Appendices

Marin-Sonoma Narrows (MSN) HOV Widening Project
Final Environmental Impact Report/
Final Environmental Impact Statement

Along US 101, project begins 0.5 km (0.3 mi) south of the Route 37 interchange in the City of Novato (Marin County), and ends 0.5 km (0.3 mi) north of the Corona Road Overcrossing in the City of Petaluma (Sonoma County).

US 101
KP 30.0/44.5 (PM 18.6/27.7) in Marin County
KP 0.0/11.5 (PM 0.0/7.1) in Sonoma County
July 2009

SCH#2001042115
EA 264000

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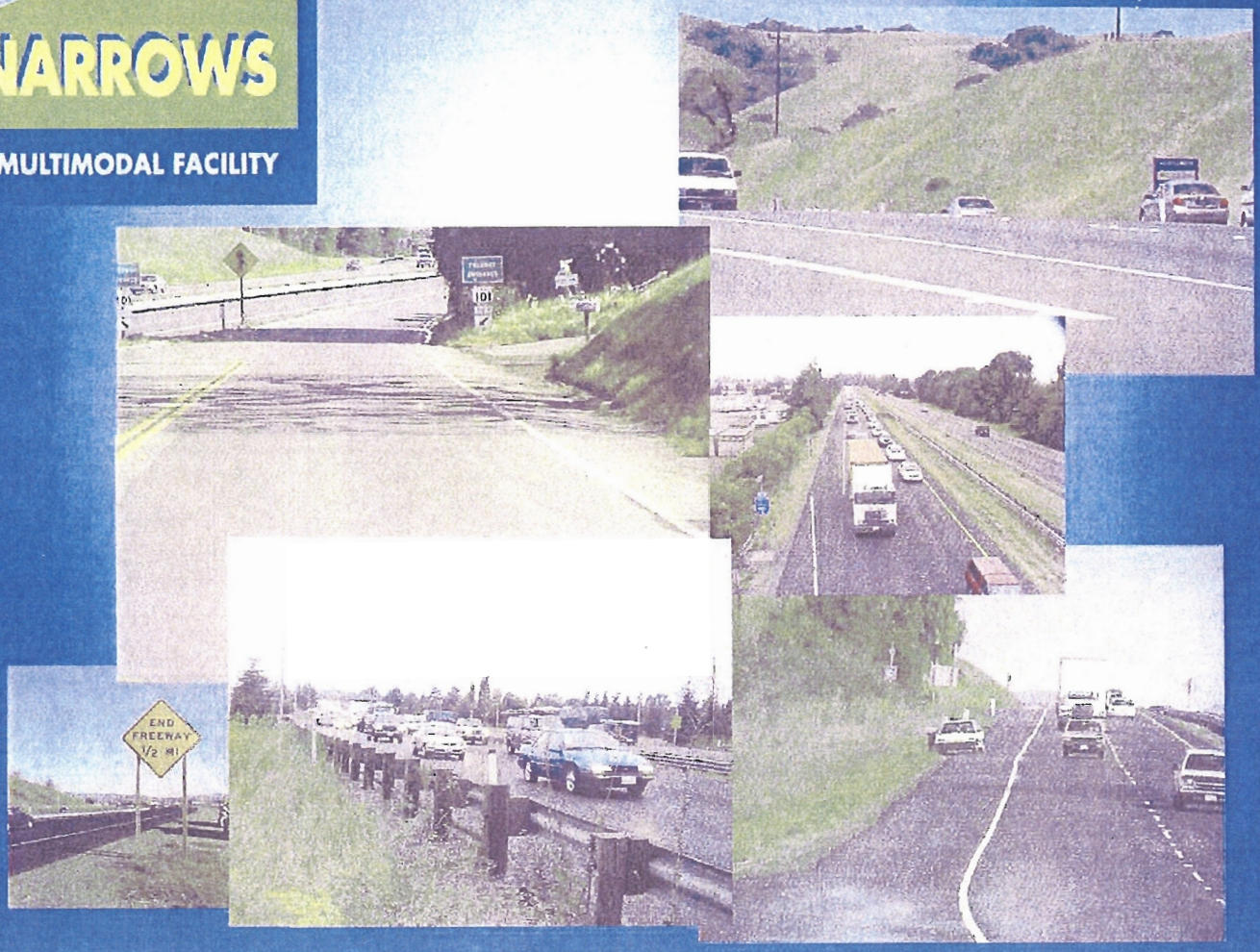
March 15, 2005

MARIN SONOMA NARROWS

US 101

A MULTIMODAL FACILITY

Evaluation Criteria Matrix



Caltrans

in Partnership with

County of Marin

FHWA

MARIN-SONOMA NARROWS
Summary of Evaluation Criteria for Selection of of Access Options in Segment B (the Central Segment)

Purpose -

Throughout a comprehensive EIR/EIS process, as studies progress, options are refined to avoid, minimize, or mitigate environmental impacts to the greatest extent practicable. At the same time the cost effectiveness of these options must be weighed and the decision to continue studies on options must be justified. The intent of this exercise is to provide a systematic process for this evaluation.

This evaluation will focus on the "Access Options" for the Segment B (the Central Segment) "Expressway to Freeway Upgrade" portion of the overall Marin Sonoma Narrows Project.

Description of Improvements -

Upgrading the Central Segment of the project from a four-lane expressway facility to a six-lane freeway will improve traffic flow by standardizing sight distance, providing wider shoulders for emergency pullouts, and eliminating recurrent flooding.

This upgrade would eliminate at-grade intersections and driveway access, replacing them with access options that are a combination of standardized interchanges and frontage roads to maintain access to intersecting roadways and adjacent parcels.

In addition, each option would provide continuous bicycle and pedestrian paths to connect the cities of Novato and Petaluma.

Evaluation Process -

Step 1: A multidisciplinary evaluation team consisting of Project Development and Environmental specialists develop a matrix that defines the criteria, measurables and relative weights (See Evaluation Matrix) that will be used for evaluating the access options that are currently under study. This matrix will be reviewed by the Project Development Team, Local Partners, and Policy Advisory Group. **<COMPLETE>**

Step 2: Specialty units fill in their portion of the matrix. **<COMPLETE>**

Step 3: The evaluation team meets and rates each of the criteria in the matrix. Average ratings and criteria weighting are then used to calculate a numeric score for each access option. Sensitivity analysis will be performed to confirm individual criteria weights. **<COMPLETE>**

Step 4: Numeric scores are used to compare access options, weigh their environmental impacts and cost effectiveness, and decide if continued study on each option is justified. **<COMPLETE>**

Step 5: This process will be reviewed by the Project Development Team. **<COMPLETE>**, Local Partners. **<COMPLETE>**, and Policy Advisory Group in a public forum **<COMPLETE>**, then forwarded to NEPA/404 interagency for concurrence **<COMPLETE>**.

Step 6: Finalize studies on screened options, publish findings in draft environmental document and circulate to the Public for review. Selection preferred option based upon input from the public, PAG, LPT, FHWA, and regulatory partners. **<COMPLETE>**

Revised: June 2009

Evaluation Matrix -

	Criteria	Wt.	Description
	Meets Purpose and Need of Project	Y/N	Does Access Option meet Purpose/Need?
	Section 4(F)	L/M/H	Provides Measure of 4(F) Impacts.
	Traffic Operationally Feasible	Y/N	Is Access Option Operationally Feasible?
	Right of Way Demolition	Y/N	Is Building Demolition or Relocation Assistance Required?
Weight 10%	**Access** Number of Private Parcels Number of Residential Parcels Number of Agricultural Parcels Number of Commercial Parcels Distance to Last Private Parcel Distance to Last Residential Parcel Distance to Last Agricultural Parcel Distance to Last Commercial Parcel	**10%**	Access scoring is determined by assigning a starting value of 5 for each access option. The options are evaluated based on access to the three major areas on the west and east sides of US 101 (Redwood Landfill [RL], San Antonio Creek [SA], and Cloud Lane/Kastania [CLK]) for both major and local traffic. Due to higher traffic volumes the major movements are weighted twice as heavily as the local movements. These six traffic patterns are rated for each option, using the following scale: • 5 - Excellent • 4 - Good • 3 - Fair • 2 - Poor • 1 - Very Poor These ratings are then totaled for each access option and deductions are made to the starting value using the following range: • Above 34 – 0 pt deduction • 33-30 – 1 pt deduction • 29-22 – 2 pt deduction • 21-17 – 3 pt deduction • 16-13 – 4 pt deduction • Below 13 – 5 pt deduction
Weight 10%	**Right of Way** Parcels Area Number of Parcels Number of Owners Railroad Involvement Complexity of Utility Involvement	**10%**	Right of Way scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made according to amount of right of way required for each interchange in that option. • Airport Rd - 2 pt deduction. Large footprint in industrial area, requires realignment of the existing freeway and involves significant railroad issues • Redwood Landfill (RL) - 0 pt deduction. Minor R/W to convert private overcrossing to interchange • Southerly San Antonio (SSA) - 1 pt deduction. Average R/W required for interchange • Central San Antonio (CSA) - 2 pt deduction. Additional height of freeway to create undercrossing and average area for interchange require larger footprint • Northerly San Antonio (NSA) - 1 pt deduction. Average R/W required for interchange • Southerly Petaluma Blvd South (PBS) - 0 pt deduction. Same for all options
Environmental Weight 60%	**Hazardous Waste** Number of Known Sites Is Additional Testing Required	**4%**	Same for all options, no known impacts except airborne lead

Evaluation Matrix – (Cont)

	Criteria	Wt.	Description
Environmental Weight 60%	**Potential Growth Inducement** Land Use/Zoning/Setting	10%	Potential Growth Inducement scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made relative to the available area that could potentially be developed at each interchange in that option. • Airport Rd - 3 pt deduction. Interchange creates contiguous frontage roads, is near the urban growth boundary and existing developments • Redwood Landfill (RL) - 1 pt deduction. Minimal space at interchange for potential development • Southerly San Antonio (SSA) - 1 pt deduction. Minimal space at interchange for potential development • Central San Antonio (CSA) - 1 pt deduction. Minimal space at interchange for potential development • Northerly San Antonio (NSA) - 1 pt deduction. Minimal space at interchange for potential development • Southerly Petaluma Blvd South (PBS) - 0 pt deduction. Same for all options
	Visual Aesthetics Structure Height Structure Length Fits with Landform	8%	Visual Aesthetics scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made based on the visual impacts of each interchange in that option. • Airport Rd - 3 pt deduction. Long high bridge that is out of context with the area, visible from the park • Redwood Landfill (RL) - 0 pt deduction. Widening existing bridge would create minimal visual impacts • Southerly San Antonio (SSA) - 1 pt deduction. New interchange • Central San Antonio (CSA) - 1 pt deduction. New interchange • Northerly San Antonio (NSA) - 2 pt deduction. New interchange with long, high bridge • Southerly Petaluma Blvd South (PBS) - 0 pt deduction. Same for all options
	Watershed/Wetland Resources Area of Direct Wetland Impact Potential for Indirect Wetland Impact Area of Floodplain Impact	10%	Watershed/Wetland Resources scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made for each option based on the impacts to the wetlands for the areas listed. • Airport Rd - 3 pt deduction. Significant increase to wetland impacts • Marina access via Atherton - 2 pt deduction. Considerable increase to wetland impacts • Marina access east side of RR - 1 pt deduction. Slight increase to wetland impacts • Marina access west side of RR - 0 pt deduction. Minimal increase to wetland impacts • Redwood Landfill (RL) - 0 pt deduction. Minimal increase to wetland impacts • Southerly San Antonio (SSA) - 0 pt deduction. Minimal increase to wetland impacts • Central San Antonio (CSA) - 3 pt deduction. Significant increase to wetland impacts and floodplain issues • Northerly San Antonio (NSA) - 0 pt deduction. Minimal increase to wetland impacts • Southerly Petaluma Blvd South (PBS) - 0 pt deduction. Same for all options

Evaluation Matrix – (Cont)

	Criteria	Wt.	Description
Environmental Weight 60%	**Biological Resources** Number of Listed Species Area of Habitat Impact Tree Impact Number of Trees Impacted Percent of Native Trees Percent Cover Average Diameter at Breast Height	**10%**	Biological Resource scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made for each option based on the impacts to the resources for the areas listed. • Airport Rd - 4 pt deduction. Significant increase in impacts to listed plants and wildlife • Marina access via Atherton - 3 pt deduction. Considerable increase in impacts to listed plants and wildlife • Marina access east side of RR - 2 pt deduction. Slight increase in impacts to listed plants and wildlife • Marina access west side of RR – 0 pt deduction. Minimal increase in impacts to listed plants and wildlife • Redwood Landfill (RL) - 0 pt deduction. Minimal impacts • Southerly San Antonio (SSA) - 1 pt deduction. Listed wildlife and Heritage Tree impacts • Central San Antonio (CSA) - 2 pt deduction. Significant impact • Northerly San Antonio (NSA) - 0 pt deduction. Minimal impact • Southerly Petaluma Blvd South (PBS) - 0 pt deduction. Same for all options
	Historic Architectural Resources Number of Eligible Properties Number of Elements Affected Visual Impact Change of Character/Use	**8%**	Historical Architectural Resource scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made based on the impacts to the significant historical element (the bridge at San Antonio Rd). • 1 pt deduction. Existing bridge remains • 4 pt deduction. Bridge is widened or replaced
	Archeological Resources Number of Disturbed Sites Number of Eligible Sites Number of Sites with Human Remains Number of Sites Directly Impacted	**10%**	Archeological Resource scoring is determined by assigning a starting value of 5 for each access option. Deductions are then made based on the potential disturbance to the archeological sites, specifically those adjacent to the bridge on San Antonio Rd. • 2 pt deduction. Existing bridge remains – minimal impacts • 3 pt deduction. Bridge is widened or replaced – some impacts
Weight 20%	**Cost** Right of Way Cost Construction Cost Roadway Structures Walls Mitigation Cost Biology Archeology Historic Architecture	**20%**	Cost scoring is determined by assigning a starting value of 5 for each access option. Modifications are then made for each option based on the relative cost of Right of Way and Structures (Roadway, Wall, and Mitigation costs for all options are deemed similar). Right of Way cost modifier: • High Cost – 1 pt deduction • Average Cost – 0 pt deduction • Low Cost – 1 pt addition Structures cost modifier - All structures for each option are rated based on a comparison of the approximate cost to a typical structure: – Airport Rd - 5 pts, high/large area of structure/ramps – Redwood Landfill (RL) - 0.5 pts widen existing overcrossing – Southerly San Antonio (SSA) - 1 pt typical freeway overcrossing – Central San Antonio (CSA) - 2 pts high/large area of structure/ramps – Northerly San Antonio (NSA) - 1.5 pts high/long structure – Southerly Petaluma Blvd. South – 0 pts same for all options These ratings are then totaled for each access option and the following additional deductions are made to the starting value: • Below 1.0 – 0 pt deduction • 1.5-2.0 – 1 pt deduction • 2.5-3.0 – 2 pt deduction • 3.5-4.5 – 3 pt deduction • 5.0 - 6.5 – 4 pt deduction • Above 6.5 - 5 pt deduction

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Options	Score	Interchanges								Access			
		Atherton (Existing)	Airport Road	Redwood Landfill	Southerly San Antonio	Central San Antonio	Northerly San Antonio	Southerly Petaluma Blvd. South	Northerly Petaluma Blvd. South (Round-a-bout)	Marina East	Marina West	Dairy East	Dairy West
1	1.62		•		•			•	SEE NOTE 2	•			
2	1.20		•				•	•		•			
3a	3.14	•		•			•	•		•			
3b	3.44	•		•			•	•			•		
4a	3.56	•		•	•			•		•			
4b	3.86	•		•	•			•			•		
5a	2.80	•			•		•	•		•		•	
5b	3.10	•			•		•	•			•	•	
5c	2.80	•			•		•	•		•			•
5d	3.10	•			•		•	•			•		•
6a	2.52	•		•		•		•		•			
6b	2.82	•		•		•		•			•		
7	0.98		•			•		•		•			
8	2.52	•				•		•		•			
9a	2.90	•		•	•		•	•		•			
9b	3.20	•		•	•		•	•			•		
10	2.94	•					•	•		•			
11	1.66		•					•		•			
12a	4.04	•		•				•		•			
12b	4.34	•		•				•			•		
13	3.40	•						•		•			
14a	3.76	•			•			•		•		•	
14b	4.06	•			•			•			•	•	
14c	3.76	•			•			•		•			•
14d	4.06	•			•			•			•		•
15	1.34		•		•		•			•			

• Point of controlled access provided by different access options in Segment B.

NOTE 1: An interchange located at Airport Rd strictly to provide access to the Airport area is not within the scope of this project. Access to this area is already provided via existing infrastructure.

NOTE 2: The Northerly Petaluma Blvd. South (Round-about) alternative is not technically feasible due to ramp grades and the required vertical clearances at the Petaluma River. All of the alternatives utilize the Southerly Petaluma Blvd South interchange.

Revised : March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

ACCESS EVALUATION

			Redwood Landfill (RL)		San Antonio (SA)		Cloud Lane Kastania (CLK)	
Options	Score	Points	Main	Local	Main	Local	Main	Local
1	3	26	Poor	Good	Excellent	Good	N/A	Good
2	2	19	Poor	Good	Poor	Poor	N/A	Excellent
3a-3b	3	25	Excellent	Good	Poor	Poor	N/A	Excellent
4a-4b	4	32	Excellent	Good	Excellent	Good	N/A	Good
5a-5d	3	27	Poor	Good	Excellent	Good	N/A	Excellent
6a-6b	4	33	Excellent	Good	Excellent	Excellent	N/A	Good
7	3	27	Poor	Good	Excellent	Excellent	N/A	Good
8	3	25	Very Poor	Good	Excellent	Excellent	N/A	Good
9a-9b	5	35	Excellent	Excellent	Excellent	Excellent	N/A	Excellent
10	2	17	Very Poor	Good	Poor	Poor	N/A	Excellent
11	1	15	Poor	Good	Very Poor	Very Poor	N/A	Good
12a-12b	3	28	Excellent	Good	Good	Poor	N/A	Good
13	1	13	Very Poor	Good	Very Poor	Very Poor	N/A	Good
14a-14d	3	26	Poor	Good	Excellent	Good	N/A	Good
15	3	27	Poor	Good	Excellent	Good	N/A	Excellent

ACCESS POINTS
Excellent - 5 points, direct access
Good - 4 points, improves access
Fair - 3 points, similar to existing access
Poor - 2 points, access worse than existing
Very Poor - 1 point, Significantly worse than existing

ACCESS SCORE	
Above 34	0 pt deduction
33-30	1 pt deduction
29-22	2 pt deduction
21-17	3 pt deduction
16-13	4 ptdeduction
Below 13	5 pt deduction

GENERAL COMMENTS

Main - Major traffic movements such as Landfill traffic at Redwood Landfill or South Petaluma commuter traffic at San Antonio Rd. There is no major traffic movement from the Cloud Lane/Kastania Road area.

Local - Localized traffic from residents and local businesses.

Revised : March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 1
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Good
Right of Way	10%	2	0.2	Airport - 2 pt deduction SSA, 1 pt deduction.
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	1	0.1	Airport - 3 pt deduction SSA - 1 pt deduction
Visual Aesthetics	8%	1	0.08	Airport - 3 pt deduction SSA - 1 pt deduction
Watershed/Wetland Resources	10%	2	0.2	Airport - 3 pt deduction
Biological Resources	10%	0	0	Airport - 4 pt deduction SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	0	0	6 bridge points High R/W costs.
Total	100%		1.62	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised : March 11,2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 2
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	2	0.2	RL - Main Poor, Local Good SA - Main Poor, Local Poor-opposite direction of commute CLK - Main N/A, Local Excellent
Right of Way	10%	2	0.2	Airport - 2 pt deduction, NSA, 1 pt deduction.
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	1	0.1	Airport - 3 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	0	0	Airport - 3 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	2	0.2	Airport - 3 pt deduction
Biological Resources	10%	1	0.1	Airport - 4 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	0	0	6.5 bridge points, High R/W costs.
Total	100%		1.2	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 3a
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Excellent, Local Good SA - Main Poor, Local Poor - opposite direction of commute Cloud Ln - Main N/A, Local Excellent
Right of Way	10%	4	0.4	NSA - 1 pt deduction.
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	RL - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	3	0.24	NSA - 2 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction
Biological Resources	10%	3	0.3	Marina East - 2 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	4	0.8	2.0 bridge points Average R/W costs.
Total	100%		3.14	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 3b
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Excellent, Local Good SA - Main Poor, Local Poor - opposite direction of commute Cloud Ln - Main N/A, Local Excellent
Right of Way	10%	4	0.4	NSA - 1 pt deduction.
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	RL - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	3	0.24	NSA - 2 pt deduction
Watershed/Wetland Resources	10%	5	0.5	Marina West - No deduction
Biological Resources	10%	5	0.5	Marina West - No deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	4	0.8	2.0 bridge points Average R/W costs.
Total	100%		3.44	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 4a
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	4	0.4	RL - Main Excellent, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Good
Right of Way	10%	4	0.4	SSA - 1 pt deduction.
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	RL - 1 pt deduction SSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	SSA - 1 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction
Biological Resources	10%	2	0.2	Marina East - 2 pt deduction SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	4	0.8	1.5 bridge points Average R/W costs.
Total	100%		3.56	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 4b
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	4	0.4	RL - Main Excellent, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Good
Right of Way	10%	4	0.4	SSA - 1 pt deduction.
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	RL - 1 pt deduction SSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	SSA - 1 pt deduction
Watershed/Wetland Resources	10%	5	0.5	0 pt deduction
Biological Resources	10%	4	0.4	SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	4	0.8	1.5 bridge points Average R/W costs.
Total	100%		3.86	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 5a
(Marina East, Dairy East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Excellent
Right of Way	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	2	0.16	SSA - 1 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction
Biological Resources	10%	2	0.2	SSA - 1 pt deduction Marina East - 2 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	2	0.4	2.5 bridge points Average R/W costs.
Total	100%		2.8	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 5b
(Marina West, Dairy East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Excellent
Right of Way	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	2	0.16	SSA - 1 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	5	0.5	0 pt deduction
Biological Resources	10%	4	0.4	SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	2	0.4	2.5 bridge points Average R/W costs.
Total	100%		3.1	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 5c
(Marina East, Dairy West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Excellent
Right of Way	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	2	0.16	SSA - 1 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction
Biological Resources	10%	2	0.2	SSA - 1 pt deduction Marina East - 2 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	2	0.4	2.5 bridge points Average R/W costs.
Total	100%		2.8	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 5d
(Marina West, Dairy West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good CLK - Main N/A, Local Excellent
Right of Way	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	2	0.16	SSA - 1 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	5	0.5	0 pt deduction
Biological Resources	10%	4	0.4	SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	2	0.4	2.5 bridge points Average R/W costs.
Total	100%		3.1	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix

Alternative 6a
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	4	0.4	RL - Main Excellent, Local Good SA - Main Excellent, Local Excellent CLK - Main N/A, Local Good
Right of Way	10%	3	0.3	CSA - 2 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	RL - 1 pt deduction CSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	CSA - 1 pt deduction
Watershed/Wetland Resources	10%	1	0.1	CSA - 3 pt deduction Marina East - 1 pt deduction
Biological Resources	10%	1	0.1	CSA - 2 pt deduction Marina East - 2 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	3	0.6	2.5 bridge points Average R/W costs.
Total	100%		2.52	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 6b
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	4	0.4	RL - Main Excellent, Local Good SA - Main Excellent, Local Excellent CLK - Main N/A, Local Good
Right of Way	10%	3	0.3	CSA - 2 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	3	0.3	RL - 1 pt deduction CSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	CSA - 1 pt deduction
Watershed/Wetland Resources	10%	2	0.2	CSA - 3 pt deduction
Biological Resources	10%	3	0.3	CSA - 2 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	3	0.6	2.5 bridge points Average R/W costs.
Total	100%		2.82	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 7
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Excellent CLK - Main N/A, Local Good
Right of Way	10%	1	0.1	Airport - 2 pt deduction CSA - 2 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	1	0.1	Airport - 3 pt deduction CSA - 1 pt deduction
Visual Aesthetics	8%	1	0.08	Airport - 3 pt deduction CSA - 1 pt deduction
Watershed/Wetland Resources	10%	0	0	Airport - 3 pt deduction CSA - 3 pt deduction
Biological Resources	10%	0	0	Airport - 4 pt deduction CSA - 2 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	0	0	2.5 bridge points High R/W costs.
Total	100%		0.98	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 8
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	Minor Impacts to Olompali
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Very Poor, Local Good SA - Main Excellent, Local Excellent CLK - Main N/A, Local Good
Right of Way	10%	3	0.3	CSA - 2 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	CSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	CSA - 1 pt deduction
Watershed/Wetland Resources	10%	0	0	Marina Access via Atherton - 2 pt deduction CSA - 3 pt deduction
Biological Resources	10%	0	0	Marina Access via Atherton - 3 pt deduction CSA - 2 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	4	0.8	2.0 bridge points Average R/W costs.
Total	100%		2.52	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 9a
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	5	0.5	RL - Main Excellent, Local Excellent SA - Main Excellent, Local Excellent CLK - Main N/A, Local Excellent
Right of Way	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	2	0.2	SSA - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	2	0.16	SSA - 1 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction
Biological Resources	10%	2	0.2	Marina East - 2 pt deduction SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	2	0.4	3.0 bridge points High R/W costs.
Total	100%		2.9	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 9b
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	5	0.5	RL - Main Excellent, Local Excellent SA - Main Excellent, Local Excellent CLK - Main N/A, Local Excellent
Right of Way	10%	3	0.3	SSA - 1 pt deduction NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	2	0.2	SSA - 1 pt deduction NSA - 1 pt deduction
Visual Aesthetics	8%	2	0.16	SSA - 1 pt deduction NSA - 2 pt deduction
Watershed/Wetland Resources	10%	5	0.5	No deductions
Biological Resources	10%	4	0.4	SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	2	0.4	3.0 bridge points High R/W costs.
Total	100%		3.2	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 10
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	2	0.2	RL - Main Very Poor, Local Good SA - Main Poor, Local Poor CLK - Main N/A, Local Excellent
Right of Way	10%	4	0.4	NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	NSA - 1 pt deduction
Visual Aesthetics	8%	3	0.24	NSA - 2 pt deduction
Watershed/Wetland Resources	10%	3	0.3	Marina access via Atherton - 2 pt deduction
Biological Resources	10%	2	0.2	Marina access via Atherton - 3 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	4	0.8	1.5 bridge points Average R/W costs.
Total	100%		2.94	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 11
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	1	0.1	RL - Main Poor, Local Good SA - Main Very Poor, Local Very Poor CLK - Main N/A, Local Good
Right of Way	10%	3	0.3	Airport - 2 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	2	0.2	Airport - 3 pt deduction
Visual Aesthetics	8%	2	0.16	Airport - 3 pt deduction
Watershed/Wetland Resources	10%	2	0.2	Airport - 3 pt deduction
Biological Resources	10%	1	0.1	Airport - 4 pt deduction
Historic Architectural Resources	8%	1	0.08	1 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	1	0.2	5.0 bridge points High R/W costs.
Total	100%		1.66	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 12a
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Excellent, Local Good SA - Main Good, Local Poor CLK - Main N/A, Local Good
Right of Way	10%	5	0.5	No deductions
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	RL - 1 pt deduction
Visual Aesthetics	8%	5	0.4	No deductions
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction
Biological Resources	10%	3	0.3	Marina East - 2 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	5	1	0.5 bridge points Low R/W costs.
Total	100%		4.04	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 12b
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Excellent, Local Good SA - Main Good, Local Poor CLK - Main N/A, Local Good
Right of Way	10%	5	0.5	No deductions
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	RL - 1 pt deduction
Visual Aesthetics	8%	5	0.4	No deductions
Watershed/Wetland Resources	10%	5	0.5	No deductions
Biological Resources	10%	5	0.5	No deductions
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	5	1	0.5 bridge points Low R/W costs.
Total	100%		4.34	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 13
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	1	0.1	RL - Main Very Poor, Local Good SA - Main Very Poor, Local Very Poor, CLK - Main N/A, Local Good
Right of Way	10%	5	0.5	No deductions
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	5	0.5	No deductions
Visual Aesthetics	8%	5	0.4	No deductions
Watershed/Wetland Resources	10%	3	0.3	Marina Access via Atherton - 2 pt deduction
Biological Resources	10%	2	0.2	Marina Access via Atherton -3 pt deduction
Historic Architectural Resources	8%	1	0.08	4 pt deduction
Archeological Resources	10%	2	0.2	3 pt deduction
Cost	20%	5	1	0 bridge points Low R/W costs.
Total	100%		3.4	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 14a
(Marina East)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good, CLK - Main N/A, Local Good
Right of Way	10%	4	0.4	SSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	SSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	SSA - 1 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction SSA - 1 pt deduction
Biological Resources	10%	2	0.2	Marina East - 2 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	5	1	1 bridge points average R/W costs.
Total	100%		3.76	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 14b
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good, CLK - Main N/A, Local Good
Right of Way	10%	4	0.4	SSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	SSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	SSA - 1 pt deduction
Watershed/Wetland Resources	10%	5	0.5	No deductions
Biological Resources	10%	4	0.4	SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	5	1	1 bridge points Average R/W costs.
Total	100%		4.06	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005

Alternative 14c
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good, CLK - Main N/A, Local Good
Right of Way	10%	4	0.4	SSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	SSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	SSA - 1 pt deduction
Watershed/Wetland Resources	10%	4	0.4	Marina East - 1 pt deduction SSA - 1 pt deduction
Biological Resources	10%	2	0.2	Marina East - 2 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	5	1	1 bridge points Average R/W costs.
Total	100%		3.76	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Alternative 14d
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good, CLK - Main N/A, Local Good
Right of Way	10%	4	0.4	SSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	4	0.4	SSA - 1 pt deduction
Visual Aesthetics	8%	4	0.32	SSA - 1 pt deduction
Watershed/Wetland Resources	10%	5	0.5	No deductions
Biological Resources	10%	4	0.4	SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	5	1	1 bridge points Average R/W costs.
Total	100%		4.06	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

MARIN SONOMA NARROWS
Evaluation Criteria Matrix
Alternative 15
(Marina West)

CRITERIA	WEIGHT	RAW SCORE	WEIGHTED SCORE	COMMENTS
Meets Purpose and Need	Y/N	Y	-	
Section 4(F)	L/M/H	L	-	
Traffic Operationally Feasible	Y/N	Y	-	
Right of Way Demolition	Y/N	N	-	
Access	10%	3	0.3	RL - Main Poor, Local Good SA - Main Excellent, Local Good, CLK - Main N/A, Local Excellent
Right of Way	10%	1	0.1	Airport - 2 pt deduction, SSA - 1 pt deduction, NSA - 1 pt deduction
Environmental				
Hazardous Waste	4%	3	0.12	Same all alternatives
Potential Growth Inducement	10%	0	0	Airport - 3 pt deduction, SSA - 1 pt deduction, NSA - 1 pt deduction
Visual Aesthetics	8%	0	0	Airport - 3 pt deduction, SSA - 1 pt deduction, NSA - 2 pt deduction
Watershed/Wetland Resources	10%	2	0.2	Airport - 3 pt deduction
Biological Resources	10%	0	0	Airport - 4 pt deduction, SSA - 1 pt deduction
Historic Architectural Resources	8%	4	0.32	1 pt deduction
Archeological Resources	10%	3	0.3	2 pt deduction
Cost	20%	0	0	1 bridge points High R/W costs.
Total	100%		1.34	

Note: Raw Score - 0 to 5, 0 is poor & 5 is best

Revised: March 11, 2005