



NOTICE OF AVAILABILITY DOWNTOWN SAN RAFAEL TO LARKSPUR EXTENSION ENVIRONMENTAL ASSESSMENT

PROJECT SPONSORS

U.S. Department of Transportation, Federal Transit Administration (Federal Lead Agency), Sonoma-Marina Area Regional Transit District (Project Sponsor).

PROJECT SUMMARY AND BACKGROUND

Pursuant to the National Environmental Policy Act (NEPA) of 1969 and 23 CFR part 771, the Federal Transit Administration (FTA), in cooperation with the Sonoma-Marina Area Rail Transit (SMART) District has prepared an Environmental Assessment (EA) for the Downtown San Rafael to Larkspur Extension project in the Cities of San Rafael and Larkspur, California. The EA analyzes the potential environmental and socioeconomic impacts of two project alternatives: 1) the No Action Alternative; and 2) the Downtown San Rafael to Larkspur Extension Alternative (Proposed Action).

The Proposed Action would construct and operate 2.1 miles of passenger rail service from the SMART Downtown San Rafael Station (currently under construction) to the proposed SMART Larkspur Station, which is part of the Proposed Action. The Downtown San Rafael Station is to serve as the southern terminus of the locally-funded SMART project Initial Operating Segment (IOS), which runs approximately 43 miles from Airport Boulevard just north of Santa Rosa to Downtown San Rafael. The IOS began construction in 2012, and it is expected to be operational in 2016. The Proposed Action would extend passenger rail service southward from the locally-funded SMART project IOS terminus at Downtown San Rafael to Larkspur.

PROPOSED IMPROVEMENTS AND PRINCIPAL PROJECT COMPONENTS

The Proposed Action would use the existing Northwestern Pacific (NWP) Railroad rail corridor, which has been acquired by SMART. The NWP Railroad historically provided freight and limited passenger rail service from Marin County to points northward. The stretch of the rail corridor proposed for use under the Proposed Action still is in place, but it has been non-operational for several decades. The right-of-way (ROW) remains intact and thus would require only limited improvements to be converted from its existing condition as an inactive freight railway to use as an active passenger railway. Proposed improvements and principal project components include the following:

Trackwork. Trackwork would include installing ballast, ties, rail, and other track material. All existing and inoperable NWP Railroad trackwork would be re-laid as part of the Proposed Action.

Trestle Bridges. Three wooden trestles are in place along the Proposed Action alignment. These trestles were installed as part of the former NWP Railroad operation and have been out of use for several decades.

West Francisco Boulevard Partial Realignment. As currently configured, the existing rail alignment crosses West Francisco Boulevard at grade immediately south of the San Rafael Creek crossing. As part of the Proposed Action, the existing locations of West Francisco Boulevard and the railroad alignment would be "flipped" between the San Rafael Creek crossing and Rice Drive. Doing this would eliminate two at-grade crossings at West Francisco Boulevard and Irwin Drive, providing more efficient and safe rail operations, and also would lessen disruptions to local traffic during train movement through the area.

At-Grade Road Crossings. The existing alignment between the Downtown San Rafael Station and Larkspur includes six public at-grade roadway crossings. From north to south, these are: 1) Third Street; 2) Second Street; 3) West Francisco Boulevard; 4) Irwin Street; 5) Rice Drive; and 6) Andersen Drive. Two of these crossings would be eliminated with the aforementioned "flip" of West Francisco Boulevard between Second Street and Rice Drive. Vehicular traffic at the remaining at-grade crossings would be controlled by bells, flashing beacons, and gates. Roadway surfaces at each crossing would be upgraded.

Cal Park Hill Tunnel. The Cal Park Hill Tunnel was originally constructed to facilitate NWP Railroad operations but was closed for several decades following the cessation of rail operations in the area. The tunnel was reopened and rehabilitated in 2010 to accommodate a multi-use pathway and future SMART rail service. With the exception of track installation, the tunnel essentially is ready for rail operations and would require minimal improvements to be prepared for that purpose.

Larkspur Station. The proposed Larkspur Station would have boarding platforms that would extend the full length of the passenger boarding area, permitting level boarding to accessible cars of all trains stopping at the station.

ENVIRONMENTAL ASSESSMENT

The EA evaluates potential impacts to air quality, biological resources, cultural and paleontological resources, energy, geology and soils, greenhouse gas emissions and climate change, hazards and hazardous materials, hydrology and water quality, land use, noise and vibration, safety and security, socioeconomic and environmental justice, traffic and transportation, and visual resources. The EA also includes mitigation for potential adverse effects associated with the Proposed Action. SMART and FTA have also undertaken consultation requirements under Section 106 of the National Historic Preservation Act regarding the potential impacts to historic properties as a result of undertaking the alternatives. Consultation has also been initiated under Section 7 of the Endangered Species Act regarding potential effects to threatened and endangered species and their habitats and also the Magnuson-Stevens Fishery Conservation and Management Act concerning potential effects to Essential Fish Habitat.

PUBLIC REVIEW PERIOD

A public review period will begin after the publication of the Notice of Availability on December 19, 2014. The close of the public review period will be January 22, 2015.

WHERE TO GET THE EA

Information on the project, as well as the EA, is posted on the project website at <http://www2.sonomamartintrain.org/index.php/docs/eir/>. You can request a paper copy or CD of the EA from the following:

Hamid Shamsapour
Sonoma-Marina Area Rail Transit (SMART) District
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
Telephone: (707) 285-8180 FAX: (707) 794-3037
Email: hshamsapour@sonomamartintrain.org

Copies of the EA are also available for viewing at the following locations:

Location	Address	Hours
SMART District Office 707-794-3330	5401 Old Redwood Highway Petaluma, CA 94954	Monday thru Friday: 8-5 Saturday, Sunday: CLOSED
San Rafael Public Library Downtown Branch 415-485-3323	1100 E Street San Rafael, CA, 94901	Monday: 1-8 Tuesday thru Thursday: 10-8 Friday and Saturday :10-5 Sunday: 1-5
Larkspur Public Library 415-927-5005	400 Magnolia Avenue Larkspur, CA 94939	Monday, Tuesday: 10-9 Wednesday, Thursday: 10-7 Friday, Saturday: 10-5 Sunday: CLOSED
Petaluma Regional Library 707-763-9801	100 Fairgrounds Drive Petaluma, CA 94952	Monday: CLOSED Tuesday: 10-6 Wednesday 10-8 Thursday, Friday: 10-6 Saturday: 10-4 Sunday CLOSED
Central Santa Rosa Library 707-545-0831	211 E Street Santa Rosa, CA 95404	Monday: CLOSED Tuesday: 10-6 Wednesday 10-8 Thursday, Friday: 10-6 Saturday: 10-4 Sunday: 2-6

HOW TO COMMENT ON THE ENVIRONMENTAL ASSESSMENT

Interested agencies, organizations, and members of the public can submit written, emailed, phoned, or faxed comments during the public review period to the attention of:

Hamid Shamsapour
Sonoma-Marina Area Rail Transit (SMART) District
5401 Old Redwood Highway, Suite 200
Petaluma, CA 94954
Telephone: (707) 285-8180
FAX: (707) 794-3037
Email: hshamsapour@sonomamartintrain.org

Comments must be received by the close of the public review period, which ends January 22, 2015.

2691403 - Pub. Dec. 19, 2014

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T.S. No.: 2014-03374-CA Loan No.: 307711450
A.P.N.:039-240-020-000

NOTICE OF TRUSTEE'S SALE

PURSUANT TO CIVIL CODE § 2923.3(a), THE SUMMARY OF INFORMATION REFERRED TO BELOW IS NOT ATTACHED TO THE RECORDED COPY OF THIS DOCUMENT BUT ONLY TO THE COPIES PROVIDED TO THE TRUSTOR.

NOTE: THERE IS A SUMMARY OF THE INFORMATION IN THIS DOCUMENT ATTACHED

注: 本文附件包含一个信息摘要

참고사항: 본 첨부문서에 정보 요약서가 있습니다

NOTA SE ADIUNTA UN RESUMEN DE LA INFORMACION DE ESTE DOCUMENTO
TALA MAYRONG BUOD NG IMPORMASYON SA DOKUMENTONG ITO NA NAKALAKIP
LUU Y KEM THEO DAY LA BAN TRINH BAY TOM LUOC VE THONG TIN TRONG TAI LIEU NAY

IMPORTANT NOTICE TO PROPERTY OWNER:

YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED 06/30/2006. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER.

Trustor: SONDRRA K. EDWARDS, AN UNMARRIED WOMAN
Duly Appointed Trustee: Western Progressive, LLC
Recorded 06/30/2006 as Instrument No. 2006082353 in book ---, page--- and of Official Records in the office of the Recorder of Sonoma County, California,
Date of Sale: 01/20/2015 at 11:00 AM
Place of Sale: AT THE END OF THE NORTH PARKING LOT TURNABOUT OF THE CITY OF PETALUMA COMMUNITY CENTER IN LUCCHESI PARK, 320 N. MCDOWELL BLVD., PETALUMA, CA

Estimated amount of unpaid balance and other charges: \$1,680,181.36

WILL SELL AT PUBLIC AUCTION TO HIGHEST BIDDER FOR CASH, CASHIER'S CHECK DRAWN ON A STATE OR NATIONAL BANK, A CHECK DRAWN BY A STATE OR FEDERAL CREDIT UNION, OR A CHECK DRAWN BY A STATE OR FEDERAL SAVINGS AND LOAN ASSOCIATION, A SAVINGS ASSOCIATION OR SAVINGS BANK SPECIFIED IN SECTION 5102 OF THE FINANCIAL CODE AND AUTHORIZED TO DO BUSINESS IN THIS STATE:

All right, title, and interest conveyed to and now held by the trustee in the hereinafter described property under and pursuant to a Deed of Trust described as

Note: Because the Beneficiary reserves the right to bid less than the total debt owed, it is possible that at the time of the sale the opening bid may be less than the total debt

More fully described in said Deed of Trust

Street Address or other common designation of real property: 5800 WIKIUP BRIDGE WAY , SANTA ROSA, CA 95404
A.P.N.: 039-240-020-000

The undersigned Trustee disclaims any liability for any incorrectness of the street address or other common designation, if any, shown above.

The sale will be made, but without covenant or warranty, expressed or implied, regarding title, possession, or encumbrances, to pay the remaining principal sum of the note(s) secured by the Deed of Trust. The total amount of the unpaid balance of the obligation secured by the property to be sold and reasonable estimated costs, expenses and advances at the time of the initial publication of the Notice of Sale is: \$1,680,181.36.

If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusive remedy shall be the return of monies paid to the Trustee, and the successful bidder shall have no further recourse.

The beneficiary of the Deed of Trust has executed and delivered to the undersigned a written request to commence foreclosure, and the undersigned

caused a Notice of Default and Election to Sell to be recorded in the county where the real property is located.

NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property lien, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself. Placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at the auction, you are or may be responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on this property.

NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be made available to you and to the public, as a courtesy to those not present at the sale. If you wish to learn whether your sale date has been postponed, and, if applicable, the rescheduled time and date for the sale of this property, you may call (866)-960-8299 or visit this Internet Web site <http://www.altisource.com/MortgageServices/DefaultManagement/TrusteeServices.aspx> using the file number assigned to this case 2014-03374-CA. Information about postponements that are very short in duration or that occur close in time to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to verify postponement information is to attend the scheduled sale

Date: December 10, 2014 Western Progressive, LLC , as Trustee
C/o 30 Corporate Park, Suite 450
Irvine, CA 92606
Automated Sale Information Line: (866) 960-8299
<http://www.altisource.com/MortgageServices/DefaultManagement/TrusteeServices.aspx>
For Non-Automated Sale Information, call: (866) 240-3530

THIS FIRM IS ATTEMPTING TO COLLECT A DEBT AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE

2691082 - Pub. Dec. 19, 26, 2014; Jan 2, 2015

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NOTICE OF PETITION TO ADMINISTER ESTATE OF Randy Frank Hooker CASE NO. 87401

To all heirs, beneficiaries, creditors, contingent creditors, and persons who may otherwise be interested in the will, or estate or both, of Randy Frank Hooker

A Petition for Probate has been filed by: John Hooker in the Superior Court of California, County of Sonoma.

The Petition for Probate requests that: John Hooker be appointed as personal representative to administer the estate of the decedent.

X The Petition requests authority to administer the estate under the Independent Administration of Estates Act. (This authority will allow the personal representative to take many actions without obtaining court approval. Before taking certain very important actions, however, the personal representative will be required to give notice to interested persons unless they have waived notice or consented to the proposed action.) The independent administration authority will be granted unless an interested person files an objection to the petition and shows good cause why the court should not grant the authority.

A hearing on the petition will be held in this court as follows: January 14, 2015, at 8:30 a.m. in Probate Dept., Rm. 18, located at 3055 Cleveland Ave., Santa Rosa, CA 95403.

If you object to the granting of the petition, you should appear at the hearing and state your objections or file written objections with the court before the hearing. Your appearance may be in person or by your attorney.

If you are a creditor or a contingent creditor of the decedent, you must file your claim with the court and mail a copy to the personal representative appointed by the court within the later of either (1) four months from the date of first issuance of letters to a general personal representative, as defined in section 58(b) of the California Probate Code, or (2) 60 days from the date of mailing or personal delivery to you of a notice under section 9052 of the California Probate Code. Other California statutes and legal authority may affect your rights as

a creditor. You may want to consult with an attorney knowledgeable in California law.

You may examine the file kept by the court. If you are a person interested in the estate, you may file with the court a formal Request for Special Notice (FORM DE-154) of the filing of an inventory and appraisal of estate assets or of any petition or account as provided in Probate Code §1250. A Request for Special Notice form is available from the court clerk.

FILED: Dec 15, 2014
Roger J. Illsley SBN 95204
Perry Johnson Anderson Miller & Moskowitz LLP
438 First Street, Fourth Floor
Santa Rosa, CA 95401
707-525-8800
Attorney for Petitioner

2691395 - Pub. Dec. 19, 22, 25, 2014 3ti.

SONOMA COUNTY HISTORY

In 1919

Petaluma sought to secede and set up its own county; the effort was foiled by the state legislature in 1921.

Lt. Fred Young, a World War I pilot, made the first landing of a plane in Healdsburg on July 5th; the plane crashed on takeoff on July 7th but Young survived.

Pilot Sam Purcell flew a bi-plane from Santa Rosa to Petaluma in 11 minutes.

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Sonoma County Historical Society
P.O. Box 1373, Santa Rosa, CA 95402
www.sonomacountyhistory.org