms, storage rooms, offices, a conference room, and crew rooms. The difference is Floor Plan A1a offers one security information room and an outdoor patio.

The new facility also includes a 50,000 square foot photovoltaic panel (solar) system and one electrical vehicle charging station. Upon completion of this new Maintenance Station, the staff and equipment will be relocated to the new site, the existing facility would be demolished, and the parcel would be classified as excess land and eventually offered for sale.

2.2.2 Site Main Components

The main components on site of the proposed facility include entry points to and from the facility, access for maintenance equipment to the site, parking spaces, an electric charging station, various underground utilities including a fire line system, domestic water line, PG&E, telephone, and cable TV lines, and a stormwater drainage system.

2.2.3 Ground Disturbance

The entire site would be disturbed due to clearing, grubbing, and grading, from the new building's asphalt roadway, parking spaces, and utility installation. Excavated material would be stockpiled and used as backfill or removed from the site and disposed of at an appropriate facility. Areas cleared for construction that are not paved or used for the building itself would be revegetated after construction, in accordance with applicable Caltrans standard best management practices (BMPs). The depth of the ground disturbance would range between 4 and 6 feet for utilities and foundations for the structures onsite.

2.2.4 Vegetation/Tree Removal

Some vegetation removal would be required to construct the proposed maintenance facility and the demolition of the current facility. Approximately three trees and bushes may need trimming and/or removal at the proposed site. Approximately one tree and a bush is anticipated to be impacted at the existing facility's site.

2.2.5 Existing Site Main Components

Caltrans HQ and Contractor will work with the State Fire Marshall to permit the demolition of the existing Caltrans maintenance facility located at 224 Lincoln St. All existing utilities will be sealed off and appropriately decommissioned and avoided. The existing maintenance facility will be demolished, and all waste material will be recycled and/or hauled off to approved receiving facilities. Prior to any demolition work beginning, hazardous material testing will be performed on the existing building and site. This work will occur during Caltrans permitting and planning phase. Dependent on the results, remediation may be completed before construction. There are no fuel stations at the site.

2.2.6 No Build Alternative

Under the No Build Alternative, the maintenance facility would not be replaced. The existing facility would remain in place and continue to deteriorate and provide substandard areas for maintenance crews and material storage. The No Build Alternative would not meet the project's purpose and need.

2.3 Construction Methodology

This section discusses the anticipated methodology for the proposed Project construction staging, schedule, and equipment, as well as utilities and right of way (ROW).

2.3.1 Construction Staging and Contractor Use Areas

Right of way (ROW) acquisition is not anticipated for this proposed Project. All work would take place within Caltrans ROW. Staging and contractor use areas would be limited to the disturbed area on site. The Project access is from the Brickway Blvd. cul-de-sac. The Brickway Blvd. cul-de-sac would be affected by traffic control. A portable changeable message sign would be used and if needed, a flag-man would be stationed during periods of required traffic control. No nighttime closures of Brickway Blvd. are expected.

2.3.2 Utilities

The proposed site of the new facility is a plot of undisturbed soil with minimal vegetation. No utilities are anticipated to be encountered onsite and the following would be installed underground during construction: electrical and gas line services through PG&E, telephone, and cable TV, water/fire lines, a sewer line, and drainage. The utilities at the existing site would be sealed off, appropriately decommissioned, and abandoned.

2.3.3 Schedule

All construction is expected to occur during the day between 6 AM and 9 PM. The proposed Project is anticipated to require approximately 400 working days to construct, across six construction seasons with an estimated three months for every season. Construction is currently scheduled to begin in February of 2026. The demolition of the vacated facility is anticipated to require 20 working days over one season after the completion of the proposed maintenance facility. The construction schedule and duration is tentative pending further design. The Project is not anticipated to need any night work.

2.3.4 Construction Sequence

The exact construction sequence and methodology is subject to change but currently includes:

1. Clearing and grubbing of vegetation on site
2. Site grading
3. Excavating for the building foundation
4. Digging 4 foot to 6-foot-deep trenches for utilities
5. Placing and compacting the sub-base and aggregate base materials, and placing the asphalt concrete
6. Construction of the sidewalk, curb, and gutter
7. Construction of utilities which include drainage, sewer, water and fire lines, PG&E, and communication lines
8. Construction of the fuel station
9. Construction and grading of the driveway
10. Building the boundary fence around the site
11. Landscaping
12. Demolition of the buildings at the current maintenance facility
13. Cleaning of the work area

2.3.5 Construction Equipment

Anticipated equipment includes, but is not limited to, wheel tractor scraper, bulldozers/dozers, excavator, backhoe/trenchers, wheel loader, compactor, roller machine, drum roller, saw cutter, dump trucks, water truck, portable generator, air compressor, asphalt paver, tack oil tank/trailer, concrete mixer, concrete pump, forklift, crane, boomlift/manlift, scaffolding equipment, scissor lift, trucks/utility trucks/utility vehicles, concrete pump/concrete, and carpentry equipment.

2.3.6 Right of Way

Construction-related activities, including staging areas as well as the parcel that the proposed facility would be built on, all occur within Caltrans ROW. The proposed Project would not require ROW acquisition for the purposes of temporary construction easements or permanent drainage easements.

2.4 Permits, Licenses, Agreements, Certifications, and Approvals Required

The proposed Project would not result in any impacts to any special status species. Therefore, correspondence and consultation with California Department of Fish and Wildlife (CDFW), US Fish and Wildlife Service (USFWS), and National Marine Fisheries Service is not warranted. The proposed Project would not impact any jurisdictional wetlands and other waters of the U.S and/or State. As such, no Section 404 Nationwide Permit through the United States Army Corps of Engineers (USACE), Section 401 Water Quality Certification through San Francisco Bay Regional Water Quality Control Board (RWQCB), or Section 1602 Lake or Streambed Alteration Agreement through CDFW is required. Approval of funding for the Project is required by the California Transportation Commission (CTC) for each phase of the Project. Other than the approval of funding by the CTC, no other permits, licenses, agreements, certifications, or approvals are required for the Project.

Chapter 3 California Environmental Quality Act Evaluation

The following discussions evaluate potential environmental impacts related to the CEQA checklist to comply with state CEQA Guidelines (Title 14 California Code of Regulations [CCR], Division 6, Chapter 3, Section 15091). The analysis considers potential environmental impacts of the proposed Project as discussed in Chapter 2.

3.1 Environmental Factors Potentially Affected

As part of the scoping and environmental analysis carried out for the proposed Project, the following environmental factors were considered, but no impacts were identified: agriculture and forest resources, biology, geology and soils, land use and planning, mineral resources, population and housing, recreation, and utilities and service systems. The environmental factors checked below would be potentially impacted by the proposed Project, with less-than-significant impacts. Further analysis of these environmental factors is discussed in this chapter:

X	Aesthetics		Agriculture and Forestry	X	Air Quality
	Biological Resources	X	Cultural Resources	X	Energy
	Geology/Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
X	Noise		Population/Housing	X	Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
X	Utilities/Service Systems		Wildfire	X	Mandatory Findings of Significance

3.2 Determination

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A NEGATIVE DECLARATION will be prepared.	
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
Signature:		Date:
Printed Name: Larry Bonner, Office Chief, Caltrans, District 4, Office of Environmental Analysis		

3.3 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. In many cases, background studies performed in connection with projects would indicate that there are no impacts to a particular resource. A “NO IMPACT” answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features (PFs) and avoidance and minimization measures (AMMs), which can include both design components of the proposed Project and standardized measures that are applied to all, or most of, Caltrans projects, such as BMPs and measures included in the Standard Plans and Standard Specifications or as Standard Special Provisions, are considered to be an integral part of the Project and have been considered prior to any significance determinations documented in this section. Refer to Sections 3.3.1 through 3.3.21 and Appendix C for a detailed discussion and summary, respectively, of these project features and AMMs. The annotations to this checklist summarized the information in this chapter to provide the reader with the rationale for significance determinations. For a more detailed discussion of the nature and extent of anticipated impacts, please refer to Sections 3.3.1 through 3.3.21. This checklist incorporates, by reference, the information contained in Chapters 1 and 2.

Sections 3.3.1 through 3.3.21 present the CEQA determinations under Appendix G of the CEQA Guidelines. The CEQA determinations depend on the level of potential environmental impact that would result from the proposed Project. The level of significance determinations are defined as follows:

- **No Impact:** Indicates no physical environmental change from existing conditions.
- **Less-than-Significant Impact:** Indicates the potential for an environmental impact that is not significant with or without the implementation of AMMs.
- **Less-than-Significant Impact with Mitigation Incorporated:** Indicates the potential for a significant environmental impact that would be mitigated with the implementation of mitigation measures to a level of less than significant.
- **Potentially Significant Impact:** Indicates the potential for a significant and unavoidable environmental impact.

3.3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AESTHETICS

The existing maintenance station site is located at 224 Lincoln Street in the City of Santa Rosa, Sonoma County, adjacent to the southbound on-ramp for Highway 101 and is surrounded by single and multi-family residences on the other three sides. The landscape is characterized by a gridded residential area with moderate tree canopy that abuts Highway 101. The land use in the vicinity of the project site is primarily urban residential and light commercial. The parcel of the existing maintenance station shows up within the bounds of the Downtown Specific Plan for Santa Rosa.

The proposed build site is located on 3251 Brickway Blvd. in the unincorporated community of Mark West in Sonoma County. The parcel is within the Sonoma County Airport Specific Plan. The land use and zoning of the parcel, and its vicinity, is industrial with some parcels that are vacant with grasses and weeds. The developed sites are characteristic of an industrial office park. The current landscape condition for this project site is an exposed field with grasses and weeds with trees at its perimeter. The surrounding area is relatively flat. The regional setting contains a mix of agricultural and industrial uses. Mark West Creek is an adjacent boundary and is situated at the southwestern corner of the parcel.

Neither existing maintenance station nor proposed build sites are adjacent to any scenic corridors or resources but the section of Highway 101 abutting the existing site is designated as a Classified Landscaped Freeway.

A Visual Impact Assessment was prepared by the Caltrans Office of Landscape Architecture. A summary of the findings is presented here (Caltrans 2024a).

a, b, and d) No Impact

With minimization measures implemented, the proposed Project would present no visual change to the SR 101 corridor. Additionally, there are no scenic vistas at or near the current maintenance facility location nor the proposed location.

The proposed Project would not adversely affect any scenic resource identified as requiring special consideration such as a rock outcropping, important tree grouping, historic properties, etc., as defined by CEQA status or guidelines, or Caltrans policy. Additionally, there are no historical buildings within the proposed Project footprint.

The proposed Project would not substantially degrade the existing visual character or quality of public views of the area as there are no public areas within the Project footprint. The proposed Project would not conflict with applicable zoning or other regulations governing scenic quality.

The proposed Project would not result in new substantial light or glare that would adversely affect nighttime views. There is no anticipated night work and, if used, construction lighting would be limited to occurring within the Project footprints for construction-related activities, and light trespass to adjacent residences and to the traveling public would be minimized with the use of directional lighting, shielding, and other measures as needed.

c) Less Than Significant Impact

Demolishing, or decommissioning, the maintenance facility would result in a visual change resulting from lowering the variety of visual patterns and textures. If all paving and structures are removed, the site would likely be restored to a temporary, pervious condition. This scenario would yield a visual resource change that makes the site more organic, allowing to blend into the landscape better due to the tree canopy within the existing context. The forms and massing would be pushed toward the perimeter and the site edges would become more dominant, as no structures would remain in the center, creating more of an orientation and view onsite. The colors and textures of pervious surfaces and vegetation would also change to become more harmonious with its surroundings.

The level of visual impact of the new construction, regarding character, for both alternatives are very similar. The visual change of installing paving and removing much of the organic material at the ground plane would change the nature of the site but would bring it more aligned with the quality of its existing context. The visual breakdown of the site after the construction of a new facility would be paving, vertical structural elements, and frontage planting with soft edges of existing trees at the perimeter. This would create more of a coherence with the adjacent parcels and increase the unity of the site within the neighborhood.

Temporary construction impacts are expected to be typical of a project of this nature and would include the temporary appearance of a disturbed site, potential temporary traffic barriers, construction area signage, construction workers and equipment, trucks, excavators, concrete trucks, stockpiled soils, construction materials, and may include construction area lighting.

Upon completion of construction-related activities and implementation of minimization measures, the Project would have less than significant visual impacts. The primary item of work, the construction of the maintenance facility, would result in minor permanent visual changes if minimization measures are made. Other items of work would result in negligible to minor visual changes. Impacts to public views would be less than significant.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the Project to reduce potential impacts to visual resources. PF-AES-1 through PF-AES-7 are discussed here and summarized in Appendix C.

- PF-AES-1, Minimize impacts to existing vegetation. Vegetation to remain should be protected from construction activities by temporary fencing when close to construction work or staging areas, especially mature trees and shrubs.
- PF-AES-2, Staging areas should not be located where they require the removal of anything but weedy vegetation or cause the compaction of any tree roots.
- PF-AES-3, Where the pruning of trees is required to accommodate construction operations, it should be done under the supervision of an International Society of Arboriculture (ISA) certified arborist with standards outlined by ANSI A300 Part 1 by the Tree Care Industry Association.

- PF-AES-4, Construction materials and equipment should be stored in a screened staging area beyond the direct view of the motoring public and residential properties to the greatest extent feasible.
- PF-AES-5, For any night construction, lighting will be limited to the area of work and will use directional lighting, and/or shielding, to minimize light trespass to nearby areas.
- PF-AES-6, Disturbed areas beyond the paved surface will be restored to pre-project visual conditions by applying native erosion control seeding, and/or mulch, and installing associated erosion control measures where needed.
- PF-AES-7, The location of fencing and gates should be visually consistent with the other industrial parcels in the area and Sonoma County requirements.

AVOIDANCE AND MINIMIZATION MEASURES

AMM-AES-1 and AMM-AES-2, as discussed here and summarized in Appendix C, would avoid or minimize potential impacts to visual resources.

- AMM-AES-1, A landscape area adjacent to the creek at the southwestern corner provides an opportunity for visual enhancement within the site and a potential environmental benefit for a vegetation buffer, reducing the need for mechanical treatment of stormwater. A patio has been preliminarily specified in design alternative A1a, and these uses could be grouped together for added benefit.
- AMM-AES-2, Consult with the Office of Landscape Architecture throughout the design phase to identify measures that could further minimize visual impacts. These may include colored concrete, antiglare coating, or similar measures.

3.3.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AGRICULTURE AND FOREST RESOURCES

The current maintenance facility that would be removed is located in a residential area, and the proposed site is located in an industrial park. The proposed Project footprint is not located within farmland, nor timberland (California Department of Conservation 2016 and 2019). Forestland would not be impacted by the proposed Project and tree trimming, and removal, would be in compliance with AMM-AES-1 and AMM-AES-6. There are no Williamson Act contracts within the Project footprints.

a, b, c, d, and e) No Impact

The proposed Project would not affect agricultural land and would not convert Farmland to a non-agricultural use. The proposed Project would not affect areas under a Williamson Act contract. The proposed Project would not conflict with

existing zoning for forest land or timberland, or convert forest land to non-forest use land, as there are no forest lands or timberlands within the Project footprints. The proposed Project would not involve other changes in the existing environment that would result in conversion of forest or agricultural land. There would be no impact, as construction-related activities, including staging areas, would occur within Caltrans right of way.

3.3.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AIR QUALITY

The proposed Project is located in Sonoma County within the San Francisco Bay Area Air Basin under the jurisdiction of the Bay Area Air Quality Management District. Sonoma County is designated as in nonattainment for ozone and particulate matter, with aerodynamic diameter equal to or less than 2.5 micrometers (PM_{2.5}) under federal air quality standards (EPA 2024), and in nonattainment for ozone, PM_{2.5}, and particulate matter with aerodynamic diameter equal to or less than 10 micrometers (PM₁₀) under California state air quality standards (CARB 2019). It is in attainment or unclassified for other federal and state air quality standards.

a) No Impact

The proposed Project would have temporary construction emissions and construction-related activities that would comply with state and local regulations and policies. Emission reduction measures would be implemented as discussed under PF-AQ-1 through PF-AQ-4 and summarized in Appendix C to reduce construction emissions. The proposed Project would not affect vehicle operation on SR 101 or nearby roadways when construction is complete. Long-term emission increases and adverse impacts from the Project are not anticipated. Therefore, the proposed Project would not conflict with the region’s air quality plan. There would be no impact.

b, c, and d) Less Than Significant Impact

The construction of the new maintenance facility would not increase operational capacity or change the horizontal or vertical alignments of any local roads near the proposed Project nor nearby SR 101. No long-term impacts to air quality would occur.

Construction-generated and demolition air pollutants are expected to be short-term. Construction-generated air pollutants include emissions resulting from material processing by onsite construction equipment, workers commuting to and from the proposed Project, traffic delays due to construction and the demolition of the current maintenance facility. The emissions would be produced at different rates throughout the Project depending on the construction-related activities occurring during the different the phases of construction. Potential impacts to air quality, including emissions of air pollutants and odors affecting the nearby public, would be less than significant based on the temporary nature of the Project construction-related activities.

During construction and demolition, the proposed Project would comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with applicable air-pollution control rules, regulations, ordinances, and statutes. In addition, the Project would implement BMPs, and PF-AQ-1 through PF-AQ-4, as summarized in Appendix C, to further reduce air quality impacts.

The proposed Project would have no long-term impacts on air quality and temporary construction-related and demolition-related impacts would be less than significant.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the proposed Project to reduce potential impacts to air quality. PF-AQ-1 through PF-AQ-4 are discussed here and summarized in Appendix C.

- PF-AQ-1, Recycle Materials: If practicable, recycle nonhazardous waste and excess material. If recycling is not practicable, dispose of material.
- PF-AQ-2, Construction Vehicles and Equipment: Maintain and tune the construction vehicles and equipment in accordance with manufacturer's specifications.

- PF-AQ-3, Limit Idling: Limit idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- PF-AQ-4, Solar Power: Use solar-powered signal boards, if feasible.

3.3.4 Biological Resources

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or NOAA Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR BIOLOGICAL RESOURCES

A Biological resources evaluation memo – No Effect was prepared by the Caltrans Office of Biological Sciences and Permits to evaluate the effects of the proposed Project on biological resources, including sensitive plants and wildlife species. A summary of the findings is presented here (Caltrans 2024h).

The Biological Study Area is the area assessed for sensitive natural communities and habitats, special-status plant and animal species, and jurisdictional waters and wetlands that might be impacted by the proposed Project. This area encompasses the Project footprint and adjacent areas subject to indirect impacts. Indirect impacts are those that are reasonably foreseeable but may occur at a later time or whose effects are not confined within the Project footprint (e.g. lighting, noise, stormwater runoff, etc.).

A regional list of special-status wildlife and plant species was compiled using databases to evaluate the potential impacts that could occur to sensitive biological resources as a result of the proposed Project. The database search included: the California Natural Diversity Database (CNDDDB), the USFWS Information for Planning and Consultation Database, the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California, and the National Oceanographic and Atmospheric Administration National Marine Fisheries Service database. The special-status plant and animal species on the regional lists were evaluated to determine their potential to occur within the Project area.

a) No Impact

Soil and any available habitat in the project area is heavily impacted by development and regular mowing, and tilling, and lack the characteristics to support listed plant species. No rare plants were found during the field surveys. Vegetation at the project area is primarily ruderal grasses and forb species. Several species of tarweed (*Hemizonia* spp.) and spikeweed (*Centromadia* spp.) were observed but were identified to not be the special status species that are known to occur in Sonoma County.

California tiger salamanders have been observed about 2 miles south of the site and are known to be the descendants of an introduced population in a mitigation bank in the Santa Rosa Plain. The landscape between these locations and the project site is intensively developed for agriculture and roads, therefore there is no potential for California tiger salamanders to be present within the Project area.

Caltrans, under the authority of the FHWA, has determined that the proposed Project will have “No Effect” on listed species, their habitats, or protected communities. No adverse modification to any species’ Critical Habitat will occur as a result of Project activities. With implementation of PF-BIO-1, the project will have no direct, indirect, or cumulative impacts to any federal or state special-status species, their habitats, or aquatic resources.

b) No Impact

The proposed Project would have no impacts to any riparian forest habitat as mapped along the Mark West Creek in the Project footprint. No direct tree removal in the riparian forest is anticipated by the proposed Project. There would be no impact.

c) No Impact

A U.S. Army Corps of Engineers (USACE) aquatic resource delineation was conducted for federally protected wetlands and other waters as defined by Section 404 of the CWA. No hydric soil or surface hydrology was found at this site. A mature willow (*Salix* spp.) was present in the northeast corner of the site, but no other hydric vegetation was present around it, and it is suspected to be sustained by a leaky water line as it is adjacent to a water main. No wetlands or waters are present in the project footprint. No impacts to Waters of the US or Waters of the State are anticipated.

d) No Impact

The proposed Project would not construct barriers to wildlife movement, or interfere with established native resident or migratory wildlife corridors. The proposed Project is not anticipated to affect any habitat's long-term suitability to support wildlife corridors or other animal movements in the future. Ground-disturbing activities would not occur within the Mark West Creek. The proposed Project would not create barriers to fish movement. The proposed Project would not impede the use of native wildlife nursery sites. There would be no impact.

e) No Impact

The proposed Project would not conflict with any local policies or ordinances protecting biological resources; therefore, there would be no impact.

f) No Impact

The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. There would be no impact.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the proposed Project to reduce unanticipated impacts to biological resources. PF-BIO-1 is discussed here and summarized in Appendix C.

- PF-BIO-1, Special Status Species Survey: A Caltrans biologist would inspect the project areas for special status species within 15 days of the start of construction.

AVOIDANCE AND MINIMIZATION MEASURES

AMM-BIO-1 through AMM-BIO-2, as discussed here and summarized in Appendix C, would avoid or minimize impacts to biological resources.

- AMM-BIO-1, Pre-Construction Bird Survey: During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds would be conducted by a qualified USWFS-approved biologist no more than 72 hours prior to the start of construction activities. If an active nest is discovered, biologists would establish an appropriate exclusion buffer around the nest (at least 300 feet for raptors and 50 feet for all other species or in coordination with regulatory agencies).
- AMM-BIO-2, Environmentally Sensitive Area (ESA) Fencing: The project footprint would be delineated with temporary, high-visibility fencing to prevent the encroachment of personnel and equipment outside of the project site.

3.3.5 Cultural Resources

Would the Project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR CULTURAL RESOURCES

A Section 106 Summary Memorandum was prepared by the Caltrans Office of Cultural Resource Studies (OCRS). The investigation was performed by a Caltrans archaeologist and architectural historian who are Professionally Qualified Staff for prehistoric archaeology and architectural history. A summary of the findings is presented here (Caltrans 2024e).

Caltrans contacted the Native American Heritage Commission (NAHC) on June 15, 2023, requesting a review of their Sacred Lands File for tribal resources that may be within or near the project area. A positive finding of Native American cultural resources in the project area was reported from the Sacred Lands File (SLF) records search on July 17, 2023. The NAHC list of interested Native American individuals was used to email letters initiating Section 106 of the National Historic Preservation Act and Assembly Bill (AB) 52 consultation inviting participation in efforts to identify archaeological and Native American resources along with initial project information and maps on July 21, 2023, to Cloverdale Rancheria of Pomo Indians, Dry Creek Rancheria of Pomo Indians, Federated Indians of Graton Rancheria, Guidiville Indian Rancheria, Lytton Rancheria, Middletown Rancheria, Mishewal-Wappo Tribe of Alexander Valley, Pinoleville Pomo Nation, Robinson Rancheria of Pomo Indians, and Kashia Band of Pomo Indians of the Stewart Point Rancheria.

The Federated Indians of Graton Rancheria (FIGR) requested formal consultation on the project on August 17, 2023, under Section 106. On September 18, 2023, FIGR requested formal consultation under AB52 (CEQA). A field visit was scheduled with Caltrans and the Tribe, and on August 23, 2023, a copy of the draft Extended Phase I (XPI) Proposal was transmitted to FIGR and the fieldwork was carried out in August 2023. Between September 2023 and January 2024, multiple meetings, emails, and phone calls between Caltrans and FIGR occurred to consult on additional subsurface

testing needs and methods to satisfy Caltrans' identification responsibilities and incorporate the preferences and recommendation of the Tribe. Additional XPI fieldwork was completed between February 20-23, 2024, with a representative from FIGR present. Consultation is ongoing throughout the life of the project.

Principal Architectural Historian, Michael Meloy sent emails on June 21, 2023, to the Historical Society of Santa Rosa and the Sonoma County Historical Society inquiring about information on built resources within the project area. No reply has been received to date. One built property, the Caltrans Santa Rosa Maintenance Station at 224 Lincoln Street, Santa Rosa, California, was recorded and evaluated for eligibility to the National Register of Historic Properties (NRHP). The resource was found not eligible to the NRHP and was concurred on by the State Historic Preservation Officer on October 30, 2023.

An archival and records search was conducted by Caltrans archaeologist Alvin Rosa-Figueroa. The search consisted of a review of cultural resource records and studies included in the Caltrans Cultural Resource Database (CCRD) as well as cultural resource documentation obtained from the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) on August 6, 2023. An archaeological pedestrian survey was conducted by Caltrans archaeologist Alvin Rosa-Figueroa on May 22, 2023, which covered the entire extent of the area of potential effects (APE). No archaeological resources were identified during the survey. Due to the high potential to encounter buried cultural resources at the new proposed maintenance facility, an XPI study was conducted on August 28-30, 2023. The excavation efforts were negative. A Supplemental XPI was completed February 20-23, 2024. No historical property was identified during the Supplemental XPI study.

An Historic Property Survey Report (HPSR), Historical Resources Evaluation Report, Archaeological Survey Report/XPI, and a supplemental XPI Report were prepared for the Undertaking and are pending approval.

Based on results of the studies, the Caltrans OCRS, pursuant to Section 106 PA Stipulation IX.A, is anticipating a Finding of No Historic Properties Affected for this undertaking because there are no historic properties within the APE.

a and b) No Impact

There are no cultural resources in the proposed Project area. Therefore, there would be no impact.

c) Less Than Significant Impact

California law recognizes the need to protect interred human remains, particularly Native American burial sites and associated items of patrimony, from vandalism and inadvertent destruction. The procedures for the treatment of discovered human remains are contained in the California Health and Safety Code Sections 7050.5 and 7052, and California Public Resources Code Section 5097.

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, all such activities within a 60-foot radius of the find would be halted immediately and the Caltrans District 4 OCRS Office Chief and/or the District Native American Coordinator (DNAC) would be notified. Once the remains are determined human, the OCRS Office Chief would contact the County Coroner and the NAHC to provide information on the discovery and to assure that appropriate action is being taken. The coroner is required to examine the discovery of human remains within 48 hours and has the ultimate responsibility to contact the NAHC in accordance with California Health and Safety Code Section 7050.5[b] and 7050.5[c]. If the Coroner inspects the remains and determines that the remains are not Native American and/or determines they are a result of a wrongful death, the coroner may take possession of the remains for further inquiry, release them to next of kin, or order the body to be reinterred. After the above action has been taken, work may resume on the Project. If the coroner determines that the remains are those of a Native American, the Most Likely Descendent (MLD), as determined by the NAHC, would determine the ultimate disposition of the remains in cooperation with the property owner, and Caltrans as identified in detail in California Public Resources Code Section 5097.9. The lead Caltrans archeologist ensures that the recommendations are followed and after the appropriate actions are taken, Project work may resume.

Implementation of PF-CULT-1 and PF-CULT-2 as well as AMM-TCR-1 through AMM-TCR-4 as discussed in 3.3.18 and summarized in Appendix C, would reduce the impact to cultural resources to less than significant.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the proposed Project to reduce unanticipated impacts to cultural resources. PF-CULT-1 and PF-CULT-2 is discussed here and summarized in Appendix C.

- PF-CULT-1, Cease Work upon Unanticipated Discovery of Cultural Resources or Tribal Cultural Resources: In the event that archaeological resources (sites, features, or artifacts) or Tribal Cultural Resources (as defined by the Tribe and CEQA) are exposed during construction activities, all construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, can evaluate the significance of the find in consultation with the Tribe to determine if additional study is warranted.
- PF-CULT-2, Stop Work upon Discovery of Human Remains: If human remains are uncovered during construction-related activities, all such activities within a 60-foot radius of the find would be halted immediately, and the Caltrans District 4 OCRS Office Chief and/or DNAC would be notified. Once the remains are determined human, the OCRS Office Chief would contact the County Coroner and the NAHC to provide information on the discovery and to assure that appropriate action is being taken. The coroner is required to examine the discovery of human remains within 48 hours and has the ultimate responsibility to contact the NAHC in accordance with California Health and Safety Code Section 7050.5[b] and 7050.5[c]. If the coroner inspects the remains and determines that the remains are not Native American and/or determines they are a result of a wrongful death, the coroner may take possession of the remains for further inquiry, release them to next of kin, or order the body to be reinterred. After the above action has been taken, work may resume on the Project. If the coroner determines that the remains are those of a Native American, the MLD, as determined by the NAHC, would determine the ultimate disposition of the remains in cooperation with the property owner, and Caltrans as identified in detail in California Public Resources Code Section 5097.9. The lead Caltrans archeologist ensures that the recommendations are followed and after the appropriate actions are taken, Project work may resume.

3.3.6 Energy

Would the Project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR ENERGY

An Energy Analysis Report was prepared by the Caltrans Office of Environmental Engineering (Caltrans 2024d). A summary of the findings is presented here.

a and b) Less Than Significant Impact

Activities that consume energy also generate by-products. Greenhouse Gases (GHGs) are the most closely studied by-products of energy consumption because they are linked to climate change. To assess energy consumed by construction equipment and vehicles, the California Emissions Estimator Model (CalEEMod 2024), version 2022.1, provided by the Sacramento Metropolitan Air Quality Management District, was used to quantify carbon dioxide (CO₂) emissions. The U.S Environmental Protection Agency (EPA’s) GHG equivalencies formulas were used to convert CO₂ to fuel volumes. It was assumed that diesel would be used by all construction vehicles and equipment, and gasoline would be used during worker’s commute (Caltrans 2024d). Construction vehicles and equipment are anticipated to consume approximately 47,992.91 gallons of diesel during construction of the Project and approximately 1,893.92 gallons of gasoline used during worker’s commute (Caltrans 2024c).

During construction, PF-ENERGY-1 and PF-ENERGY-2, and PF-ENERGY-3 as summarized in Appendix C, would be implemented to improve energy efficiency of construction equipment. In addition, implementation of PF-AQ-1 and PF-AQ-2, as discussed in Section 3.3.3 and summarized in Appendix C, would also improve energy efficiency, and reduce energy consumption by Project construction.

Construction-related activities would be short term and would not increase operational capacity or otherwise alter long-term vehicle traffic that have the potential to affect energy use. The maintenance station building and surrounding site would be

designed using the principles of Leadership in Energy and Environmental Design (LEED) certification design and guidelines, per current Caltrans building standard requirements. The LEED guidelines would be considered with decisions such as appropriate building materials, footprint, waste reduction, and sustainable energy use. Therefore, the proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction and operation. The proposed Project would have a less than significant impact.

The proposed Project would not result in a change in traffic volumes nor vehicle mix. The proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources nor conflict with a state or local plan for renewable energy or energy efficiency. The maintenance facility would be designed using the principles of LEED certification design and guidelines, per current Caltrans building standard requirements. The new facility includes a 50,000 square foot of photovoltaic panel (solar) system and one electrical vehicle charging station, which the previous facility did not have. The proposed Project would have a less than significant impact on the regional/statewide goals on renewable energy or energy efficiency.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the proposed Project to reduce potential impacts to energy. PF-ENERGY-1, PF-ENERGY-2 and PF-ENERGY-3 are discussed here and summarized in Appendix C.

- PF-ENERGY-1, Recycle Waste and Materials: Recycle nonhazardous waste and excess materials offsite to reduce disposal, if feasible.
- PF-ENERGY-2, Solar Energy: Use solar energy as the energy source for construction equipment, such as, but not limited to, signal boards, if feasible.
- PF-ENERGY-3, Use regular vehicle and equipment maintenance.

3.3.7 Geology and Soils

Would the Project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
(ii) Strong seismic ground shaking?	No Impact
(iii) Seismic-related ground failure, including liquefaction?	No Impact
(iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR GEOLOGY AND SOILS

A Geologic and Paleontologic Analysis was prepared by the Caltrans Office of Geotechnical Design—West (Caltrans 2024g). A summary of the findings is presented here.

The proposed Project is located within the central portion of the Coast Ranges Geomorphic Province of California. The dominant feature of the province is the San Andreas Fault, an approximately 800-mile-long fault zone that forms the dividing line between major tectonic plates, with the Pacific Plate situated west of the San Andreas Fault and the North American Plate situated east of the San Andreas Fault. The current maintenance facility and the new proposed facility site are located approximately 18 and 17 miles east of the San Andreas Fault, respectively.

The Rodgers Creek Fault which is a part of the larger Hayward Fault is a continuously active fault zone that extends approximately 118 miles to the northern margin of San Pablo Bay. This fault is located approximately 1.2 miles east of the current maintenance facility location and two miles east of the proposed facility site.

The geologic map of the Santa Rosa Quadrangle (USGS OFR 2008-1009) indicates the site lies on Holocene Alluvial Fan deposits. These deposits are associated with east-to-west flowing streams that drain the valley to the Russian River. Soils at the site are comprised of Yolo silt loam, a well-drained silt found on flat slopes with a low erosion potential and classified as Hydrologic Soil Group B.

The soils in the Project area are mapped as Holocene alluvium (QHa). QHa is comprised of sand, gravel, and silt that are poorly sorted and deposited on fans, terraces, or in basins. General information on these soils was obtained from the National Resources Conservation Service web soils survey and official soil series descriptions.

a, b, c, d, e, and f) No Impact

The proposed Project would be subjected to strong ground shaking from nearby faults; however, the potential for fault rupture does not exist at the Project site. The proposed Project does not directly or indirectly increase the potential for surface rupture, or strong ground shaking, or expose the public to increased risk of loss, injury, or death.

There would be minimal disturbance to the native ground or native subsurface from this Project. Project components would not be constructed in areas of soft, erodible, expansive, or collapsible soils, and BMPs would be used to minimize erosion during construction activities.

The proposed Project is not located on a geologic or soil unit that is unstable, and no septic tanks or alternative wastewater delivery systems would be constructed or affected by the proposed Project. In addition, no sensitive paleontologic resources would be encountered. Therefore, no impact would occur.

3.3.8 Greenhouse Gas Emissions

Would the Project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR GREENHOUSE GAS EMISSIONS

A *Construction Greenhouse Gas Emissions Analysis* memorandum was completed for the proposed Project (Caltrans 2024c). This section summarizes the findings of this review.

a) Less Than Significant Impact

Construction-generated GHGs include emissions resulting from construction equipment, workers commuting to and from the Project, and traffic delays due to construction of the proposed Project. The emissions would be produced at different rates throughout the Project, depending on the construction-related activities occurring in the three phases of construction. CO₂ is a more important GHG pollutant due to its abundance when compared with other GHG emitted from vehicles and equipment, including methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbon, and black carbon.

The construction-related GHG emissions were calculated using the Caltrans CAL-CET 2020 tool. The proposed Project is anticipated to emit approximately 488 tons of CO₂, 0.02 ton of CH₄, 0.01 ton of N₂O, and 493 metric tons of carbon dioxide equivalent (CO₂e) during construction. The proposed Project would not increase operational capacity and therefore would not generate long-term GHG emissions.

The proposed Project would implement Caltrans Standard Specifications such as complying with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract and the use of construction BMPs to minimize or reduce short-term GHG emissions from construction activities. PF-AQ-1, PF-AQ-2, PF-ENERGY-1, PF-ENERGY-2 and PF-ENERGY-3, as discussed in Sections 3.3.3 and 3.3.6 and summarized in Appendix C, would reduce

air emissions, energy consumption, and GHG emissions to the maximum feasible extent.

Therefore, the proposed Project would not generate GHG emissions that may have a significant impact (i.e., long-term adverse effects) on the environment. The impacts would be less than significant.

b) No Impact

Plans and policies adopted for the purposes of reducing GHG emissions in California include multiple Senate and Assembly bills and Executive Orders. These policies establish GHG emissions reduction goals, set low-carbon fuel standards, support rapid commercialization of zero-emission vehicles, fund clean vehicle programs, and require climate adaptation planning. Association of Bay Area Governments and Metropolitan Transportation Commission (ABAG and MTC) developed Plan Bay Area, a Regional Transportation Plan and Sustainable Communities Strategy for the Bay Area, which includes strategies and policies for reducing GHG emissions (ABAG and MTC 2021).

The proposed Project would comply with applicable state and regional GHG reduction policies and implement emission control measures to minimize or reduce GHG emissions. The proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed Project would not contribute to a long-term increase in GHG emissions. Therefore, the proposed Project would not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of GHG. There would be no impact.

3.3.9 Hazards and Hazardous Materials

Would the Project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	Less Than Significant
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR HAZARDS AND HAZARDOUS MATERIALS

The existing maintenance facility is located in a medium density residential neighborhood with houses and apartments located on the other side of the western and southern perimeter (Wilson 2023). The new proposed site is located in an industrial park at the end of a cul-de-sac with minimal motorist and bicycle traffic. The current maintenance facility site does not contain any fuel sites or underground storage tanks according to the State Water Resources Control Board’s GeoTracker and California Department of Toxic Substances Control’s EnviroStor.

a, b) Less Than Significant Impact

The proposed Project would not involve the routine transport or use of hazardous materials when the Project becomes operational. During construction, Caltrans’ Standard Specifications would be implemented to prevent spills or leaks from

construction equipment and from storage of fuels, lubricants, and solvents. All aspects of proposed Project construction associated with removal, storage, transportation, and disposal of hazardous materials would be done in accordance with the appropriate California Health and Safety Code. Handling of hazardous materials would comply with Caltrans Standard Specification 14-11, Hazardous Waste and Contamination, which outlines handling, storage, and disposal of hazardous waste.

Based on past site investigation work in this general area of the SR 101 corridor, the excavated shallow soils are expected to have a very limited accumulation of aerially deposited lead due to the rural area's low traffic volumes during the era of leaded fuel use. Furthermore, the deeper excavations for the building foundation and utilities are expected to displace soils that have no aerially deposited lead contamination, just background concentrations of lead in the soils. Thus, at this time a subsurface site investigation is not needed to characterize the lead contamination levels within the Project footprint.

Based on the construction dates of the structures at the existing facility, asbestos containing materials (ACMs) and lead based paint (LBP) may be present in the existing facility. ACMs and LBP represent a concern to the nearby public when they are subject to damage. Project feature PF-HAZ-1 requires proper testing, monitoring, removal, and disposal of ACMs and LBP.

Compliance with Caltrans' Standard Specifications and SSPs, would reduce the potential construction impacts caused by the transportation, use, and disposal of hazardous materials or an accidental release of hazardous materials to a less than significant level.

c) No Impact

No existing or proposed school is within 0.25 mile of the proposed Project. The nearest existing school is Ridgeway High school, a little over a quarter of a mile north of the existing maintenance facility. Furthermore, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during operation. No impacts to schools would result from the proposed Project.

d) No Impact

Screening of environmental regulatory databases, including GeoTracker and EnviroStor, revealed no known hazardous materials or hazardous waste sites in the immediate vicinity of the project. The closest clean-up site is located a few plots north on Brickway Blvd. known as SOILAND COMPANY (T0609793272), which was remediated in 1994. The nearest Geotracker site from the existing station is located at the 7-11 convenient store a couple hundred feet to the north. There are no fuel sites or underground storage tanks located at the existing facility.

The proposed Project is not located on a site that is included on hazardous materials sites compiled pursuant to Government Code Section 65962.5 therefore, no impact would result from the proposed Project.

e) Less Than Significant Impact

Charles M. Schulz–Sonoma County Airport is located within two miles of the project; however, no project components, including construction equipment, would reach heights or have elements that have the potential to pose a safety hazard to airport operations. Furthermore, the proposed Project would not generate excessive noise that would impact people residing or working in the Project footprints, as discussed in Section 3.3.13. Thusly, the proposed Project would have a less than significant impact.

f) No Impact

The proposed Project would not conflict with the Sonoma County Emergency Operation Plan (Sonoma County 2024b) or other emergency response or evacuation plans. A Transportation Management Plan (TMP) has been completed to alleviate and minimize delays to the traveling public; although, lane closure and traffic delays are not anticipated. The proposed Project would cause no impact on adopted emergency response plans or emergency evacuation plans.

g) No Impact

The proposed Project is listed as outside State Responsibility Area on California Fire Wildfire Hazard Severity Zones and marked as a Local Responsibility Area in Sonoma Counties 2020 General Plan (Sonoma County 2020b).

Sonoma County Fire Station 2 is located less than 2 miles east from the new maintenance facility and Santa Rosa Fire Station 1 is located a little over a mile east of the existing facility. During construction, equipment may be used that have the potential to increase the risk of wildfire. However, construction crews would be equipped with standard incipient stage fire suppression equipment such as fire extinguishers and shovels. Professional fire services are stationed nearby and would be contacted immediately in the event of a fire. The proposed Project does not have permanent components that would expose people or structures to risk of loss, injury, or death involving wildland fires. There would be no impacts from the proposed Project that would expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the proposed Project to reduce potential impacts to air quality. PF-HAZ-1 is discussed here and summarized in Appendix C.

- PF-HAZ-1, Asbestos Containing Material and Lead Based Paint Testing: A Caltrans special provision will be included as part of the Project Specifications and Estimates (PS&E) package to ensure proper testing, removal, handling, and disposal of ACMs and LBPs at a permitted disposal facility.

3.3.10 Hydrology and Water Quality

Would the Project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the Project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less Than Significant Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR HYDROLOGY AND WATER QUALITY

A Water Quality Study was prepared by the Caltrans Office of Water Quality and a Hydraulics Memorandum was prepared by the Caltrans Office of Hydraulic Engineering. A summary of the findings are presented here (Caltrans 2024f).

The proposed Project is located within the jurisdiction of Region 1, of the San Francisco Bay RWQCB, which is responsible for the implementation and enforcement of state laws and regulations concerning water quality. The proposed Project is within the Russian River Hydrologic Unit and the Upper Mark West Creek Watershed.

The Mark West Creek converges with the Laguna de Santa Rosa then drains into the Russian River, which directly drains into the Pacific Ocean and is included as beneficial uses as part of the Region 1 RWQCB Basin Plan. Additionally, it is listed

as an impaired water body under the 2020 California Clean Water Act Section 303(d) List State Water Resources Control Board (SWRCB 2023) for temperature and sedimentation. Mark West Creek is a tributary of the Russian River which has Total Maximum Daily Loads (TMDLs) for temperature, sediments as well as a Prohibition Against the Discharge of Fecal Waste Materials to reduce pathogens.

The anticipated disturbed-soil area is approximately 3.51 acres, and the anticipated new impervious surface is approximately 2.4 acres. No replaced impervious surface is anticipated and therefore the net new impervious is anticipated to be approximately 2.4 acres.

According to the FEMA Map No. 06097C0568E dated December 2, 2008, the project site is located within a shaded Zone X floodplain. A shaded Zone X floodplain indicates areas inundated in a 0.2% annual chance flood (500-year). No base floodplain impacts from this project are anticipated. Nearby, there is a Zone AE floodplain/regulatory floodway associated with Mark West Creek. Zone AE indicates areas inundated in a 1% annual chance flood (100-year) with known flood elevations. The 100-year flood elevations range from approximately 118' near the end of Brickway Blvd. to approximately 116.5' near the southwest corner of the project site.

a) Less Than Significant Impact

Mark West Creek is a tributary of the Russian River which is on the 303(d) listed impaired water bodies for listed pollutants. These includes dissolved oxygen, sedimentation, temperature, aluminum, indicator bacteria, mercury, and phosphorous. The Russian River is also a sediment-sensitive waterbody. The receiving water body is the Pacific Ocean.

The SWRCB issued a statewide Construction General Permit (CGP) for construction activities (2009-0009-DWQ, CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The CGP applies to stormwater discharges from land where clearing, grading, and excavation result in a Disturbed Soil Area (DSA) of 1 acre or greater. Projects subject to the CGP require a Storm Water Pollution Prevention Plan (SWPPP) per Caltrans Standard Specification 13, "Water Pollution Control." The expected DSA would be 3.51 acres; therefore, this proposed Project's construction activities are subject to the CGP. A SWPPP would be provided to control all the potential temporary construction impacts resulting from the proposed Project. PF-HYD-1 Water Quality Best Management Practices, HYD-2 Stormwater Pollution

Prevention Plan and Job Site Management, and PF-HYD-3, Hydro-modification controls would reduce impacts to less than significance.

Temporary construction-related water quality impacts may include, but are not limited to, the following:

- Ground-disturbing activities
- Concrete curing and waste
- Vegetation removal
- Oil and grease from construction vehicles and equipment
- Sanitary wastes and other waste material
- Chemicals used for construction equipment
- Demolition of the existing facility

Implementation of Caltrans construction site BMPs and Design Pollution Prevention temporary construction BMPs listed under PF-HYD-1, as summarized in Appendix C, would prevent and minimize temporary impacts to water quality and facilitate adherence to the applicable TMDLs.

b) No Impact

The proposed Project would have no effect to groundwater supplies or groundwater recharge areas in the Project vicinity. There would be no impact.

c(i), (ii), (iii) Less Than Significant Impact

The proposed Project would add 2.4 acre of net new impervious surfaces, which would change the existing drainage pattern of the Project area. This additional impervious surface area would not result in substantial erosion, siltation, or substantially increase the rate or amount of surface runoff resulting in flooding on site or off site, create or contribute runoff exceeding the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. The proposed Project proposes to replace the existing storm drain system in the Project area as needed, and the storm drain system would be designed using Caltrans standards to accommodate the increased surface runoff. To further reduce the risk of erosion or siltation on- or off-site the Project would implement Project Feature HYD-1 and HYD-3, as summarized in Appendix C, would minimize erosion, siltation, and the discharge of polluted runoff on- or offsite. With the improved drainage facilities, there would be no impact.

c) (iv) and d) No Impact

According to the Flood Insurance Rate Map 06097C0568E the proposed Project is located in Zone X, an area of minimal flood hazard. These areas are outside the limits of the 0.2% annual (once every 500 years) flood chance. The proposed Project is not located in a tsunami or seiche zone and there is no risk of pollutants being released due to Project inundation or the redirection of flood flows. There would be no impact.

e) No Impact

With implementation of Caltrans standard construction site BMPs, PF-HYD-1 through PF-HYD-3, the proposed Project would not conflict with, or obstruct, implementation of a water quality control plan or suitable groundwater management plan.

PROJECT FEATURES

Caltrans would incorporate standard PFs into the proposed Project to reduce potential impacts to hydrology and water quality. PF-HYD-1 through PF-HYD-3 are discussed here and summarized in Appendix C.

- PF-HYD-1, Water Quality Best Management Practices. This Project would require a SWPPP, which would provide guidance on erosion control BMPs to be implemented to minimize wind- or water-related erosion. These BMPs would also be implemented via language in the *Construction Site Best Management Practices (BMPs) Manual* (Caltrans 2017), which provides guidance for including provisions in all construction contracts to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges. BMPs would include wind erosion controls (such as temporary covers, hydraulic mulch, hydroseeding and wood mulching), and drainage inlet protection. This may include:
 - Soil stabilization: scheduling, preservation of existing vegetation, slope protection, slope interrupter devices, and channelized flow.
 - Sediment control: temporary fiber rolls, temporary silt fence and storm drain inlet protection.
 - Tracking controls: stabilized construction entrance/exit, and street sweeping.
 - Wind erosion controls; hydraulic mulch and temporary covers.

- Non-storm water management: water conservation practices, dewatering operations, paving and grinding operations, potable water/irrigation, vehicle and equipment operations (fueling, cleaning and maintenance), concrete waste management, and material & equipment use.
- Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control, solid & concrete waste management, hazardous waste & contaminated soil management, and sanitary/septic & liquid waste management.
- PF-HYD-2, Stormwater Pollution Prevention Plan and Job Site Management: A SWPPP would be prepared by the contractor and approved by Caltrans, pursuant to the 2018 Caltrans Standard Specifications Section 13-3, Stormwater Pollution Prevention Plan, and the Caltrans SWPPP Preparation Manual. In addition to the SWPPP, job site management work specifications pursuant to the 2018 Caltrans Standard Specifications Section 13-4, Job Site Management, would be implemented prior to the beginning of construction.
- PF-HYD-3, Hydro-modification controls: This project adds more than an acre of new pavement and is therefore required to implement hydro-modification controls. As an example, swales with underdrains may function as hydromodification mitigation, the exact method would be finalized during PS&E.

3.3.11 Land Use and Planning

Would the Project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR LAND USE AND PLANNING

The new facility is located within the Sonoma Airport Industrial Specific Plan and is listed as Heavy Industrial (Sonoma County 2001). Figure 4 contains the land use designations. The current maintenance station is located next to a medium density residential community and State Route 101, according to the Santa Rosa General Plan Land Use (Santa Rosa 2020).

a and b) No Impact

The proposed Project would not physically divide an established community and complies with the stated goals of the Sonoma County General Plan, including goals for the land use element (Sonoma County 2001) and the circulation and transit element (Caltrans 2020b). Therefore, there would be no impact.

3.3.12 Mineral Resources

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR MINERAL RESOURCES

a and b) No Impact

The proposed Project occurs within the Mineral Resource Zone (MRZ) category MRZ-3a, which Sonoma County designates as “*areas containing known mineral occurrences of undetermined mineral resource significance*” (Miller et al. 2005). However, the proposed Project would not disturb mineral resources, if present, and would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. Therefore, no impact would occur.

3.3.13 Noise

Would the Project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact
c) For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR NOISE

This proposed project does not qualify as either a Type I or Type II project under 23 CFR Cal 772. Noise abatement need not be considered, and a Noise Study Report is not required. Standard Specifications section 14-8.02 Noise Control states “Control and monitor noise resulting from work activities. Do not exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.” (Rehman 2023). Nighttime work is not expected.

a, b, c) Less Than Significant Impact

The proposed Project would not change SR 101 transportation capacity; therefore, a permanent increase in traffic noise levels, due to an increase in traffic volumes, would not occur. Following project completion, noise levels at the new facility would increase; however, the increase would not be in excess of any standards in the general plan or noise ordinances. The new facility would be built in an area zoned as heavy industrial. Following project completion, the existing maintenance facility would be demolished and listed as excess land. The existing site, currently in a residentially zone area, would no longer increase noise levels to adjacent receptors.

In the event that the construction noise exceeds or is expected to exceed the applicable contract specifications and criteria, the measures listed in AMM Noise-1 would be implemented to reduce the potential for noise impacts, thereby reducing construction impacts to less than significant levels. Additionally, compliance with

Caltrans' Standard Specifications, would reduce the potential construction noise impacts to a less than significant level.

The proposed Project would potentially expose noise-sensitive receptors to a short-term increase in noise levels during construction, but the increase would be temporary. Construction-related activities would occur during daytime hours. There would be no construction noise experienced during nighttime hours as there is no nighttime work anticipated.

The proposed Project would not create excessive groundborne vibration or groundborne noise levels. Increases in noise levels from construction activities would be temporary. Impact due to excessive groundborne vibration or groundborne noise levels would be less than significant.

Charles M. Schulz–Sonoma County Airport is located within two miles of the project; however, no Project components, including construction equipment, would generate excessive noise that would permanently impact or expose people residing or working within 2 miles of the proposed Project footprint to excessive noise levels. The lack of permanent operational impacts from noise, along with compliance with Caltrans' Standard Specifications, would result in less than significant noise impacts.

AVOIDANCE AND MINIMIZATION MEASURES

Caltrans would incorporate AMM-NOISE-1, as discussed here, and summarized in Appendix C, in the Project to avoid or minimize potential impacts from noise.

- AMM-NOISE-1, Construction Noise Levels: The following measures would be implemented to reduce noise levels during construction where feasible:
 - Public outreach would be required throughout the proposed Project to update residents, businesses, and others regarding upcoming construction-related activities and Project schedule.
 - Schedule noisy operations within the same time frame where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.
 - Avoid unnecessary idling of internal combustion engines within 100 feet of sensitive receptors.

- Locate all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.
- Equip all internal combustion engine driven equipment with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Utilize “quiet” air compressors and other “quiet” equipment where such technology exists.
- No construction equipment would be delivered and dropped off before 6:00 a.m.
- Maintain all internal combustion engines properly to minimize noise generation.

3.3.14 Population and Housing

Would the Project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR POPULATION AND HOUSING

A draft Community Impacts Assessment was prepared by the Caltrans Office of Environmental Analysis (Caltrans 2024i). A summary of the findings is presented here.

a and b) No Impact

New commercial or residential establishments would not be built as a result of the Project. The Project would not increase the operational capacity of SR 101, as additional travel lanes would not be constructed. Construction-related activities would occur within Caltrans ROW and no additional ROW would be acquired.

Disadvantaged communities would not be adversely affected by noise and other construction activities of the proposed Project, because of the distance of residential neighborhoods from the Project site. Construction impacts would be temporary and would only occur within the Project footprint in the industrial business park; these impacts would not disproportionately affect the disadvantaged populations.

3.3.15 Public Services

Question	CEQA Determination
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	Less than Significant
Police protection?	Less than Significant
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR PUBLIC SERVICES

a) Less Than Significant Impact

Construction of the proposed Project would not result in the provision of new or physically altered governmental facilities or result in a need for new or physically altered governmental facilities, the construction of which has the potential to cause significant environmental impacts. The following agencies provide public services for the Project:

Current Maintenance Facility:

- Santa Rosa Fire Station 1 (955 Sonoma Ave.)
- CalFire (135 Ridgway Ave)
- District Police Department (2032 Armory Dr.)
- Sonoma County Sheriff's Office (2796 Ventura Ave.)
- Ridgway High School (325 Ridgway Ave)
- Abraham Lincoln Elementary School (850 W 9th St.)

Proposed Maintenance Facility:

- Sonoma County Fire District Station 2 (45 Lark Center Dr.)
- CalFire Air Attack (2235 Airport Blvd.)
- Windsor Police Department (9291 Old Redwood Hwy.)
- Sonoma County Sheriff's Office (2796 Ventura Ave.)
- San Miguel Elementary School (5350 Faught Rd.)

- Shilo Ranch Regional Park (5750 Faught Rd.)

The existing and new site of the maintenance facility are situated off the freeway, therefore lane closure and traffic delays are not anticipated. A TMP, as discussed in Section 3.3.17 and summarized in Appendix C, would be prepared prior to the beginning of construction to minimize impacts to service ratios, response times, and other performance objectives for public services. Traffic impacts would be temporary during construction; therefore, impacts are anticipated to be less than significant.

3.3.16 Recreation

Question	CEQA Determination
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR RECREATION

The nearest public park to the proposed maintenance facility is Shiloh Ranch Regional Park located two miles northeast. The nearest recreational area to the proposed site is Windsor Golf club 1.5 miles to the north. The nearest public park to the current maintenance facility is Demeo Park, located a half a mile to the south. The nearest recreational areas to the current facility are the sports facilities of Ridgeway High School and Santa Rosa Junior College located a half a mile to the north, northeast.

a and b) No Impact

The proposed Project would not directly or indirectly increase the demand of existing recreational facilities such that substantial deterioration of the facilities would occur. In addition, the proposed Project would not require the construction of additional recreational facilities. Therefore, there would be no impact.

3.3.17 Transportation

Would the Project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR TRANSPORTATION

The proposed site for the maintenance facility is located at the end of the cul-de-sac on Brickway Blvd. zoned for heavy industrial businesses. The current site of the maintenance facility is located at the end of a one-way street in Santa Rosa, zoned for residential use. The proposed Project would not involve the widening of any roadways, or highways. The proposed Project would not increase operational capacity, nor would it permanently alter the circulation system. Additionally, the proposed Project would have no temporary or permanent impacts on vehicle miles traveled (VMT).

a) Less Than Significant Impact

The proposed Project would not conflict with programs, plans, ordinances, or policies regarding the circulation system, public transit, bicycle, or pedestrian facilities including the Circulation and Transit Element of the Sonoma County General Plan (Sonoma County 2020), Sonoma County’s Comprehensive Transportation Plan (Sonoma County Transportation Authority 2021), or Countywide Bicycle and Pedestrian Masterplan (Sonoma County Transportation Authority 2014).

The proposed Project would not conflict with other programs, plans, ordinances, or policies regarding the circulation system, public transit, and bicycle or pedestrian facilities. The proposed Project would not have any permanent transformation of any transportation corridors or roadways.

To protect construction workers and the traveling public, traffic control would be in place while construction-related activities are underway. A detailed TMP

(AMM-TRANS-1, as summarized in Appendix C) would be developed prior to the beginning of construction to aid in coordinating and providing further safety measures for those accessing the proposed Project during construction. The TMP would include traffic control, possibly flaggers, to reduce impacts to local residents and maintain access to destinations along SR 101. Therefore, there would be less than significant impacts.

b) Less Than Significant Impact

The proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Due to temporary traffic control during construction+ the proposed Project would have less than significant impacts on VMT and, therefore, on transportation. The proposed Project would have no permanent impact on VMT and would cause no permanent impacts on transportation.

c) No Impact

The proposed Project would not increase hazards because of a geometric design feature. The proposed Project does not include design features or Project components that would substantially increase hazards. There would be no impact.

d) No Impact

The proposed Project would not result in inadequate emergency access. With implementation of AMM-TRANS-1, medical and emergency vehicles would be able to continue to use the Brickway Blvd. cul-de-sac for fire, medical, emergency, and law enforcement purposes. The proposed Project does not have the potential to cause short-term, localized traffic congestion and delays, resulting from one-way traffic control during construction. Detours would not be required during construction. There would be no impacts to emergency access.

Due to the temporary and low volume of construction-related traffic, impacts would not result in conflict with plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. The proposed project would not conflict with local plans and ordinances for ensuring a safe and effective transportation system and would be consistent with CEQA Guidelines section 15064. The proposed project would utilize existing roads to access existing Caltrans facilities. The proposed project would not construct roads or other permanent features that would present hazardous roadway conditions. During construction, public roads

would remain open to emergency vehicles at all times. Construction of the proposed project would not block or slow travel along local routes of ingress and egress to the existing fire and police facilities. Therefore, no impacts would occur to transportation.

AVOIDANCE AND MINIMIZATION MEASURES

AMM-TRANS-1, as discussed here and summarized in Appendix C, would avoid or minimize potential impacts to transportation.

- AMM-TRANS-1, Transportation Management Plan: A TMP would be prepared prior to the beginning of construction to aid in coordinating and providing further safety measures for those accessing the Project areas during construction. The TMP would identify traffic delays and alternative routes for emergency and medical vehicles associated with essential services, and would minimize impacts to service ratios, response times, and other performance objectives for public services. The TMP would provide priority to emergency vehicles during traffic control, as well as include instructions for response or evacuation in the event of an emergency.

3.3.18 Tribal Cultural Resources

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than significant

CEQA SIGNIFICANCE DETERMINATIONS FOR TRIBAL CULTURAL RESOURCES

a) No Impact

An archival and records search was conducted by Caltrans archaeologist Alvin Rosa-Figueroa. The search consisted of a review of cultural resource records and studies included in the CCRD, as well as cultural resource documentation obtained from the NWIC of the CHRIS on August 6, 2023. An archaeological pedestrian survey was conducted by Caltrans archaeologist Alvin Rosa-Figueroa on May 22, 2023, which covered the entire extent of the APE. No archaeological resources were identified during the survey. Due to the potential to encounter buried cultural resources at the new proposed maintenance facility, an XPI study was conducted on August 28-30, 2023. The excavation efforts were negative. A Supplemental XPI study was completed February 20-23, 2024. No historical property was identified during the Supplemental XPI study (Caltrans 2024e).

b and c) Less Than Significant Impact

Under Section 106 and AB 52, Caltrans sent letters initiating consultation to the identified tribes and individuals. A positive finding of Native American cultural resources in the project area was reported from the SLF records search conducted by the NAHC on July 17, 2023. The NAHC list of interested Native American individuals was used to initiate Section 106 and AB 52 consultation and invite

participation in efforts to identify archaeological and Native American resources on July 21, 2023.

Caltrans surveyed and conducted XPI testing in the Build Alternative Project footprint and has identified no new archaeological resources; however, consultation with FIGR has established the project area's sensitivity to contain Tribal Cultural Resources. Construction methods could impact unknown Tribal Cultural Resources or human remains. With the implementation of PF-CULT-1 Cease Work upon Unanticipated Discovery of Cultural Resources or Tribal Cultural Resources, PF-CULT-2, Stop Work Upon Discovery of Human Remains, and AMM-TCR-1 through 4, work would be halted upon discovery of new archaeological resources, Tribal Cultural Resources, or human remains, and an archaeological or tribal specialist would assess the potential resource. With these project features and AMMs implemented, the proposed Project impacts to archaeological sites, Tribal Cultural Resources, and potential human remains are determined to be less than significant.

AVOIDANCE AND MINIMIZATION MEASURES

AMM-TCR-1 through AMM-TCR-4, as discussed here and summarized in Appendix C, would avoid or minimize potential impacts to transportation.

- AMM-TCR-1, Post-Review Discovery and Tribal Monitoring Plan: Prior to the start of construction, Caltrans would work with Federated Indians of Graton Rancheria to develop and implement a Post-Review Discovery and Tribal Monitoring Plan for potential resources in the project construction area. The plan may include, but is not limited to, the following:
 - Archaeological awareness and Tribal Cultural Resources Sensitivity training of construction staff, with information about possibility of encountering cultural resources (including Tribal Cultural Resources) and the appearance and types of resources that could be encountered during the project construction.
 - Native American and archaeological monitoring during ground disturbing activities, as determined through consultation among Caltrans and FIGR prior to construction.
 - Temporary work stoppage and tribal consultation protocols in the event that previously unidentified tribal or archaeological are discovered, in addition to those specified in PF-CULT-1.

- Recommendations for treatment and disposition of finds could include, but are not limited to, the collection, recordation, and analysis of any significant cultural material, in consultation with the Tribe, or the turning over of Tribal Cultural Resources to tribal representatives for appropriate treatment.
- AMM-TCR-2, Cultural Sensitivity/Awareness Training: Prior to the initiation of construction for the project, an agency-approved archaeologist and Tribal representative from Federated Indians of Graton Rancheria would conduct an education program for all construction personnel with a focus on cultural, tribal, and archaeological resources. At minimum the training would include discussion of archaeological and tribal resources which may be encountered (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants), the procedures when working within Archaeological Monitoring Areas or near Environmentally Sensitive Areas, if applicable, and summary of state and federal regulations pertaining to cultural resources, as well as the importance of compliance with Caltrans' conditions.
- AMM-TCR-3, Tribal Monitoring Area: Caltrans would establish and implement tribal monitoring areas on the Project. Caltrans would work with the Federated Indians of Graton Rancheria to develop and implement a construction training monitoring and discovery plan for potential tribal cultural resources in the Project construction area. Also, a tribal representative would monitor job site activities within the tribal monitoring areas to reduce the Project's impacts to the resources within the Project limits. No work would be conducted within the tribal monitoring areas unless the tribal monitor is present or otherwise given explicit authorization from Caltrans' Office of Cultural Resource Studies.
- AMM-TCR-4, ESA Delineation: Two ESAs exist for this project. No excavation or ground disturbance would be permitted within ESA 1. ESA 2 would allow ground disturbance up to 18' in depth. No ground disturbance or excavation would be allowed in ESA 2 below 18'. The ESAs would be delineated on the plans and described in the specifications. Appropriate protective measures including demarcations with temporary high visibility fencing access restrictions, and monitoring of the ESAs by a qualified archaeologist and/or local Tribal representative from Federated Indians of Graton Rancheria would be implemented during construction.

3.3.19 Utilities and Service Systems

Would the Project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR UTILITIES AND SERVICE SYSTEMS

Fiber optic line indicators are located along the curb and gutter. Based on the Project Initiation Report, there are two unknown utilities at the project location, so potholing will be needed for verification. The need for potholing will be determined in the PS&E phase once the utility verification process is completed. Existing utilities within the project limits will be protected in place.

a) Less Than Significant Impact

The Project would require or result in the relocation or construction of new or expanded, electric power, natural gas, and telecommunications facilities. The following anticipated utilities that would be included in the project are electrical and gas line services (PG&E), telephone and cable TV, water line/fire line, and a sewer line. The utilities will connect with the existing lines on Brickway Blvd. via trenching. The depth will range from four to six feet but with implementation of PF-CULT-1, PF-CULT-2, AMM-TCR-1 through AMM-TCR-4 and AMM-UTIL-1, the construction and installation of utilities and service systems will have a less than significant impact on the environment.

b, c, d, and e) No Impact

The proposed Project would not require the services of a landfill where the Project would impact its capacity. The proposed Project would not exceed wastewater treatment requirements. The proposed Project would not require water supplies to serve the Project from existing entitlements or where the Project would impact new or expanded entitlements. The proposed Project would not require the services of a wastewater treatment provider where the Project would impact the provider's capacity. All construction-related waste would be properly disposed of, or recycled, at an approved facility in compliance with both Caltrans Standard Specification 14-11, Hazardous Waste and Contamination (PFHAZ-1 [Section 3.3.9]), and the requirements of the facility to which the construction-related waste is hauled. Construction-related activities would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, there would be no impact.

AVOIDANCE AND MINIMIZATION MEASURES

Caltrans would incorporate the following AMM to avoid and/or minimize potential impacts to utilities and service systems:

- AMM-UTIL-1, Utility Notifications: During the PS&E phase, Caltrans would coordinate with all affected utility companies regarding the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

3.3.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

The proposed Project is not located along a State Responsibility Area and is not designated as a high severity fire area (CAL FIRE 2008 and 2022). The Sonoma County Fire District and volunteer fire companies operating through the County of Sonoma Emergency Readiness, Response and Recovery, as well as CAL FIRE, provide fire suppression, rescue, and emergency services at both sites of the Project.

CEQA SIGNIFICANCE DETERMINATIONS FOR WILDFIRE

a, b, c, d) No Impact

As the project does not fall in or near a state responsibility area, the following questions do not apply to the proposed Project under CEQA.

3.3.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR MANDATORY FINDINGS OF SIGNIFICANCE

a) Less Than Significant Impact

As determined in Section 3.3.4, the proposed Project is not anticipated to have direct or indirect impacts to federally and state listed special-status species. The proposed Project is not anticipated to disrupt avian breeding or foraging behavior. The proposed Project is not anticipated to have impacts on riparian habitat or environmentally sensitive natural communities. As determined in Section 3.3.5 and 3.3.18, potential direct and indirect impacts to cultural and tribal resources would be avoided or minimized through the implementation of PFs and AMMs as summarized in Appendix C. Therefore, the impact would be less than significant.

b) No Impact

A review of projects in the vicinity of the proposed Project determined that no past, present, or reasonably foreseeable future projects would result in any cumulative effects from the implementation of the Project. For biological resources, no cumulative impacts are anticipated based on the implementation of the PFs and AMMs as summarized in Appendix C. With respect to population and housing, the proposed Project would not be growth inducing. With respect to land use and planning, the proposed Project is aligned with the goals of the Sonoma County

General Plan. With these considerations, the proposed Project would not have cumulative impacts. Therefore, there would be no impact.

c) Less Than Significant Impact

The proposed Project would have no impact on agriculture and forest resources, biology, geology and soils, land use, mineral resources, population and housing, recreation, and wildfires. The proposed Project would potentially affect aesthetics, air quality, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, tribal cultural resources and utilities and service systems; however, these potential impacts would be less than significant. The proposed Project would implement PFs and AMMs as summarized in Appendix C to reduce, avoid, or minimize adverse impacts to these resources. Construction-related activities would temporarily increase criteria air pollutant emissions, ambient noise levels, and emergency response times and the Project would incorporate PFs and AMMs to reduce, avoid, or minimize potentially adverse effects to humans. Therefore, the proposed Project would not have a substantial direct or indirect impact on the human environment, and impacts would be less than significant.

Chapter 4 Community Outreach and Consultation and Coordination with Public Agencies

To date, public and agency coordination consists of the following.

4.1 Community Outreach

This IS/ND, maps, and proposed Project information are available to download at the [District 4 Environmental Documents by County](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs). In addition, a hardcopy of this IS/ND will be made available at the following location in the vicinity of the proposed Project:

- Northwest Santa Rosa Library
150 Coddington Center
Santa Rosa, CA 95446

- Windsor Regional Library
9291 Old Redwood Hwy #100
Windsor, CA 95492

The deadline for submission of comments on the IS/ND is May 1, 2024. Please send any comment to:

- Caltrans, District 4
ATTN: David Moore, Acting Environmental Analysis Branch Chief
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660; or

- Sonoma.Maintenance.Facility@dot.ca.gov

4.2 Consultation and Coordination with Public Agencies

Consultation with agencies occurred during the environmental evaluation process. A list of coordination activities and contacts is provided in Table 4-1.

Table 4-1. Consultation and Coordination with Public Agencies

Organization(s)	Date	Topic
Native American Heritage Commission (NAHC)	June 15, 2023	Caltrans contacted the NAHC requesting that they conduct a search of their Sacred Lands File (SLF) to determine if there were know significant sites within or near the APE.
Historical Society of Santa Rosa and Sonoma County Historical Society	June 21, 2023	Michael Meloy sent emails to the Historical Society of Santa Rosa and the Sonoma County Historical Society inquiring about information on built resources within the project area.
Native American Heritage Commission (NAHC)	July 21, 2023	The NAHC list of thirteen interested Native American individuals, representing ten tribes, was used to email Section 106 of the National Historic Preservation Act and Assembly Bill (AB) 52 consultation letters inviting participation in efforts to identify archaeological and Native American resources along with initial project information and maps.
Federated Indians of Graton Rancheria (FIGR)	August 17, 2023	Tribal Historic Preservation Officer (THPO) Buffy McQuillen requested formal consultation under Section 106.
Federated Indians of Graton Rancheria (FIGR)	August 18, 2023	An email was sent to Ms. McQuillen the THPO acknowledging the request to consult under Section 106 and included an invitation for a field visit with Caltrans and FIGR representatives.
Federated Indians of Graton Rancheria (FIGR)	August 23, 2023	A copy of the draft Extended Phase I (XPI) proposal along with the target schedule for the XPI fieldwork was transmitted to Ms. McQuillen.
Federated Indians of Graton Rancheria (FIGR)	August 30, 2023	Cultural Resource Specialist Hector Garcia responded on behalf of FIGR stating tribal monitors were assigned to other projects and would be unable to attend the XPI fieldwork. The tribe requested to coordinate a virtual consultation meeting to discuss the field results on September 18, 2023.
Federated Indians of Graton Rancheria (FIGR)	September 5, 2023	A summary of the XPI fieldwork and results were submitted to IGR on September 5, 2023.
Federated Indians of Graton Rancheria (FIGR)	September 18, 2023	A meeting was held between Caltrans and FIGR and discussed the XPI results in detail.
Federated Indians of Graton Rancheria (FIGR)	September 18, 2023	Caltrans received a request to consult under AB52 (CEQA) from FIGR.
Federated Indians of Graton Rancheria (FIGR)	September 22, 2023	Additional project information, including draft studies, was submitted to FIGR.
Federated Indians of Graton Rancheria (FIGR)	January 23, 2024	A meeting was held to discuss and recommended edits to the draft studies and determined if further testing would be needed. It was agreed that additional testing would be needed to satisfy Caltrans' identification responsibility.

Organization(s)	Date	Topic
Federated Indians of Graton Rancheria (FIGR)	February 20-23, 2024 and February 26, 2024	Additional XPI field work was completed between February 20-23, with the presence of a representative from FIGR, and a follow-up meeting to discuss the results and next steps was held on February 26, 2024. Consultation will remain ongoing.

Chapter 5 List of Preparers and Reviewers

The primary people responsible for preparing and reviewing this IS/ND are summarized in Table 5-1.

Table 5-1. List of Preparers and Reviewers

Organization	Name	Role
Caltrans	Larry Bonner	Office Chief, Office of Environmental Analysis
Caltrans	David J Moore	Marin/Sonoma Branch Chief (Acting), Office of Environmental Analysis
Caltrans	Nicholas Piucci	Environmental Scientist, Office of Environmental Analysis
Caltrans	Lindsay Vivian	Branch Chief, Office of Biological Sciences and Permits
Caltrans	Robert Blizzard	Branch Chief, Office of Biological Sciences and Permits
Caltrans	Jonathan Hogg	Environmental Scientist, Office of Biological Sciences and Permits
Caltrans	Kristina Montgomery	Branch Chief, Office of Cultural Resource Studies
Caltrans	Alvin S. Rosa-Figueroa	Environmental Planner (Architectural History), Office of Cultural Resource Studies
Caltrans	Kathryn Rose	Senior Environmental Planner, Office of Cultural Resource Studies
Caltrans	Michael Meloy	Associate Environmental Planner (Archaeology), Office of Cultural Resource Studies
Caltrans	Shilpa Mareddy	Branch Chief, Office of Environmental Engineering
Caltrans	Abaid Rehman	Air Quality & Noise Specialist, Office of Environmental Engineering
Caltrans	Chris Wilson	District Branch Chief, Office of Environmental Engineering
Caltrans	Chris Risten	Branch Chief, Office of Geotechnical Design – West
Caltrans	Kathleen Reilly	District Branch Chief, Office of Hydraulic Engineering
Caltrans	Alex McDonald	Senior Landscape Architect, Office of Landscape Architecture
Caltrans	Jinhee Ha	Landscape Associate, Office of Landscape Architecture
Caltrans	Mojgan Osooli	Branch Chief, Office of Water Quality
Caltrans	Hardeep Takhar	Office Chief, Water Quality Program
Caltrans	Jonathan Wellen	Water Quality Engineer, Office of Water Quality
Caltrans	Brian Rowley	Water Quality Engineer, Office of Water Quality
Caltrans	Lawrence Loi	Project Manager, Project Management North
Caltrans	Abdol Dehghani	Senior Transportation Engineer, Office of Design South, Special Projects
Caltrans	Tim Pokrywka	Geotechnical Design West Chief
Caltrans	Tim Le	Project Engineer, Office of Design North
Jacobs	Loretta Meyer	Senior Environmental Planner/Project Manager
Jacobs	Sam Schoevaars	Environmental Planner
Jacobs	Joza Burnam	Senior Environmental Planner
Jacobs	Chris Archer	Geospatial Professional

Organization	Name	Role
Jacobs	Clarice Ericsson	Publications Technician
Jacobs	Katie Schwartz	Accessibility Specialist

Chapter 6 Circulation List

The IS/ND will be circulated by April 2, 2024, to the agencies and elected officials listed in the following sections.

6.1 Agencies

- Bay Area Air Quality Management District
- California Department of Fish and Wildlife
- California Department of Parks and Recreation
- California Transportation Commissions
- City of Sonoma Planning Department
- Governor’s Office of Planning and Research
- San Francisco Bay Conservation and Development Commission
- Regional Water Quality Control Board, District 1
- Sonoma County Planning Division
- Sonoma County Sheriff’s Office
- Sonoma County Transportation Authority
- State Water Resources Control Board
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers

6.2 Elected Officials

- The Honorable Laphonza Butler
- The Honorable Alex Padilla
- The Honorable Jared Huffman (CA-2)
- The Honorable Mike McGuire (SD 2)
- The Honorable Jim Wood (AD 2)
- The Honorable Supervisor Lynda Hopkins (District 5)

Appendix A Title VI Policy Statement

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
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www.dot.ca.gov



September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

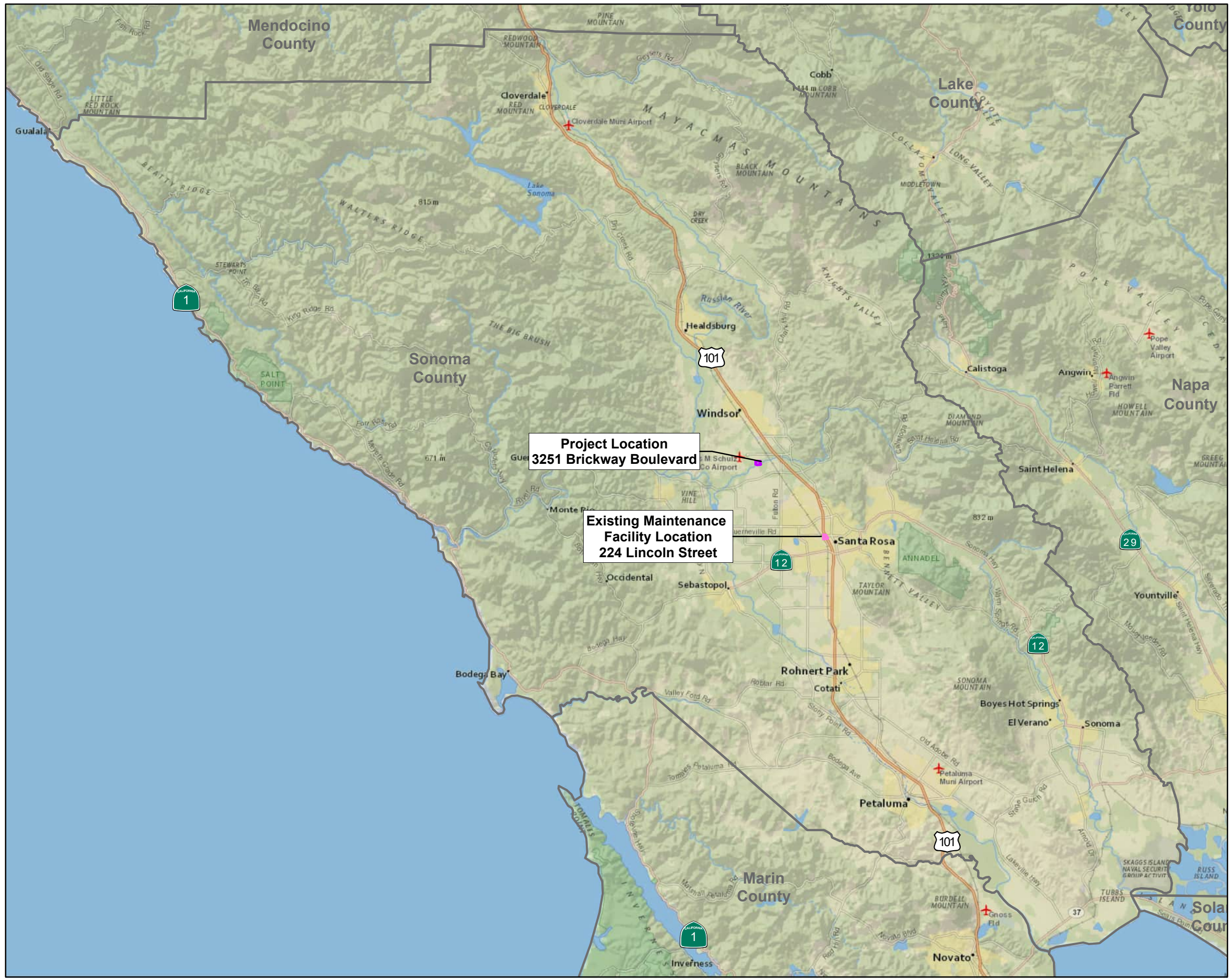
For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

Appendix B Figures



- LEGEND**
- Project Location
 - Existing Maintenance Facility Location

Project Location
3251 Brickway Boulevard

Existing Maintenance Facility Location
224 Lincoln Street

Imagery Source:
ESRI, National Geographic

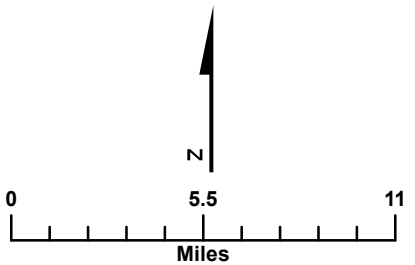
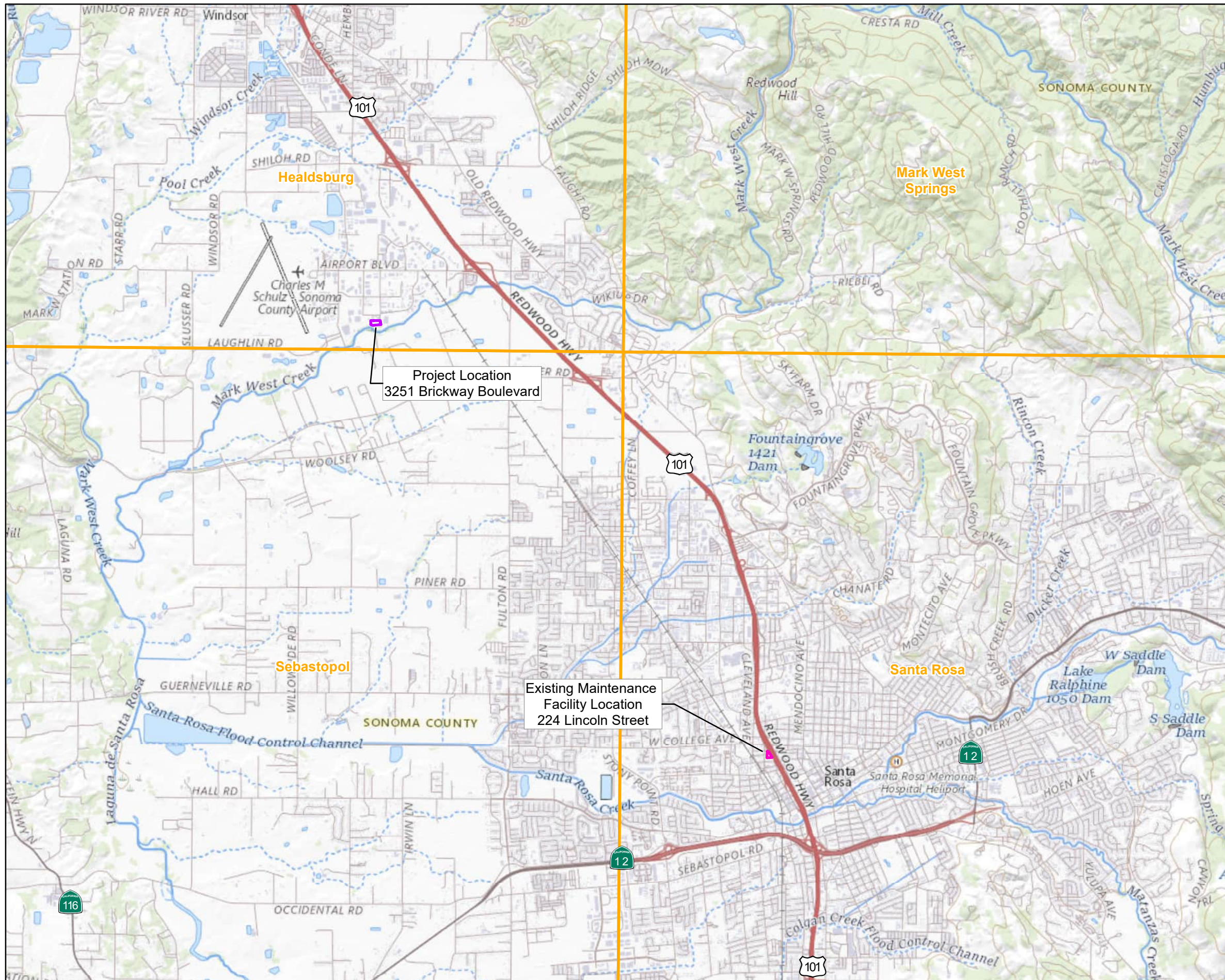


FIGURE 1
Regional Location
 Sonoma U.S. 101
 Santa Rosa Maintenance Facility
 EA 04-2Q580, 3251 Brickway Boulevard
 Sonoma County, California



LEGEND

- Project Location
- Existing Maintenance Facility Location
- USGS 7.5 Minute Quadrangle

Imagery Source:
ESRI, National Geographic

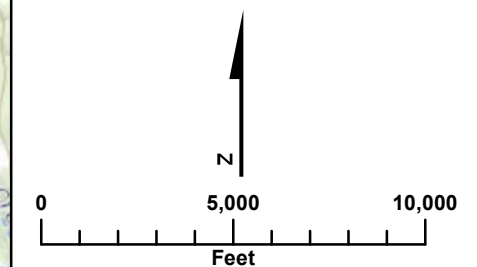


FIGURE 2
Project Location
 Sonoma U.S. 101
 Santa Rosa Maintenance Facility
 EA 04-2Q580, 3251 Brickway Boulevard
 Sonoma County, California



LEGEND

- Sonoma County Parcels
- Project Footprint
- ~ Sonoma County Stream

Imagery Source:
Sonoma County 2021

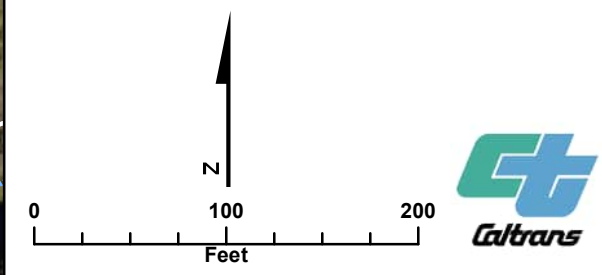
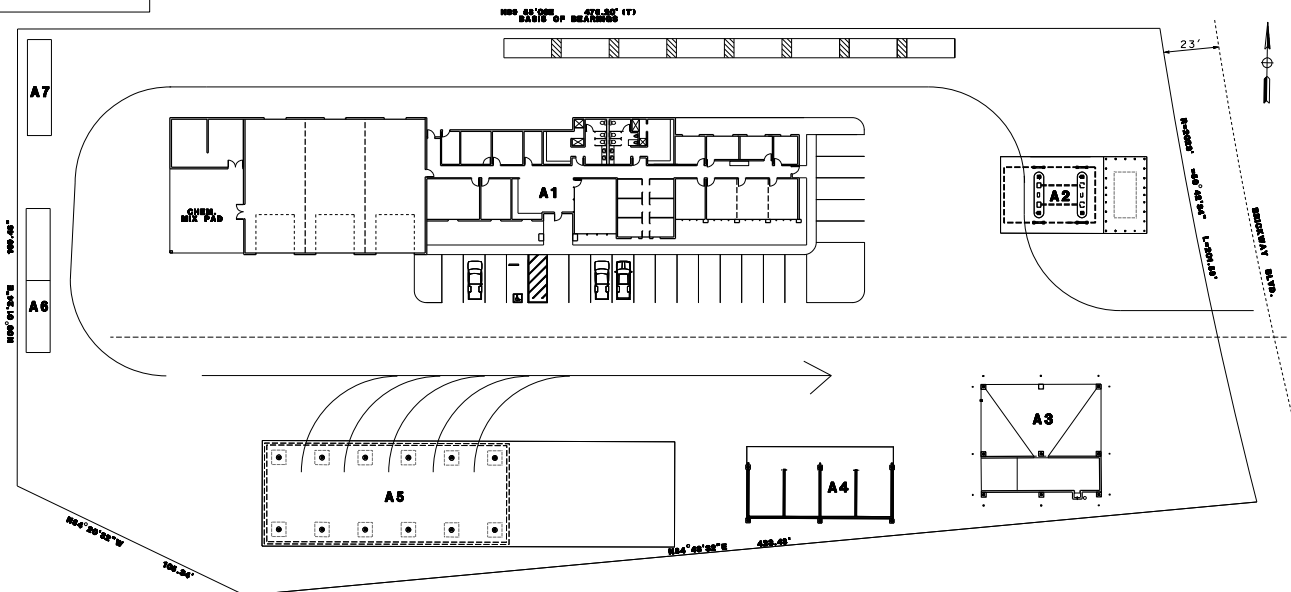


Figure 3
Map 1 of 3
Project Components
 Sonoma U.S. 101
 Santa Rosa Maintenance Facility
 EA 04-2Q580, 3251 Brickway Boulevard
 Sonoma County, California

KEY NOTES

- A1. NEW MAINTENANCE STATION
- A2. FUEL ISLAND
- A3. COVERED WASH RACK
- A4. MATERIAL STORAGE
- A5. VEHICLE EQUIPMENT PARKING
- A6. STORAGE
- A7. STORAGE

DIST	COUNTY	ROUTE	POST MILE
04	SON		



NEW SITE PLAN
SCALE 1" = 20'

DESIGNED BY	XXX	DATE	XX-XX
DRAWN BY	XXX	DATE	XX-XX
CHECKED BY	XXX	DATE	XX-XX
APPROVED	XXX	DATE	XX-XX

OTA DESIGN BRANCH 1

PLANNING STUDY	
SANTA ROSA MS A1-0	
BRIDGE NO. XXMXXX	UNIT: 3584
SCALE: AS SHOWN	PROJECT NO. & PHASE: 041900027
CONTRACT NO.: 04-20580	

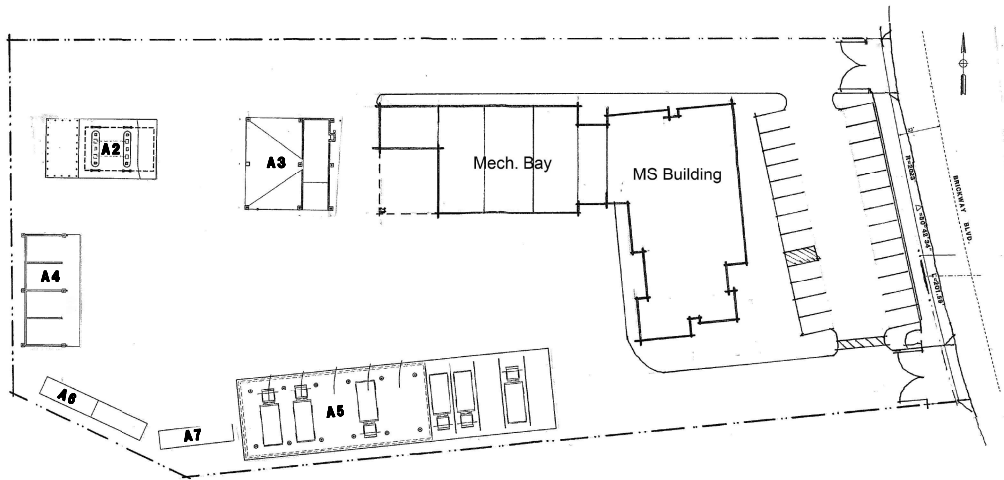
STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET (ENGLISH) (REV. 08-09-10)

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Figure 3
Map 2 of 3
Project Components
Sonoma U.S. 101
Santa Rosa Maintenance Facility
EA 04-2Q580, 3251 Brickway Boulevard
Sonoma County, California

DIST	COUNTY	ROUTE	POST MILE
04	SON		



ALTERNATE SITE PLAN



KEY NOTES

- A1. NEW MAINTENANCE STATION
- A2. FUEL ISLAND
- A3. COVERED WASH RACK
- A4. MATERIAL STORAGE
- A5. VEHICLE EQUIPMENT PARKING
- A6. STORAGE
- A7. STORAGE

DESIGNED BY	XXX	DATE	XX-XX
DRAWN BY	XXX	DATE	XX-XX
CHECKED BY	XXX	DATE	XX-XX
APPROVED	XXX	DATE	XX-XX

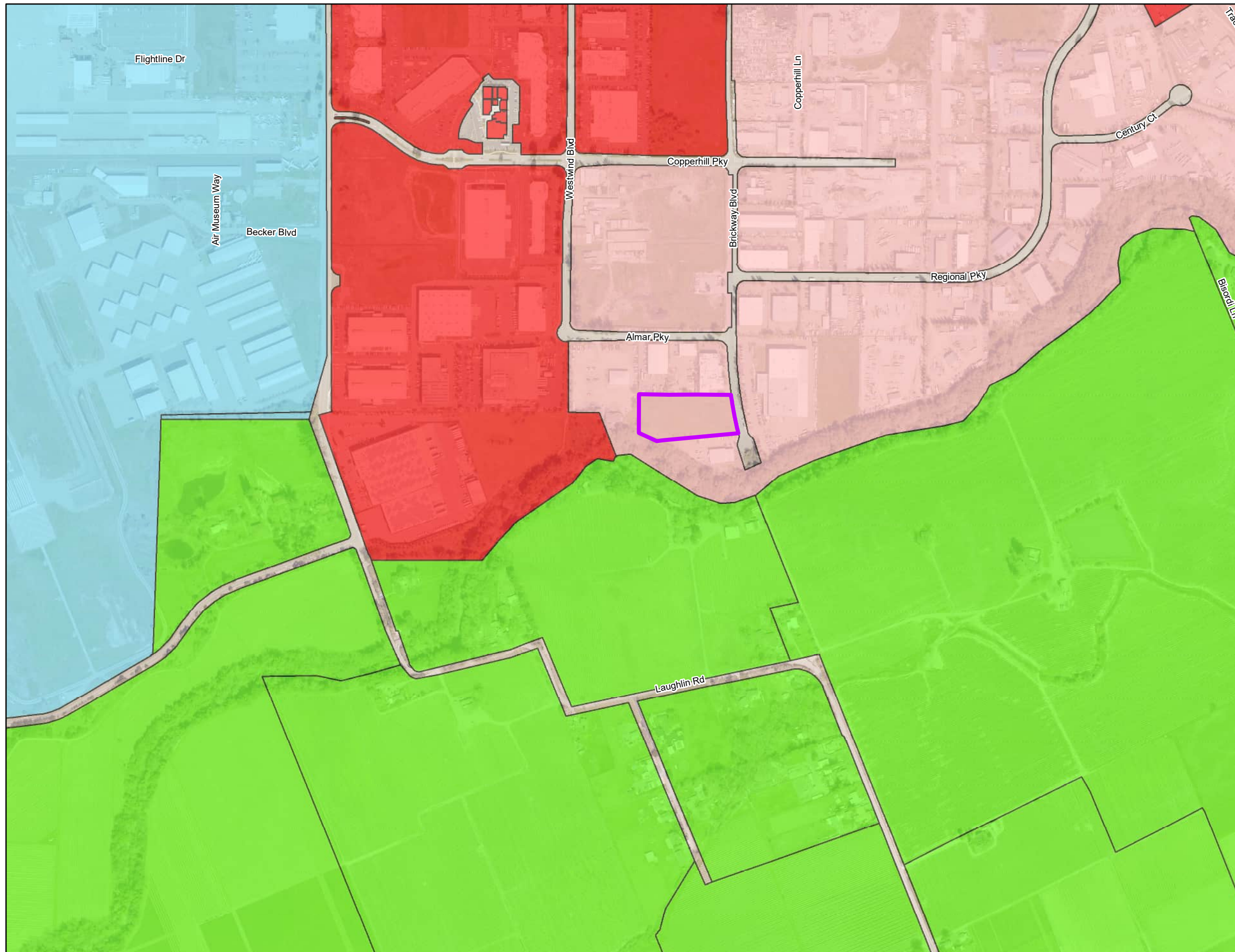
**OTA
DESIGN
BRANCH
1**

PLANNING STUDY

SANTA ROSA MS A1a-0

BRIDGE NO.	XXMXXXX	UNIT:	3584
SCALE:	AS SHOWN	PROJECT NO. & PHASE:	041900027

**Figure 3
Map 3 of 3
Project Components**
Sonoma U.S. 101
Santa Rosa Maintenance Facility
EA 04-2Q580, 3251 Brickway Boulevard
Sonoma County, California



LEGEND

- Project Footprint
- Land Use Designations**
- Land Intensive Agriculture (LIA)
- Heavy Industrial (M2)
- Industrial Park (MP)
- Public Facilities (PF)

Data Source:
 Sonoma County Zoning Regulations,
 Sonoma County General Plan 2020 Index
Imagery Source:
 Sonoma County 2021

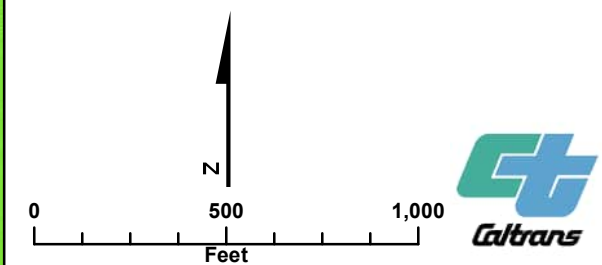


Figure 4
Land Use Designations
 Sonoma U.S. 101
 Santa Rosa Maintenance Facility
 EA 04-2Q580, 3251 Brickway Boulevard
 Sonoma County, California

Appendix C Summary of Project Features and Avoidance and Minimization Measures

Project Features

- PF-AES-1, Minimize impacts to existing vegetation. Vegetation to remain should be protected from construction activities by temporary fencing when close to construction work or staging areas, especially mature trees and shrubs.
- PF-AES-2, Staging areas should not be located where they require the removal of anything but weedy vegetation or cause the compaction of any tree roots.
- PF-AES-3, Where the pruning of trees is required to accommodate construction operations, it should be done under the supervision of an ISA certified arborist with standards outlined by ANSI A300 Part 1 by the Tree Care Industry Association.
- PF-AES-4, Construction materials and equipment should be stored in a screened staging area beyond the direct view of the motoring public and residential properties to the greatest extent feasible.
- PF-AES-5, For any night construction, lighting will be limited to the area of work and will use directional lighting, and/or shielding, to minimize light trespass to nearby areas.
- PF-AES-6, Disturbed areas beyond the paved surface will be restored to pre-project visual conditions by applying native erosion control seeding, and/or mulch, and installing associated erosion control measures where needed.
- PF-AES-7, The location of fencing and gates should be visually consistent with the other industrial parcels in the area and Sonoma County requirements.
- PF-BIO-1, Special Status Species Survey: A Caltrans biologist would inspect the project areas for special status species within 15 days of the start of construction.
- PF-AQ-1, Recycle Materials: If practicable, recycle nonhazardous waste and excess material. If recycling is not practicable, dispose of material.

- PF-AQ-2, Construction Vehicles and Equipment: Maintain and tune the construction vehicles and equipment in accordance with manufacturer's specifications.
- PF-AQ-3, Limit Idling: Limit idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- PF-AQ-4, Solar Power: Use solar-powered signal boards, if feasible.
- PF-CULT-1, Cease Work upon Unanticipated Discovery of Cultural Resources or Tribal Cultural Resources: In the event that archaeological resources (sites, features, or artifacts) or Tribal Cultural Resources (as defined by the Tribe and CEQA) are exposed during construction activities, all construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, can evaluate the significance of the find in consultation with the Tribe to determine if additional study is warranted.
- PF-CULT-2, Stop Work upon Discovery of Human Remains: If human remains are uncovered during construction-related activities, all such activities within a 60-foot radius of the find would be halted immediately, and the Caltrans District 4 OCRS Office Chief and/or DNAC would be notified. Once the remains are determined human, the OCRS Office Chief would contact the County Coroner and the NAHC to provide information on the discovery and to assure that appropriate action is being taken. The coroner is required to examine the discovery of human remains within 48 hours and has the ultimate responsibility to contact the NAHC in accordance with California Health and Safety Code Section 7050.5[b] and 7050.5[c]. If the Coroner inspects the remains and determines that the remains are not Native American and/or determines they are a result of a wrongful death, the coroner may take possession of the remains for further inquiry, release them to next of kin, or order the body to be reinterred. After the above action has been taken, work may resume on the Project. If the coroner determines that the remains are those of a Native American, the MLD, as determined by the NAHC, would determine the ultimate disposition of the remains in cooperation with the property owner, and Caltrans as identified in detail in California Public Resources Code Section 5097.9. The lead Caltrans archeologist ensures that the recommendations are followed and after the appropriate actions are taken, Project work may resume.

- PF-ENERGY-1, Recycle Waste and Materials: Recycle nonhazardous waste and excess materials offsite to reduce disposal, if feasible.
- PF-ENERGY-2, Solar Energy: Use solar energy as the energy source for construction equipment, such as, but not limited to, signal boards, if feasible.
- PF-ENERGY-3, Use regular vehicle and equipment maintenance.
- PF-HAZ-1, Asbestos Containing Material and Lead Based Paint Testing: A Caltrans special provision will be included as part of the Project Specifications and Estimates (PS&E) package to ensure proper testing, removal, handling, and disposal of ACMs and LBPs at a permitted disposal facility.
- PF-HYD-1, Water Quality Best Management Practices. This Project would require a SWPPP, which would provide guidance on erosion control BMPs to be implemented to minimize wind- or water-related erosion. These BMPs would also be implemented via language in the *Construction Site Best Management Practices (BMPs) Manual* (Caltrans 2017), which provides guidance for including provisions in all construction contracts to protect sensitive areas and prevent and minimize stormwater and non-stormwater discharges. BMPs would include wind erosion controls (such as temporary covers, hydraulic mulch, hydroseeding and wood mulching), and drainage inlet protection. This may include:
 - Soil stabilization: scheduling, preservation of existing vegetation, slope protection, slope interrupter devices, and channelized flow.
 - Sediment control: temporary fiber rolls, temporary silt fence and storm drain inlet protection.
 - Tracking controls: stabilized construction entrance/exit, and street sweeping.
 - Wind erosion controls; hydraulic mulch and temporary covers.
 - Non-storm water management: water conservation practices, dewatering operations, paving and grinding operations, potable water/irrigation, vehicle and equipment operations (fueling, cleaning and maintenance), concrete waste management, and material & equipment use.
 - Waste management and materials pollution control: material delivery and storage, material use, stockpile management, spill prevention and control,

solid & concrete waste management, hazardous waste & contaminated soil management, and sanitary/septic & liquid waste management.

- PF-HYD-2, Stormwater Pollution Prevention Plan and Job Site Management: A SWPPP would be prepared by the contractor and approved by Caltrans, pursuant to the 2018 Caltrans Standard Specifications Section 13-3, Stormwater Pollution Prevention Plan, and the Caltrans SWPPP Preparation Manual. In addition to the SWPPP, job site management work specifications pursuant to the 2018 Caltrans Standard Specifications Section 13-4, Job Site Management, would be implemented prior to the beginning of construction.
- PF-HYD-3, Hydro-modification controls: This project adds more than an acre of new pavement and is therefore required to implement hydro-modification controls. As an example, swales with underdrains may function as hydromodification mitigation, the exact method would be finalized during PS&E.

Avoidance and Minimization Measures

- AMM-AES-1, A landscape area adjacent to the creek at the southwestern corner provides an opportunity for visual enhancement within the site and a potential environmental benefit for a vegetation buffer, reducing the need for mechanical treatment of stormwater. A patio has been preliminarily specified in design alternative A1a, and these uses could be grouped together for added benefit.
- AMM-AES-2, Consult with the Office of Landscape Architecture throughout the design phase to identify measures that could further minimize visual impacts. These may include colored concrete, antiglare coating, or similar measures.
- AMM-BIO-1, Pre-Construction Bird Survey: During the nesting season (February 1 through September 30), pre-construction surveys for nesting birds would be conducted by a qualified USWFS-approved biologist no more than 72 hours prior to the start of construction activities. If an active nest is discovered, biologists would establish an appropriate exclusion buffer around the nest (at least 300 feet for raptors and 50 feet for all other species or in coordination with regulatory agencies).
- AMM-BIO-2, ESA Fencing: The project footprint would be delineated with temporary, high-visibility fencing to prevent the encroachment of personnel and equipment outside of the project site.

- AMM-NOISE-1, Construction Noise Levels: The following measures would be implemented to reduce noise levels during construction where feasible:
 - Public outreach would be required throughout the proposed Project to update residents, businesses, and others regarding upcoming construction-related activities and Project schedule.
 - Schedule noisy operations within the same time frame where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.
 - Avoid unnecessary idling of internal combustion engines within 100 feet of sensitive receptors.
 - Locate all stationary noise-generating construction equipment as far as practical from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.
 - Equip all internal combustion engine driven equipment with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - Utilize “quiet” air compressors and other “quiet” equipment where such technology exists.
 - No construction equipment would be delivered and dropped off before 6:00 a.m.
 - Maintain all internal combustion engines properly to minimize noise generation.

- AMM-TRANS-1, Transportation Management Plan: A TMP would be prepared prior to the beginning of construction to aid in coordinating and providing further safety measures for those accessing the Project areas during construction. The TMP would identify traffic delays and alternative routes for emergency and medical vehicles associated with essential services, and would minimize impacts to service ratios, response times, and other performance objectives for public services. The TMP would provide priority to emergency vehicles during traffic

control, as well as include instructions for response or evacuation in the event of an emergency.

- AMM-TCR-1, Post-Review Discovery and Tribal Monitoring Plan: Prior to the start of construction, Caltrans would work with Federated Indians of Graton Rancheria to develop and implement a Post-Review Discovery and Tribal Monitoring Plan for potential resources in the project construction area. The plan may include, but is not limited to, the following:
 - Archaeological awareness and Tribal Cultural Resources Sensitivity training of construction staff, with information about possibility of encountering cultural resources (including Tribal Cultural Resources) and the appearance and types of resources that could be encountered during the project construction.
 - Native American and archaeological monitoring during ground disturbing activities, as determined through consultation among Caltrans and FIGR prior to construction.
 - Temporary work stoppage and tribal consultation protocols in the event that previously unidentified tribal or archaeological are discovered, in addition to those specified in PF-CULT-1.
 - Recommendations for treatment and disposition of finds could include, but are not limited to, the collection, recordation, and analysis of any significant cultural material, in consultation with the Tribe, or the turning over of Tribal Cultural Resources to tribal representatives for appropriate treatment.
- AMM-TCR-2, Cultural Sensitivity/Awareness Training: Prior to the initiation of construction for the project, an agency-approved archaeologist and Tribal representative from Federated Indians of Graton Rancheria would conduct an education program for all construction personnel with a focus on cultural, tribal, and archaeological resources. At minimum the training would include discussion of archaeological and tribal resources which may be encountered (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants), the procedures when working within Archaeological Monitoring Areas or near Environmentally Sensitive Areas, if applicable, and summary of state and federal regulations pertaining to cultural resources, as well as the importance of compliance with Caltrans' conditions.

- AMM-TCR-3, Tribal Monitoring Area: Caltrans would establish and implement tribal monitoring areas on the Project. Caltrans would work with the Federated Indians of Graton Rancheria to develop and implement a construction training monitoring and discovery plan for potential tribal cultural resources in the Project construction area. Also, a tribal representative would monitor job site activities within the tribal monitoring areas to reduce the Project's impacts to the resources within the Project limits. No work would be conducted within the tribal monitoring areas unless the tribal monitor is present or otherwise given explicit authorization from Caltrans' Office of Cultural Resource Studies.
- AMM-TCR-4, Environmentally Sensitive Area: Two ESAs exist for this project. No excavation or ground disturbance would be permitted within ESA 1. ESA 2 would allow ground disturbance up to 18' in depth. No ground disturbance or excavation would be allowed in ESA 2 below 18'. The ESAs would be delineated on the plans and described in the specifications. Appropriate protective measures including demarcations with temporary high visibility fencing, access restrictions, and monitoring of the ESAs by a qualified archaeologist and/or local Tribal representative from Federated Indians of Graton Rancheria would be implemented during construction.
- AMM-UTIL-1, Utility Notifications: During the PS&E phase, Caltrans would coordinate with all affected utility companies regarding the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

Appendix D List of Technical Studies and References

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