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**Marin-Sonoma Narrows  
Policy Advisory Group**

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Policy Advisory Group**

**Supervisor Cynthia Murray**  
Marin Board of Supervisors  
Chair

**Minutes**

**Council Member Sharon Wright**  
Santa Rosa City Council  
Vice-Chair

**September 21, 2001**

**9:30-11:30 a.m.**

**Mayor Peter Breen**  
Town of San Anselmo

**Novato City Council Chambers  
908 Machin Ave, Novato**

**Council Member Mike DiGiorgio**  
Novato City Council

**1. Introduction**

Supervisor Cynthia Murray, Policy Advisory Group (PAG) Chair, opened the meeting and welcomed all of those present. The PAG members introduced themselves.

**Mayor Jim Henderson**  
City of Novato

**PAG Members**

**Council Member Michael Healy**  
Petaluma City Council

Cynthia Murray, Supervisor, Marin County Board of Supervisors	Present
Sharon Wright, Council Member, Santa Rosa City Council/SCTA	Absent
Peter Breen, Council Member, Town of San Anselmo/Marin County CMA	Present
Mike DiGiorgio, Council Member, Novato City Council/Marin County CMA	Present
Jim Henderson, Mayor, City of Novato	Present
Michael Healy, Council Member, Petaluma City Council/SCTA	Present
Mike Kerns, Supervisor, Sonoma County Board of Supervisors/Chair SCTA	Present
John Kress, Supervisor, Marin County Board of Supervisors	Absent
Tim Smith, Supervisor, Sonoma County Board of Supervisors/SCTA	Absent
Bryant Moynihan, Council Member, Petaluma City Council, alternate for Clark Thompson, Mayor, City of Petaluma	Present

**Supervisor Mike Kerns**  
Sonoma Board of Supervisors

**Supervisor John Kress**  
Marin Board of Supervisors

**2. Approval of Minutes of Meeting of May 18, 2001**

The minutes from the PAG Meeting on May 18, 2001 were approved with the following correction: Bryant Moynihan, Council Member, Petaluma City Council, was the alternate for Michael Healy, Council Member, Petaluma City Council/SCTA and was present at the meeting.

**Supervisor Tim Smith**  
Sonoma Board of Supervisors

**Mayor Clark Thompson**  
City of Petaluma

**3. Caltrans Public Scoping Meetings held in Novato and Petaluma**

A report of the comments received from the public scoping meetings held in Novato on August 1, 2001 and on August 22, 2001 in Petaluma were distributed to the PAG members and members of the audience. The report included all of the comments received by September 1, 2001. Any comments received after September 1, 2001 will still be considered. The comments will be used to identify significant issues that will be addressed during the engineering and environmental studies. Summaries of the comments were attached to the agendas for this meeting and were mailed to the PAG members and the PAG meeting distribution list.

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#### 4. Design Details

- **Airport Area**

Two alternatives were presented, one with primary access near Airport Road and the other with primary access at the Redwood Sanitary Landfill. The Airport Road interchange alternative would provide access to the landfill and marina area via a frontage road. The second alternative will convert the currently proposed landfill overcrossing into a full interchange that will serve the Redwood Sanitary Landfill and will provide access to the marina area via a frontage road. A third possible alternative that was briefly discussed could be a combination of both interchanges with a frontage road connecting the two areas. Caltrans will evaluate the alternatives presented and determine their impacts. Through public input other alternatives would be evaluated. Bicycle facilities for the three alternatives discussed will be provided on the westerly side of the highway.

- **San Antonio Road Area**

The details of two alternatives were presented. Both raise the highway out of the floodplain. One alternative is at San Antonio Creek and the other is on the grade north of the creek. Concern was expressed to keep highway improvements within the existing right of way. The alternatives being developed try to stay within the existing right of way wherever possible, except at the locations where it is proposed to bring the vertical and horizontal alignments to current standards.

A Class I Bike Path will connect Olompali State Historic Park to near the San Antonio Road area. Class I Bike Paths will also connect the frontage road segments. Where there is a frontage road, Class II bicycle facilities will be provided. A bikeway alternative along the railroad corridor will be discussed with Golden Gate Transit and will be coordinated with SMART study.

- **Kastania Road/Petaluma Boulevard South**

An alternative for a new interchange south of the existing Petaluma Boulevard South southbound on-ramp is being studied to take advantage of the terrain, minimizing cuts and fills. All four on and off-ramp movements will be at a diamond type interchange. A frontage road will connect with Kastania Road to the south. A Class I Bike Path will connect Kastania Road to the San Antonio Road area.

The second alternative will utilize the existing undercrossing at Petaluma Boulevard South to create a standard interchange configuration. Because of the proximity of the interchange to Petaluma Boulevard South, a roundabout was discussed so that right of way acquisition would be minimized. Other possible alternatives could be developed.

During the meeting it was requested that a hybrid of these alternatives also be studied. This new alternative would allow the existing South Petaluma Boulevard undercrossing to remain open, yet service ramp traffic through the new tight diamond interchange discussed above.

- **101/116 Interchange**

It is not proposed to replace this interchange. However, the southbound structure at this interchange will be replaced so that a longer acceleration lane can be constructed. The existing roadway is on a grade and with the replacement of the structure the on-ramp traffic will be able to accelerate to freeway speeds. The structure will be widened to accommodate the future southbound lane proposed on this project.

At this time the alternatives that have been developed are looking at environmental study limits and not focusing on any one alternative.

- **Design Update**

A field review is scheduled for the week of September 23, 2001 with the Sacramento Structures unit to review the structures along the corridor.

A hydraulics review of the corridor will look at flooding issues including impacts to the culverts. Work will be coordinated with local agencies.

Sound studies will investigate the existing and future noise levels and what types of mitigation should be proposed. It was requested that alternative pavement types be reviewed as a possible means of noise mitigation.

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Park and ride lot coordination with Golden Gate Transit has begun. Ground survey work has begun and aerial oblique photographs have been requested. Renderings of the structures will be developed.

- **Discussion**

There was a discussion of the replacement of the NWPRR structure north of the East Washington Street Interchange and if the new structure could accommodate the extension of Rainier Avenue. It was stated that the Rainier Avenue Interchange is not part of the scope of the project and that Caltrans would need clear direction to add it to the scope.

The PAG emphasized the need to keep the widening of the corridor within the existing median and that the environmental document be completed as soon as possible. Caltrans responded that certain environmental studies require more than one year to complete but that it is intended to have the draft document circulated to the public in the middle of 2003. It is the goal of Caltrans to divide the project into several construction segments and have the first segment out to construction right after the approval of the final environmental document by the Federal Highway Administration sometime by the end of 2005.

- **Public Comment**

If interchanges are constructed, "they will come." The widening of the highway should stay within the existing median. What coordination is occurring with the Sanitary Landfill? The environmental community is opposed to the Airport Interchange.

What is the FHWA process regarding deviations from the full design standards? In response to the question, Caltrans stated that the FHWA listens to public input. At this time, the full standards of design have been developed to establish the full extent of the environmental impacts. Design exceptions would be based on minimizing impacts and would be discussed with the PAG group.

## 5. Status of Environmental

- **Biological and Cultural Resources Inventories**

An inventory of biological resources is being completed within the study area. Biology studies will begin this winter and will continue through the next summer.

Inventories are being developed to identifying sensitive cultural resources.

- **NEPA/404 Process**

One of the things Caltrans can do to speed up the environmental process is to assure that the permits from the agencies such as the U.S. Army Corp of Engineers and the California Department of Fish and Game are obtained early. Caltrans will begin the NEPA/404 Coordination Process to assure early coordination. Caltrans will be asking for concurrence of the project purpose and need and the alternatives to be studied. The agencies require that there is an alternative that avoids impacts to sensitive resources. They also require that the preferred alternative be the least damaging alternative that meets the needs of the project. Impact mitigation will be proposed early in the process so that when the environmental document is approved all of the permits can be obtained and the project can go to construction.

- **Public Outreach**

Caltrans is willing to meet with homeowner groups or other organizations and discuss the project as was done at the scoping meetings. People can also come to the district office and view the displays that have been developed. The PAG suggested coordination with the water districts, flood control districts and other public agencies. There should also be coordination with SMART.

The PAG requested additional public meetings. Also a public hearing should be held when the draft environmental document is circulated to the public. It was requested that there be at least some formal presentation at the public meetings. A video could be used at the public meetings instead of a formal presentation. Caltrans also stated that there could be formal public hearing after the draft document has been circulated with a map display immediately before the hearing.

- **Website Design**

A project website will begin operation in November. It is intended to include the NOI/NOP, summary of comments that were received from the scoping meetings, a project map, PAG meeting agendas, and

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the opportunity for people to comment on the project. The PAG suggested links to the cities of Novato and Petaluma, Marin and Sonoma counties, the SCTA and the Marin CMA. The PAG will suggest other links.

**6. Other Business**

None.

**7. Public Comment**

This project focuses on local concerns and not on the regional concerns. Widening only increases driving and increases the ozone levels. The project should be a multimodal study.

**8. Date and location of the next meeting**

The next PAG meeting will be held on January 18, 2002 at the Petaluma Community Center from 9:30 to 11:30 a.m. The community center is located at 320 North McDowell Boulevard, Petaluma.