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County
Transportation
Authority

Keeping Sonoma County Moving

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Vicki Vidak-Martinez
Rohnert Park

SCTA Staff

Suzanne Wilford
Executive Director

Janet Spilman
Sr. Transportation Planner

Elijah Henley
Sr. Transportation Planner

Marge Franco
Executive Assistant

520 Mendocino Avenue
Suite 240
Santa Rosa, CA 95401
PH: 707-565-5373
FAX: 707-565-5370

December 10, 2004

Peter Siggins
Legal Secretary
Office of the Governor
First Floor, State Capitol
Sacramento, CA 95814

RE: Proposed Casino - Federated Indians of the Graton Rancheria

The Sonoma County Transportation Authority would like to take this opportunity to share with you concerns we have about transportation and traffic issues our cities and County face should the proposed casino and hotel resort by the Federated Indians of Graton Rancheria be built west of the City of Rohnert Park.

We would also like to take this opportunity to thank the Governor and his staff for their strong support of local government during the past year and for recognizing the need for local governments to maintain their ability to manage issues affecting local land use and infrastructure needs.

Our first request is that the Governor refrain from negotiating a compact with the Federated Indians of Graton Rancheria until local entities and the public have the benefit of reviewing the tribe's Environmental Impact Statement (EIS) and better understanding the scope and impact of the proposed project. Upon the release of the document we will conduct a thorough analysis related to transportation and traffic issues and provide that information to you. Until the document is released and until we have answers to the issues raised below, it is virtually impossible to assess how the project will impact our community and what mitigations may be required to reduce those impacts.

Our second request is that when reviewing the EIS, negotiating the compact and identifying funding for mitigation, you consider the following specific transportation-related issues.

1. Evaluate the increased traffic that will result from the project. Consider the year 2030 for cumulative impacts (both with and without the project), and evaluate the projected growth.

2. Evaluate effects on the Highway 101 corridor, the exits and entrances to Highway 101 and the likely routes to the project site from throughout the region. Identify the capacity of the planned improvements to Highway 101, including impacts from planned development along the corridor, current trip patterns and population growth, and determine how much additional capacity will be needed to accommodate the project. Evaluate both level of service and queuing performance measures.
3. Evaluate existing conditions of streets and roads (including small rural roads) in the area and identify impacts of the project. If improvements to local streets and roads are proposed to accommodate the project, identify the impacts of these proposed improvements per NEPA and CEQA.
4. Evaluate the potential change to the level of service on local streets and roads and the queuing that will result during peak hours on weekdays and weekends with particular attention to the following major arterials and interchanges:
 - Wilfred Avenue and Wilfred Avenue Interchange at Highway 101
 - Rohnert Park Expressway and its interchange at Highway 101
 - Todd Road Interchange at Highway 101
 - State Route 116 and its Interchange at Highway 101
 - Bellevue Interchange at Highway 101 (proposed) and Farmers Lane extension
 - Stony Point Road
 - Adobe Road
 - Petaluma Hill Road
 - Old Redwood Highway
 - Lakeville Road
 - Llano Road
 - State Route 121
 - State Route 37
 - Commerce Boulevard
 - Golf Course Drive
 - Santa Rosa Avenue
5. Evaluate the impacts of special event traffic including weekend and evening peak hours for the casino and hotel complex. Evaluate the cumulative impacts given other event venues in the area such as the Green Music Center, Sonoma State University and the proposed sports complex.
6. Evaluate the impacts of commute traffic generated by employees of the casino that do not reside in the immediate area of the casino.
7. Consider limiting all commercial vehicles and shuttle or bus traffic related to the project to the west side of Highway 101 in the Rohnert Park area. This is in keeping with the Rohnert Park General Plan that separates commercial traffic to the west and residential traffic to the east.

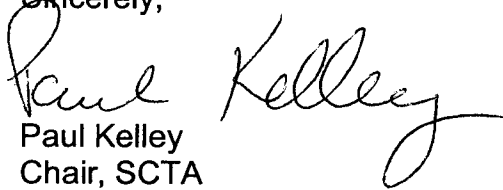
8. For any traffic evaluations, we request that the consultant use the recently updated countywide traffic model used for Sonoma County's General Plan update to project future cumulative traffic with and without the casino and hotel project.
9. Evaluate transit and para-transit needs for the project both in terms of operating cost and attendant capital costs. Will shuttle services be provided? If so, identify likely routes and types of vehicles. What off-site parking will be provided?
10. Identify how transit access will be provided as part of the property.
11. Consider how bike and pedestrian safety will be addressed in and around the property?
12. Evaluate a possible transit station (bus and rail) on the west side of Highway 101 as well as needed services other than the base schedule proposed by Sonoma-Marín Area Rail Transit (SMART) and the existing transit schedules operated by Sonoma County Transit.
13. Evaluate traffic safety issues related to the project including access to private property in the area of the project.
14. Identify number and type of parking facilities that will be included in the project including number of parking spaces, height of structures, type of vehicles accommodated and where transit vehicles will be accommodated.
15. Evaluate the emissions of criteria pollutants from the expected casino traffic and construction activities and compare to Bay Area Air Quality Management District (BAAQMD) thresholds. Include the queuing analysis and LOS for purposes of this evaluation.
16. Evaluate cumulative traffic emissions and how they will impact regional air quality conformity.
17. Evaluate potential conflicts with the Countywide Transportation Plan and the Metropolitan Transportation Commission's Regional Transportation Plan. Particular attention should be paid to the potential secondary growth inducing effects of providing new or expanded roadway access to the casino on rural lands in the vicinity of the project.
18. Identify ancillary activities related to the project that could potentially conflict with Countywide Transportation Plan and the Regional Transportation Plan.
19. Identify funding for improvements needed to the road, highway and transit system due to the project. Identify the fair share of payment from the project for these improvements.
20. On items related to the State highway system all assumptions, traffic and trip factors,

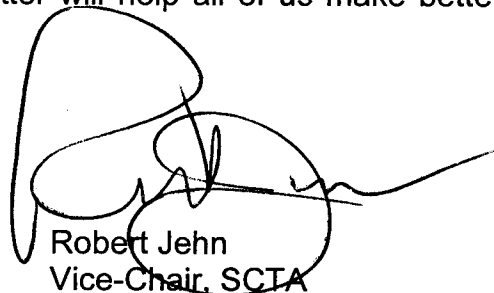
turning movements and other traffic impact data must be consistent with that used by Caltrans. The analysis of highway impacts should use only methods contained in the Caltrans traffic manuals and as directed by Caltrans District 4. Current traffic, forecast traffic, growth factors, and turning movements shall be derived from the latest figures available from Caltrans or under Caltrans guidance.

We have provided similar comments as part of the EIS scoping process conducted by NIGC and will continue to be actively involved in the environmental review of the proposed project.

The SCTA appreciates your consideration of our request to defer compact negotiations until release of the EIS and our subsequent analysis of the document. We request that when negotiations commence you give particular attention to the transportation and traffic issues our local communities will face if the proposed project moves forward. Having the information requested in this letter will help all of us make better-informed decisions.

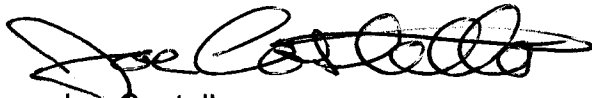
Sincerely,


Paul Kelley
Chair, SCTA
Supervisor, Sonoma County

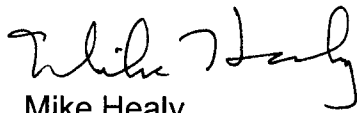

Robert Jehn
Vice-Chair, SCTA
Cloverdale

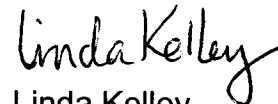

Steve Allen
Town of Windsor

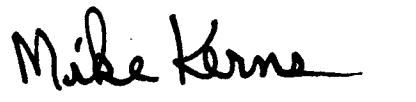

Bob Blanchard
City of Santa Rosa



Joe Costello
City of Sonoma

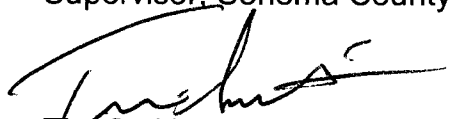

Patricia Gilardi
City of Cotati

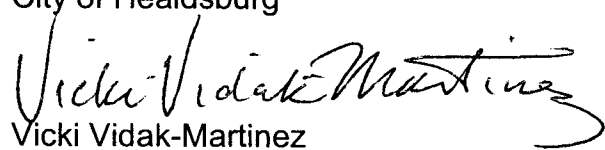

Mike Healy
City of Petaluma


Linda Kelley
City of Sebastopol


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Supervisor, Sonoma County


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Vicki Vidak-Martinez
City of Rohnert Park