

**State Route 12 Roadway Safety Improvement Project
between Farmers Lane and Brush Creek Road**

**Draft Section 4(f) De Minimis Determination and
Section 6(f) Assessment**

Caltrans District 04
Sonoma County, California

State Route 12
PM 17.7/18.2
EA 4G220/04-1200-0314

May 2016



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List of Abbreviations

BMP	best management practice
CFR	Code of Federal Regulations
CMP	corrugated metal pipe
DED	Draft Environmental Document
ESA	Environmentally Sensitive Area
DMBB	Double Metal Beam Barrier
FHWA	Federal Highway Administration
LWCF	Land and Water Conservation Fund
MBGR	Metal Beam Guard Rail
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PM	Post Mile
SHPO	State Historic Preservation Officer
SR	State Route
TCE	temporary construction easement
U.S.C.	United States Code

Chapter 1 Introduction

This Section 4(f) *De Minimis* Determination and Section 6(f) Assessment document has been prepared in tandem with the State Route (SR) 12 Roadway Safety Improvement Project Draft Environmental Document (DED). This document provides documentation necessary to support determinations required to comply with the provision of 23 United States Code (U.S.C.) 138 and 49 U.S.C. 303, hereafter referred to as Section 4(f).

This documentation has been prepared in accordance with legislation originally established under Section 4(f) of the United States Department of Transportation Act of 1966 (now codified under 23 U.S.C. 138 and 49 U.S.C. 303). Additional guidance was obtained from the Federal Highway Administration's *FHWA Technical Advisory T6640.8A* (FHWA 1987) and the revised *FHWA Section 4(f) Policy Paper* (FHWA 2012). Section 4(f) protects the following basic types of properties: publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites.¹ In order to qualify as a park, recreation area, or refuge under the statute, a property must meet all of the following criteria:

- It must be publicly owned
- It must be open to the public
- Its major purpose must be for park, recreation, or refuge activities
- It must be significant as a park, recreation area or refuge

The Section 4(f) requirements apply to historic resources (buildings, statues, transportation facilities, historic sites, and archaeological sites) that are eligible for or listed on the National Register of Historic Places (NRHP). Section 4(f) applies to archeological sites that are both listed in and eligible for listing in the NRHP and that warrant preservation in place, but not to those that are chiefly important because of what can be learned by data recovery. In order to qualify as a historic site under the statute, a property must be of national, state or local significance and must be listed or eligible for listing in the NRHP.

¹ The term historic sites includes prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places. This may also include places of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

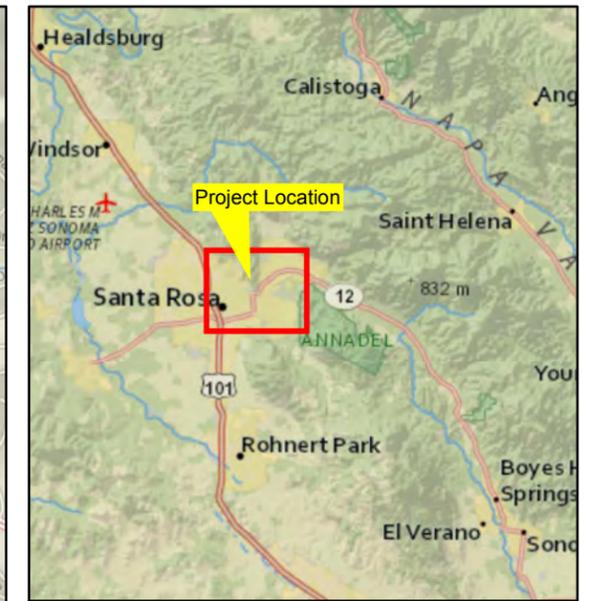
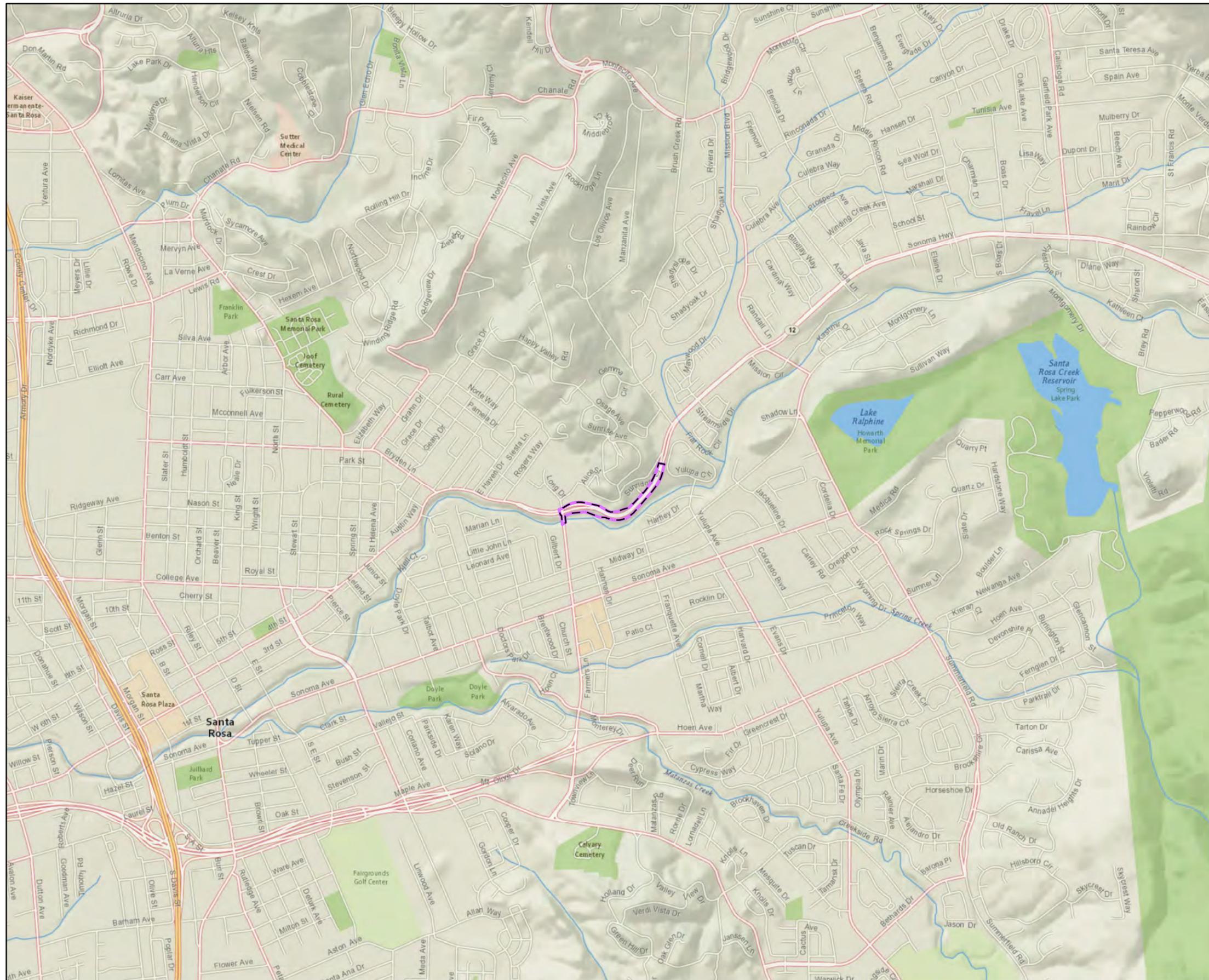
The *de minimis* determination presented in this document does the following:

- Defines how a Section 4(f) use is determined
- Identifies Section 4(f) resources along SR 12 in Sonoma County between Farmers Lane and Brush Creek Road
- Discusses how the project would use Section 4(f) resources
- Lists Section 4(f) resources that would qualify for a *de minimis* finding
- Identifies mitigation measures to minimize unavoidable use of Section 4(f) properties

In addition to the protection provided by Section 4(f), Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 stipulates that any land or facility planned, developed, or improved with LWCF funds cannot be converted to uses other than parks, recreation, or open space unless land of at least equal fair market value and reasonably equivalent usefulness is provided. Converting any portion of these lands must follow Code of Federal Regulations (CFR) Title 36, Section 59.3 of the LWCF Program. Any time a transportation project would cause such a conversion, regardless of funding sources, such replacement land must be provided. There are no parks or resources that were planned, developed, or improved with LWCF funds adjacent to or within the project limits of the SR 12 Roadway Safety Improvement Project between post mile (PM) 17.7 at the intersection of Farmers Lane and 4th Street and PM 18.2 near Brush Creek Road (see Figure 1, Project Location), and therefore Section 6(f) is not discussed further in this document.

1.1 Section 4(f) Overview

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.



LEGEND

 Project Area (4.27 acres)

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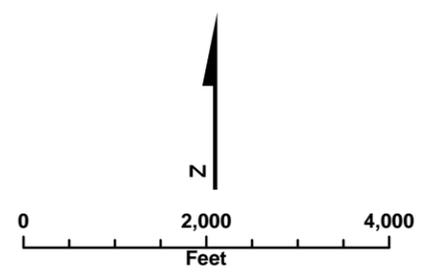


FIGURE 1
Project Location
 State Route 12
 Roadway Safety Improvement Project
 EA 04-4G220 SON-12 Post Mile 17.7 - 18.2,
 Sonoma County, California

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Title 49 U.S.C. Section 303(c) specifies that “the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- 1) there is no prudent and feasible alternative to using that land; and
- 2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

1.2 Section 4(f) Use Definitions

To determine whether Section 4(f) applies to the proposed project alternatives, Section 4(f) properties must be assessed to determine whether a use of the property is anticipated. The “use” of a protected Section 4(f) property, as defined in 23 CFR 774.17, occurs when any of the conditions discussed in the following subsections are met.

PERMANENT/DIRECT USE

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a proposed transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

CONSTRUCTIVE USE

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project’s proximity

results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

TEMPORARY OCCUPANCY

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts to a Section 4(f) property *may* trigger the application of Section 4(f); 23 CFR 774.13(d) defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does *not* rise to the level of use for the purposes of Section 4(f):

- Duration is temporary (i.e., the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- Scope of work is minor (i.e., the nature and magnitude of the changes to the Section 4(f) properties are minimal).
- There are no anticipated permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property.
- The property is restored to the same or better condition that existed prior to the project.
- There is documented agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions.

DE MINIMIS IMPACT DETERMINATIONS

When impacts to a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- “For historic sites, *de minimis* impact means that the [Federal Highway] Administration has determined, in accordance with 36 CFR part 800, that no historic property is affected by the project or that the project will have “no adverse effect” on the historic property in question.”
- “For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).”

According to the FHWA Section 4(f) Policy Paper (FHWA 2012), the officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuges properties, concurrence from the officials having jurisdiction over the properties is required. For historic sites, concurrence from the SHPO is required consistent with 36 CFR 800.

Chapter 2 Description of the Proposed Project

2.1 Purpose and Need

The SR 12 Roadway Safety Improvement Project will improve safety within the project area by increasing protection against cross-median and roadway departure collisions, and by reducing exposure of maintenance crews to traffic during the regularly required repairs of the existing Double Metal Beam Barrier (DMBB).

The SR 12 Roadway Safety Improvement Project need is determined through the 2008 Median Barrier Monitoring Program which identified that this segment of SR 12 within the project limits meets the “Combined Collision Study Warrant” standards which indicate that the existing curbed median requires a protective barrier upgrade. In addition, the existing Metal Beam Guard Rail (MBGR) and adjacent areas along the eastbound direction had a high rate of hit-object and overturn-type collisions, which require the upgrade and extension of the guardrail protection along the eastbound right shoulder.

2.2 Project Alternatives

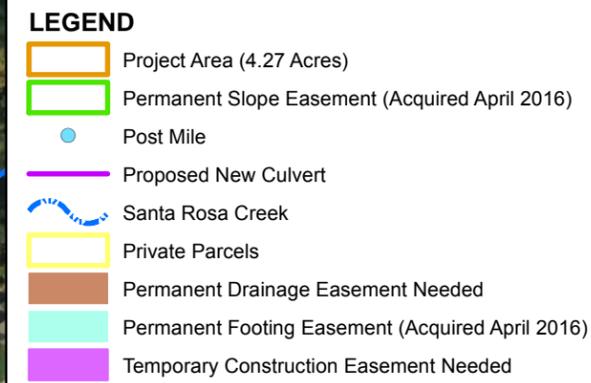
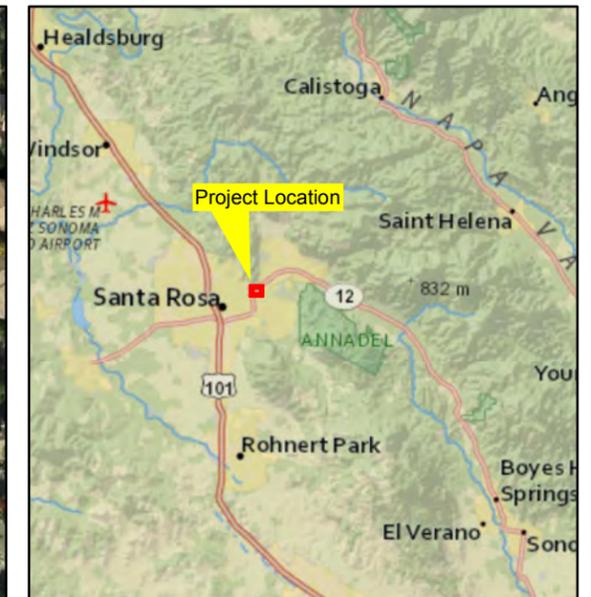
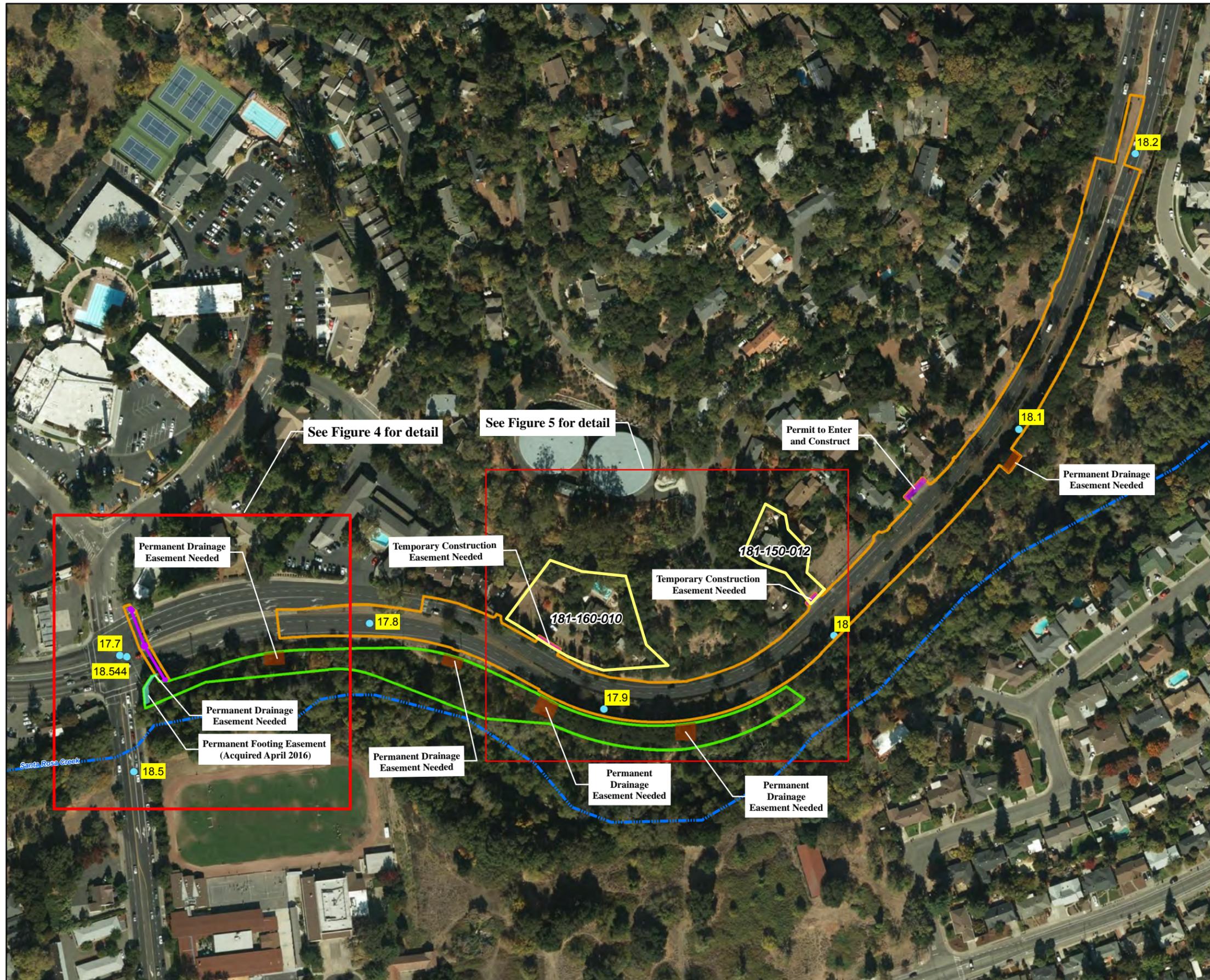
2.2.1 No Build Alternative

State and federal regulations require the evaluation of a No-Build alternative in an environmental assessment. In addition to being a viable alternative, the No-Build alternative provides a baseline against which to measure and compare the effects of Build alternative(s). This baseline helps decision makers assess what would happen to the environment in the future if nothing was done to address the identified problem.

The No-Build alternative related to the SR 12 Roadway Safety Improvement Project would retain the existing conditions. In the No-Build alternative, no additional new construction would be provided at this location, and the current level of maintenance activity would continue along this segment of SR 12. Under the No-Build, the safety concerns would persist and the potential for vehicle crossover accidents and barrier collisions would remain along the roadway and the possibility of errant eastbound vehicles leaving the road and descending down a steep slope would be unchanged.

2.2.2 Proposed Project Alternative

The proposed project is located in Sonoma County within the city of Santa Rosa on SR 12 (4th Street/Sonoma Highway), between Post Mile (PM) 17.7, at the intersection of Farmers Lane and 4th Street, and PM 18.2, near Brush Creek Road (see Figure 1). This project proposes to construct a concrete barrier and paved median, replacing the existing DMBB and landscaped median. The project will improve and extend guard rail along the eastbound direction and will place a hot mix asphalt (HMA) overlay of the roadway. Additionally, the project will upgrade a deficient storm drain pipe (culvert) that crosses SR 12 approximately 60 feet east of Farmers Lane. The outfall of this corrugated metal pipe (CMP) is located outside of the SR 12 right-of-way (see Figure 2 Project Area).



Imagery Source: Sonoma County GIS, 2013
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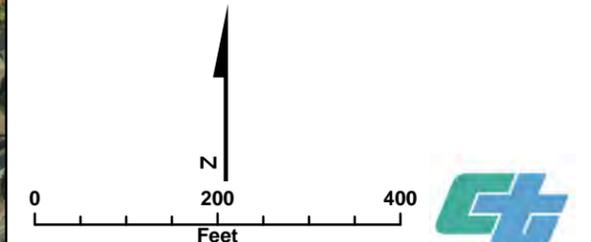


FIGURE 2
Project Area
 State Route 12
 Roadway Safety Improvement Project
 EA 04-4G220 SON-12 Post Mile 17.7 - 18.2,
 Sonoma County, California

Chapter 3 List and Description of Section 4(f) Resources

3.1 Park/Recreation Resources

The Santa Rosa Creek Open Space, which is owned and managed by the City of Santa Rosa, is located adjacent to SR 12 within the project limits (see Figure 1 Project Location). The *Santa Rosa Citywide Creek Master Plan* (City of Santa Rosa et al. 2013) that has established the vision, use and management of this open space was adopted in 2013. The Open Space and Conservation Element of the *Santa Rosa General Plan 2035* (City of Santa Rosa 2009), adopted by the City Council in 2009, incorporates key policies from the original Citywide Creek Master Plan (2007). The Citywide Creek Master Plan embraces the concept that waterways are important for multiple uses: drainage and flood control, fish and wildlife habitat, recreational and educational opportunities, and open space and alternate transportation routes (City of Santa Rosa et al. 2013, page 11).

As described in the Vision for the Santa Rosa Creek Open Space, the area is “a vital, central focus of the community; a place where fish, plants, and animals thrive; a place where children can play safely and where busy adults relax; a place where people walk, jog, and ride bicycles and horses; a place where recreation, shopping, and dining merge and flourish; and a place where residents gather for celebrations, entertainment and to learn more about their environment.” Therefore the Santa Rosa Creek Open Space qualifies as a recreational resource. In a meeting between Caltrans and the City of Santa Rosa, City Parks and Stormwater Utilities staff confirmed that the Santa Rosa Creek Open Space is a significant resource that is actively managed for a balance of habitat conservation, flood control and watershed management as well as important recreational resources (City of Santa Rosa and Caltrans meeting, January 13, 2016). The Santa Rosa Creek Open Space qualifies as a Section 4(f) resource.

A trailhead directs pedestrians at the Farmers Lane and SR 12 intersection to descend wood stairs that have been nailed into the slope that joins the “4th and Farmers Creek” trail that parallels the Santa Rosa River progressing eastward. SR 12 parallels the Santa Rosa Creek on the flood bank approximately 15 to 30 feet above the waterway’s normal low-flow channel. The area is heavily vegetated with valley oak, big-leaf maple, cottonwood, willows, box elder, alders, manzanita, English ivy, and

Himalayan blackberry bushes. The narrow dirt trail is well worn, with occasional fallen woody debris that the user must overcome. There are vagrant encampments further east of the study area. The recreational activities are primarily hiking and passive bird and wildlife observation.

The City of Santa Rosa Citywide Creek Master Plan includes plans for a pedestrian bridge to connect this north side of the creek with a planned park that will lie southeast of the trailhead. The bridge would connect with the dirt trail at the base of the stairway to a planned trail on the southeast side of the creek.

3.2 Historic Resources

A Caltrans historian and a Caltrans archaeologist conducted a literature review and survey for Section 4(f) resources within the project study area and adjacent areas of the Santa Rosa Creek Open Space, specifically where the TCEs would be required.

There are two archaeological sites within the project area that are being assumed eligible for the NRHP, but will be protected in place through the establishment of Environmentally Sensitive Areas (ESA) as there will be no use of the sites as there are no components within the site boundaries. There are two historic properties within the Area of Potential Effects that are eligible for the NRHP for their unique architectural period contribution (Criterion C²): 3037 4th St. and 3149 4th St. These historic sites are considered eligible for inclusion in the National Register of Historic Places for the purposes of this project only. The boundaries of these historic sites consist of each building's footprint, rather than the entirety of the parcels they reside in. These properties are located on the north side of the project limits (see Figure 2 Project Area).

² Section 106 Criteria for evaluation...” (c) that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction”

Chapter 4 Impacts on Section 4(f) Properties

4.1 Park/Recreation Resources

This section reviews the project impacts for use of a Section 4(f) resource in terms of permanently or temporarily using a portion of the park property or causing a “constructive use,” whereby noise or lowering of visual quality during construction or operation would substantially impair the protected activities, features, or attributes that qualify the property for protection under Section 4(f).

Construction of the SR 12 Roadway Safety Improvement Project is anticipated to occur almost entirely within the existing SR 12 right-of-way. Median and barrier installation work will occur entirely within the existing right-of-way, and the culvert to be replaced exists mostly within the existing right-of-way except for its outfall location in the Santa Rosa Creek Open Space. There are also five other culvert pipes beneath SR 12 within the project limits that will not be replaced or otherwise affected by construction of this project, but whose outfalls also extend into the Santa Rosa Creek Open Space where ongoing maintenance activities will be required in the future.

Therefore the SR 12 Roadway Safety Improvement Project will include both a temporary construction easement as well as six permanent drainage easements for the following:

1. The replacement of the CMP culvert that currently outfalls just above the “4th and Farmers Creek” trailhead stairs (see Figure 3 Views of the Existing CMP Pipe) will require a temporary construction easement (TCE) from the City of Santa Rosa, as described in Section 4.1.1. This is considered a temporary occupancy use under Section 4(f).
2. Ongoing maintenance activities of all six storm drain culvert pipes within the project limits will require the acquisition of permanent drainage easements from the City of Santa Rosa as described in Section 4.1.2. This is considered a permanent use under Section 4(f).

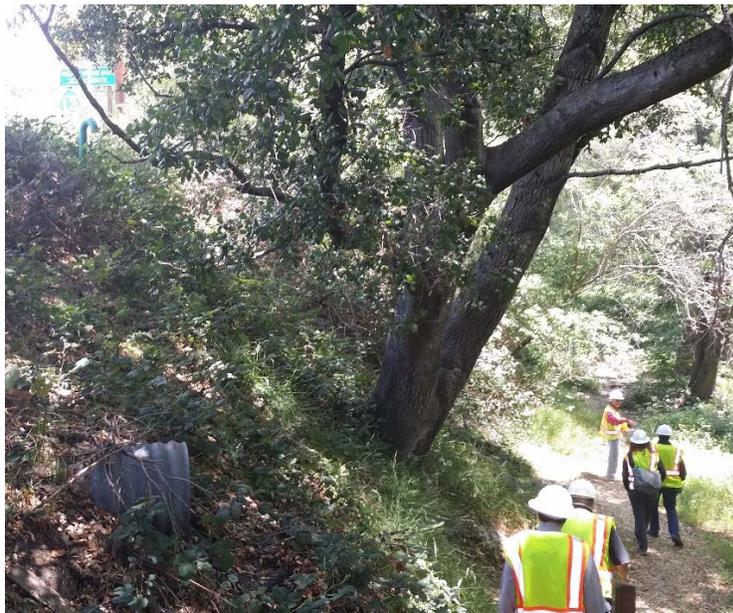


Figure 3 Views of the Existing CMP Pipe

4.1.1 Replace the CMP

The project will replace an 18-inch CMP culvert pipe (see Figure 4 Project Components) with a 24-inch concrete pipe crossing all the way underneath SR 12 requiring a temporary use within the Santa Rosa Open Space. The south end of the existing pipe outfalls into the Santa Rosa Creek Open Space, just above the trail's stairs leading down into the flood water channel where the trail is located. Construction would require excavating the existing pipe and installing the replacement pipe for a temporary and permanent disturbance area of 0.002 acre. This effort would not require removing trees, but may involve trimming adjacent trees and removing low-growing vegetation mostly consisting of non-native plants.

A portion of the storm drain pipe will remain within a permanent drainage easement to be obtained from the City of Santa Rosa, as described below in Section 4.1.2. To avoid long-term water damage to the trailhead stairs, the outfall flow from the new pipe will be dissipated by installing a "tee dissipator" at the outfall with rock slope protection placed at the openings of the "tee." The outfall is currently over 100 feet from the normal high water line of the creek. This design will avoid affecting the trail, except for a short period of closure to excavate, remove, and replace the pipe. No excavation will be left open overnight without a non-penetrable, protective cover or, if necessary, temporary closure of the trail to the public. This temporary use of Santa Rosa Creek Open Space land will endure for less than two weeks.

With respect to the temporary occupancy of property during construction, project actions at Santa Rosa Creek Open Space would be conducted under dry weather conditions and would be limited from June 15 to October 15 to minimize impacts to biological resources in the nearby area. Work would be limited to daylight hours, and SR 12 would remain open during the entire period of construction activities.

Disturbed areas will be restored and replanted with native vegetation. There will be no long-term effect on the trail or the Open Space's recreational value.

4.1.2 Ongoing Maintenance Activities

To maintain the storm drains that are primarily within but partially outside the current State right-of-way, Caltrans will acquire a permanent use in the form of drainage easements from the City of Santa Rosa so that the State officially has the rights necessary to maintain all six culvert systems. There are six storm drain pipes traversing SR 12 within the project limits that currently outfall into the Santa Rosa Creek Open Space, five of which do not need to be replaced as part of this project.

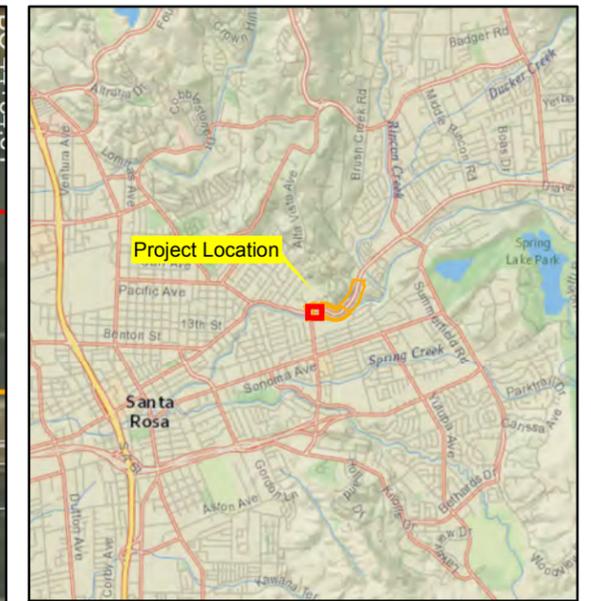
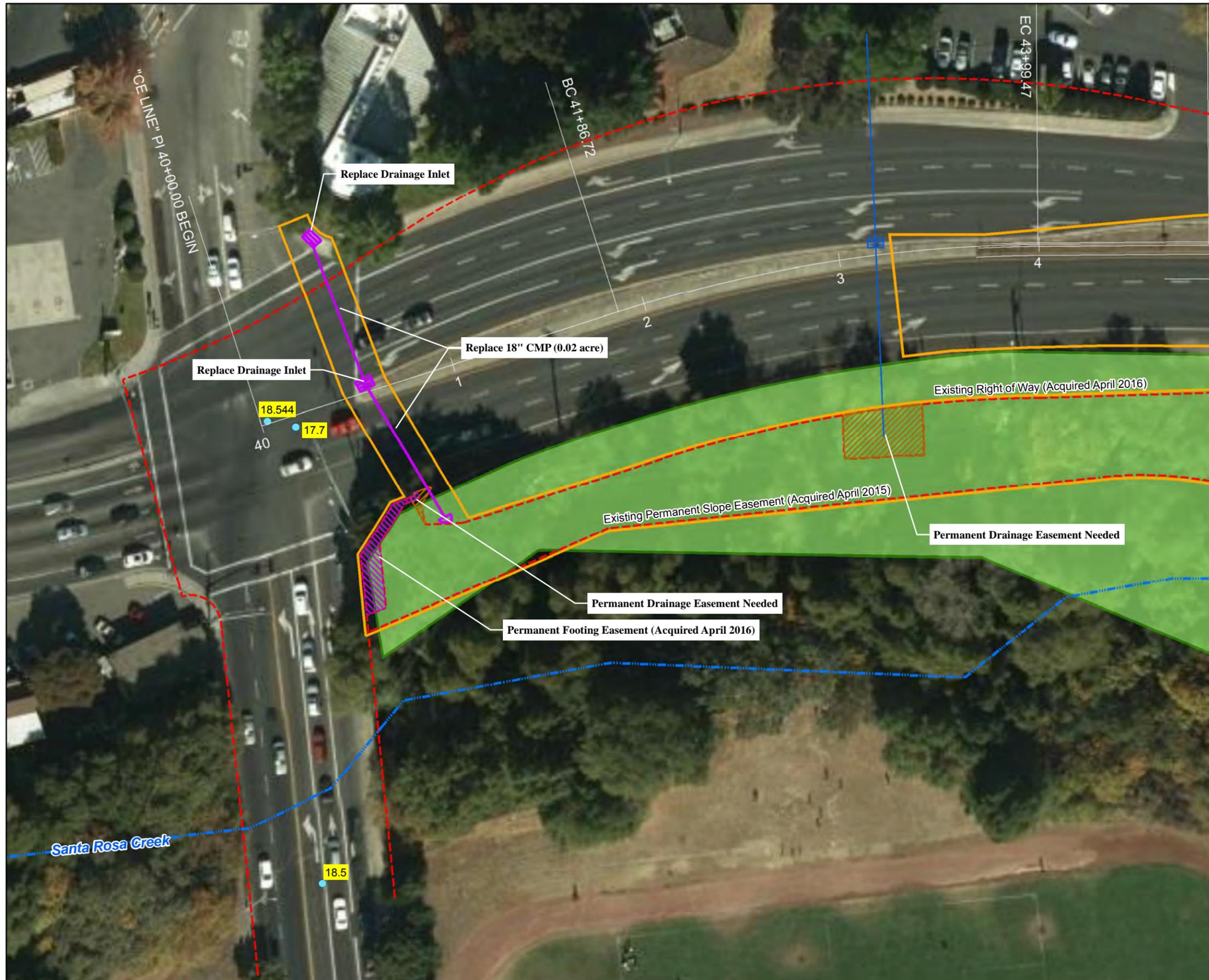
However, routine ongoing maintenance for each pipe will be required to maintain full functionality.

In the January 13, 2016 meeting, the City of Santa Rosa expressed the intention of granting Caltrans permanent drainage easements to provide periodic maintenance of these pipes. Maintenance activities would involve periodically removing overgrowth (typically Himalayan blackberry bushes), coring out siltation and debris from within the pipes to maintain flow capacity, and re-shoring the outfall protective banking material to minimize erosion downstream. These activities would be performed primarily by hand. The drainage easements would collectively comprise less than 0.12 acre. Each easement will generally consist of a 6-foot-wide band centered on the pipe and extending approximately 20 feet beyond the SR 12 right-of-way line. These easement dimensions will be adequate if eventual replacement of the other culverts is necessary but will also allow work crews to access the outfalls of the pipes for routine maintenance.

The drainage easements would not interfere with the recreational uses of the trail as they are located on the abutting slope approximately 10 to 15 feet above the trail. Non-natural debris excavated from the pipes will be entirely removed from the open space and disposed of properly.

No long-term or short-term effects of maintenance on Santa Rosa Creek Open Space property are anticipated.

All of these culvert maintenance activities are consistent with the Citywide Creek Master Plan Goals, Objectives and Policies for the Santa Rosa Creek Open Space. Table 1 lists applicable Master Plan policies and describes their consistency with the implementation of this project.



- LEGEND**
- Project Area (4.27 acres)
 - Post Mile
 - Proposed New Culvert
 - ~ Santa Rosa Creek
 - Existing Drains
 - ROW Easement & Ownership
 - Mainline Alignment
- Proposed Easements**
- Permanent Drainage Easement Needed
 - Permanent Footing Easement (Acquired April 2016)
- Santa Rosa Creek Open Space**
- 4th & Farmers Creek Trail

Image Source: Sonoma County GIS, 2013
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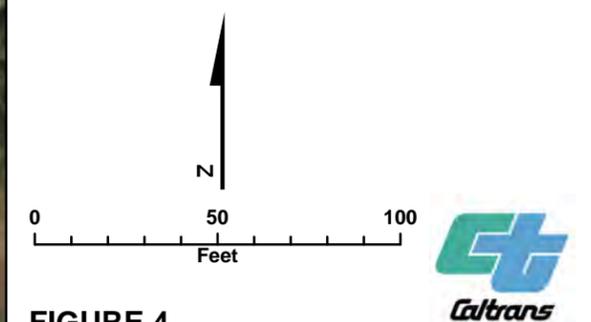


FIGURE 4
Project Components
 State Route 12
 Roadway Safety Improvement Project
 EA 04-4G220 SON-12 Post Mile 17.7 - 18.2,
 Sonoma County, California

Table 1 Applicable Master Plan Policies

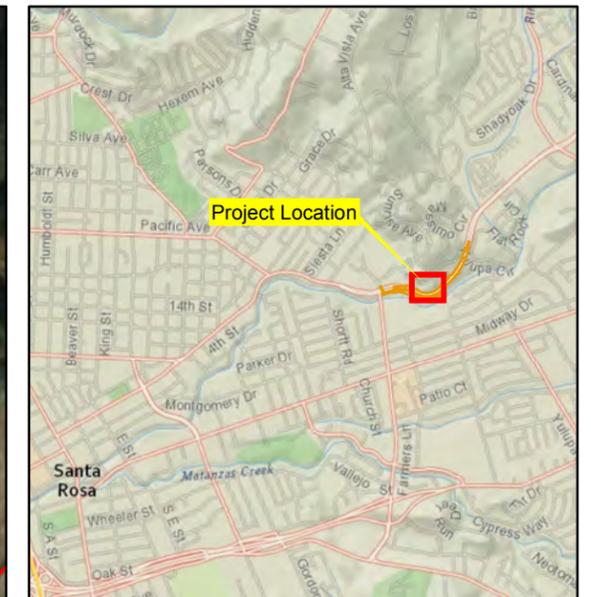
Objective/Policy No. ¹	Project Consistency
Policy SW-1-1. Cooperate with partner agencies to conduct regular assessment of storm water drainage facilities to ensure that adequate drainage capacity is maintained throughout the system.	Caltrans is assuming responsibility for storm water drainage facilities in the project area.
Policy SW-1-2. Maintain current flood hazard data, and coordinate with responsible agencies to coordinate flood hazard analyses and management activities.	Caltrans is assuming maintenance responsibilities for storm water drainage facilities in the project area.
Objective SW-2. Implement the <i>Storm Water Low Impact Development Technical Design Manual</i> .	Caltrans will implement maintenance consistent with the <i>Storm Water Low Impact Development Technical Design Manual</i> (City of Santa Rosa and County of Sonoma 2011) that provides technical guidance for projects that require implementation of permanent storm water Best Management Practices (BMPs) as part of compliance with the City National Pollutant Discharge Elimination System (NPDES) storm water permit for municipal storm water.
Objective SW-3. Perform channel maintenance in an environmentally sensitive manner and only where needed.	The maintenance easements will primarily accommodate manual maintenance activities which are environmentally sensitive.

Note:

¹ Source: *Santa Rosa Citywide Creek Master Plan* (City of Santa Rosa et al. 2013).

4.2 Historic Resources

This section reviews the potential for the project to result in a temporary, constructive, or permanent use of Section 4(f) historic resources as defined in Section 2.1. As stated in Section 3.2, there are no Section 4(f) archaeological resources within the project area. There are two Section 4(f) historic resources that are considered eligible for inclusion in the National Register of Historic Places for the purposes of this project only. The boundaries of these historic sites consist of each building’s footprint, rather than the entirety of the parcels they reside in. None of the construction activities nor permanent drainage easements would be located near these resources and would not alter the characteristics qualifying the historic properties for eligibility on the NRHP (see Figure 5 Historic Resources). Therefore, the project would not result in a temporary, constructive, or permanent use of Section 4(f) historic properties during project construction.



LEGEND

- Project Area (4.27 acres)
- Historic Resources
- Post Mile
- ~ Santa Rosa Creek
- Existing Drains
- ROW Easement & Ownership
- Existing Easement
- Mainline Alignment

Proposed Easements

- Permanent Drainage Easement Needed
- Temporary Construction Easement Needed

Santa Rosa Creek Open Space

- 4th & Farmers Creek Trail

Image Source: Sonoma County GIS, 2013
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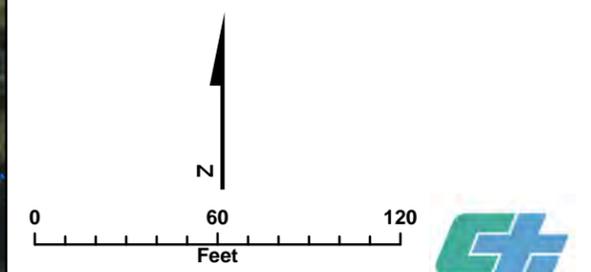


FIGURE 5
Historic Resources
 State Route 12
 Roadway Safety Improvement Project
 EA 04-4G220 SON-12 Post Mile 17.7 - 18.2,
 Sonoma County, California

Chapter 5 Avoidance, Minimization, and Mitigation Measures

5.1 Park/Recreation Resources: Santa Rosa Creek Open Space

Appropriate planning has been conducted and appropriate measures will be followed to minimize harm to the Santa Rosa Creek Open Space.

To minimize erosion while preserving pervious surface, the six culvert outfall areas within the project limits will adhere to the *Storm Water Low Impact Development Technical Design Manual* developed by the City of Santa Rosa and County of Sonoma (2011) that provides technical guidance for projects that require implementation of permanent storm water Best Management Practices (BMPs) as part of compliance with the National Pollutant Discharge Elimination System (NPDES) permit for municipal stormwater.

With respect to the temporary occupancy of property during construction, project actions at Santa Rosa Creek Open Space would be conducted under dry weather conditions and would be limited from June 15 to October 15 to minimize impacts to biological resources in the nearby area. Work would be limited to daylight hours, and SR 12 would remain open during the entire period of construction activities.

Disturbed areas will be restored and replanted with native vegetation. There will be no long-term effect on the trail or the Open Space's recreational value.

Chapter 6 Coordination

On January 13, 2016, Caltrans met with the City of Santa Rosa early in the project development process to discuss design objectives, options on drainage, median treatment, and avoidance of open spaces resources. Caltrans will continue to coordinate with the City of Santa Rosa regarding the preliminary *de minimis* determination made in this document and throughout advanced project design.

Caltrans District 4 Office of Cultural Resources technical studies were conducted by Caltrans Professionally Qualified Staff and carried out in a manner consistent with Caltrans responsibilities under the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal Aid Highway Program in California*.

Native American consultation has been ongoing with the Federated Indians of Graton Rancheria.

The Section 4(f) *de minimis* determination and Section 6(f) assessment will be publicized and made available for a 30-day public comment period.

Chapter 7 References

City of Santa Rosa. 2009. *Santa Rosa General Plan 2035*. Available online at http://ci.santa-rosa.ca.us/doclib/Documents/2035_General_Plan.pdf. November 3.

City of Santa Rosa and County of Sonoma. 2011. *Storm Water Low Impact Development Technical Design Manual*. Available online at <http://srcity.org/departments/utilities/stormwatercreeks/swpermit/Pages/swLIDtechManual.aspx>. August.

City of Santa Rosa, County of Sonoma, and Sonoma County Water Agency. 2013. *Santa Rosa Citywide Creek Master Plan*. Available online at <http://ci.santa-rosa.ca.us/departments/utilities/stormwatercreeks/creeks/Pages/CCMPDocument.aspx>. August.

Federal Highway Administration (FHWA). 1987. *FHWA Technical Advisory T6640.8A*. October 30.

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