



Directors

March 3, 2008

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Sonoma County

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2550 Venture Avenue

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Santa Rosa, CA 95403-1103

RE: Draft Environmental Impact Report Comments – Dutra Haystack Landing

Pat Gilardi
Cotati

Dear Steve:

Mike Harris
Petaluma

Sonoma County Transportation Authority's (SCTA) comments are limited to the proposed Dutra Haystack Landing (Dutra) project's impacts to Hwy 101 and the proposed Petaluma Boulevard South (PBS) Interchange (I/C) that is part of the Marin Sonoma Narrows (MSN) project along the Hwy 101 corridor.

A4-1

Robert Jehn
Cloverdale

Paul Kelley
Sonoma County

The schedule for the design and construction phases for the PBS I/C project have been established.

Jake Mackenzie
Rohnert Park

- The Draft EIR/EIS for the MSN HOV Widening Project was issued in October 2007.
- The Final EIR/EIS document is expected to be completed in July 2008.
- The design phase of the PBS I/C project is expected to start in March 2008.
- Right of Way acquisitions are expected to start in July 2008, following the clearance of the environmental phase of the project.
- Construction is anticipated to start in February 2011. The project is fully funded through construction.

A4-2

Sam Pierce
Sebastopol

Sam Salmon
Windsor

Significant preliminary engineering design work has been performed in order to identify potential impacts associated with the MSN project. Of particular concern to SCTA is the location of the new PBS I/C as it relates to and impacts the proposed Dutra project. With this in mind, comments to the proposed Dutra DEIR mitigations are as follows:

A4-3

TRANS - 3 Mitigation Measure

Suzanne Smith
Executive Director

Consideration should be given to including Caltrans' Guideline For The Preparation Of Traffic Impact Studies, Appendix "B", Methodology For Calculating Equitable Mitigation Measures as the method for determining the "fair share" contribution towards the PBS I/C project.

A4-4

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TRANS – 4 Mitigation Measure

Figure V.J-8 shows roadway improvements (deceleration lane, acceleration lane, re-grading/reconstruction/overlay, etc.) along Petaluma Boulevard South (PBS) between the northbound Hwy 101 off-ramp and the northbound Hwy 101 on-ramp and signalization of PBS at the proposed driveway. These improvements are either part of the proposed mitigation measures or have been proposed by Dutra to gain access to PBS. The locations of the proposed Dutra driveway and the PBS I/C overcrossing connection to the future frontage road almost overlap. As part of the PBS I/C design, the existing northbound off-ramp and a portion of PBS beyond Caltrans' Right of Way along the frontage of the Dutra parcels will need to be realigned. It will be necessary to demolish the signal and improved portions of PBS that Dutra is required to construct as part of the proposed mitigations. The reconfiguration of the off-ramp and a portion of PBS will most likely be one of the first stages of work in early 2011. An alternative option to avoid the potential conflict between the two projects could be added to the mitigation measures that would allow for Dutra to construct a portion of the future off-ramp and frontage road in the same configuration as the PBS I/C design requirements. Potentially, this would address the speed related driveway ingress and egress safety issues and result in only one disruption to public traffic during construction, instead of two disruptions if the Dutra and PBS I/C projects are not coordinated.

A4-5

The alternative option discussed above would require significant coordination between the County, Caltrans, and Dutra to address the realignment of the northbound Hwy 101 off-ramp, driveway connection point, frontage roadway design, and tie-in to the existing northbound Hwy 101 on-ramp/PBS intersection. Acquisition of the parcel to the north of Parcel "B" would probably be necessary. However, it is likely that this parcel will be subject to a right-of-way take associated with the PBS I/C design, regardless of what transpires with the Dutra project. This alternative option could be included within the "fair share" calculation for the PBS I/C since the new frontage road alignment is part of the PBS I/C design and construction cost.

If you have any questions or wish to discuss this issue further, please contact John Maitland at 707-565-5377.

A4-6

Sincerely,

Suzanne Smith
Executive Director