



North Sonoma Valley Municipal Advisory Council

NOTICE OF MEETING AND AGENDA

In Person Meeting: Mayflower Hall

5311 O'Donnell Ln, Glen Ellen, CA 95442

October 15, 2024

5:30 PM



Contact: Hannah Whitman, Board Aide for Supervisor Susan Gorin – hannah.whitman@sonoma-county.org

As of March 1, 2023, the Governor has rescinded the Emergency Proclamation related to the COVID-19 pandemic. **With this rescission, all Boards, Councils, and Commissions following the Brown Act must return to meeting in person** with some limited exceptions for individual appointed and elected officials on a case-by-case basis.

Remote participation by the public may continue if there are sufficient staff resources to allow this option. For the October 15 meeting of the North Sonoma Valley Municipal Advisory Council, we will be offering a hybrid option for the public to view the meeting and make public comment. Please note this is a new development and we have limited staff resources, so this option is subject to technical difficulties.

Zoom Conference Meeting

<https://sonomacounty.zoom.us/j/99763531695?pwd=O8WCGbd7bacdGvv6g5rAcHVwac3Vcj.1>

Passcode: 365853

Meeting ID: 997 6353 1695

Dial by your location: +1 (669) 900-9128 US (San Jose)

Due to the potential for technical difficulties, it is recommended that members of the public who wish to address the commission consider attending in person, or submitting comments in advance via e-mail to Hannah Whitman, Board Aide for Supervisor Susan Gorin, at hannah.whitman@sonoma-county.org

1. Call to Order, Pledge of Allegiance, Roll Call

Start: 5:35pm

Eagles: Call meeting to order. Pledge of allegiance. Land acknowledgment: We acknowledge that the citizens and community served by the NSV MAC, occupy the unseeded ancestral lands of the Coast Miwok, closely related to neighboring indigenous peoples: Pomo, Wapo, and others. Asking forgiveness for past transgressions they and their ancestors experienced, we humbly invite them to join us in person or in spirit as we give gratitude for their ongoing stewardship of this place since time in memorial. Recognizing how much we benefit from their continuing presence as culture keepers and teachers, we commit ourselves to building positive and lasting relationships with our local indigenous community and to honor all the diverse peoples in our region. Roll.

Present: Dickey, Eagles, Nardo Morgan, Newhouser, Peña

Absent: None

2. Approval of September 17, 2024 and September 24, 2024 minutes

Resolution

Eagles: Any amendments or corrections to minutes? Approve in one motion?

Whitman: Given that some absent September 24 meeting, two motions.

Motion to approve September 17, 2024 minutes:

First: Newhouser

Second: Nardo Morgan

5-0

Motion to approve September 24, 2024 minutes:

First: Newhouser

Second: Dickey

4-0

3. Public Comment

Receive

(Limited to items not appearing on the agenda)

Eagles: Before go on to public comment, wanted to say we need MAC members. Can be up to seven council members and two alternates. Also winding down this year, Supervisor Gorin's last meeting will be December meeting, don't usually meet in November, will be Hannah's last meeting too. Item 3, public comment limited to items not appearing on tonight's agenda. Have received no written public comment.

Alice Horowitz: Sure a lot of people have heard rumors swirling about the state pulling out of SDC next June, wondering if Supervisor Gorin could address that in her update. Let us know what's going on, wondering if the county is going to be in control of maintenance, what that sort of means.

Lori Thoreson: Going to read from a letter, my brother has been communicating with the county about the lack of speed limit signs on Trinity Road. Had a message from Mr. Bernhardt, I wrote a letter, just want to read.

[LETTER START]

September 16, 2024

Yarrow Bernhardt, Traffic Maintenance Supervisor

Department of Transportation & Public Works

County of Sonoma

Dear Mr. Bernhardt,

My family lives on lower Trinity Road. For 25 years, we enjoyed a relatively peaceful and quiet residential road in spite of frequent incidents of traffic snarls due to unfamiliarity with Trinity's many hairpin curves and very narrow roadway. We have lost count of the accidents and mishaps that required CHP, Sheriff, and tow truck responses. But since the wildfire of 2017, the dangers on Trinity Road have multiplied with GPS navigation, major increases in construction vehicles, and sheer reckless speeding.

For years we have called and written about our concerns. Rarely, if ever, have we received a response that takes these concerns to heart. Recently, we witnessed a large semi stuck in front of our driveway for hours until it was assisted and forced to back down a crooked mile to reach Highway 12. In July we were notified that a bicyclist died just yards from our driveway as he attempted to navigate the steep, sharp turns. These incidents are sickening and unnecessary, but without speed limit signs and appropriate enforcement they will occur again.

Less than two weeks ago, we received a polite email "explaining" that Trinity Road's lack of speed limit signage is due to "geography and narrowness", that no speed limits therefore are enforceable by CHP. Yet, the email acknowledges that at least 57% of similar County roads without posted speed limits have "enforceable" conditions for a safe speed. WHY the double-speak? Are the CHP and the County unaware of Trinity Road's similarity to Warm Springs Road, to Bennett Valley Road, to London Ranch Road?? When these accidents occurred, are the dozens of calls received from Trinity Road residents, the dozens of CHP hours spent restoring safe conditions, and the dozens of willful violations NOT a matter of County jurisdiction?? Are citations being written and fines collected??

To add further insult, Trinity Road residents also now experience routine speeding akin to a raceway, starting as early as 5am and going on daily. The screeching of tires accelerating and braking is terrifying to anyone attempting to drag their large bins of garden waste and recycling for pick up across a blind portion of the roadway. It is equally terrifying to

retrieve our mail from the box at the end of our driveway as speeding vehicles with burning brakes fly around the curve as we stand near their path.

Is this acceptable? Is this logical? Is this unenforceable? Please investigate and compare the conditions on Warm Springs, Bennett Valley, and London Ranch—but please don't tell us that the County is helpless to stop it.

Thank you in advance,

Lori & Barbara Thoreson

Trinity Road

Glen Ellen

[LETTER END]

Arthur Dawson: Want to request that Lori's letter be put into minutes.

Horowitz: Valley of the Moon Alliance had a booth at the fair, wanted to say that we have received preliminary results, draft report, for Sonoma area fire evacuation study, working on clarifying questions and getting it all together for final report that should be available to public in next couple of weeks. Give a big thank you to community that came out and supported that, not a cheap endeavor, we were successful to raise money needed.

Eagles: Any more public comment? On Zoom?

Teresa: Thank you, I also am concerned about the transparency of the state changing management status of the SDC property in June, appreciate if there was update on this subject.

Debbie Lammers: Just wanted to announce Glen Ellen Forum meeting on November 4, will cover groundwater, well monitoring via the level up program, gathering water about groundwater sustainability, will have presentation about safe study, firehouse triangle, announcements about community events and community information.

Dawson: Pedestrian friendly designation?

Lammers: That's right, we'll have information about that as well.

No further public comment.

Eagles: Couple general comments, Supervisor Gorin is in the room, maybe there's some SDC update you can provide. Alice, know that study is nearing completion, know that comes up as potential agenda item, maybe that gets presented to MAC at some point as well. Lori, we have an ad hoc working on traffic calming, your comments fall loosely in this. We'll add this to the minutes, adjacent to a larger issue that we're looking at, we hear you. Anyone else?

4. Supervisor Gorin Update

Receive

Gorin: Today, discussed the living wage and boosted living wage to 24 dollars an hour, chose to be comparable to Santa Cruz County, will be coming back to codify that. Another provision from project labor agreement that will be coming forward soon. Feels good to me to bookend part of my tenure, be voice of advocacy and approval for increasing our minimum wage. Effects not many people at the county, effects operations at the Sonoma County Fair perhaps, separate conversation about that. Also had a long report on the operations of our airport. Runway is degraded, will be expensive to repave the runway at some point, runway in much better shape than all of our roads combined probably. Voted to increase the number of county employees to really respond to emergencies there. Good report. Want to point to your attention, presentation from General Plan discussion this afternoon. First time it's been before the board, talking about timeline, scope of work, not in my term. Most of the action will be occurring among various stakeholder groups next year. Two MACs, community groups, community engagement plan. Had Greg Carr send in comment letter, and Pete Parkinson, former director Permit Sonoma, about what things need to be included, updated, changed. Right now,

community engagement, plan on coming back to respond to effectiveness of previous General Plan. I was representing you all, strong support for city centered growth, how's that going for us? 1500 to 2000 units queued up in Sonoma Valley, not in city, fully expect you will talk about that principle so vital in last General Plan, reflects our values, we have voted over and over again to have urban growth boundaries. Hopefully you will present compelling comments, think that was failure of previous General Plan. A lot of things I had hoped to comment on and affirm in these four years of my final term and they're right on to Rebecca's term; she'll work with you all on how these projects, Hanna project, SDC project, Springs Specific Plan, move forward. PSPS events this weekend, little bit in Sonoma Valley, mostly mountainous areas. Might pay attention, look at Watch Duty, know that you more than anybody else will pay. Thank you Glen Ellen Village Fair, tried to get there. Can't think of anything else, five more meetings for me. Came as bit of surprise to Springs MAC that my team members would probably not be part of folks hired by Rebecca, her prerogative, she was elected, bring in her own staff. I did the same thing. Think that is all. Update on SDC, will come forward November or early December, some action on specific plan and EIR. State came down hard on county, said have enough money in budget to sustain services until July 1, then on you. We said no it's not, you're the owner of the property, it's still on you. Not sure exactly what will happen if project not approved by July 1, they're going to have to find the funding, they're the property holders, have to have security, maintenance on site. It's moving forward slowly, no one is pleased at the task ahead. Going to be difficult, don't know what the approved project is that will then be circulated, Permit Sonoma still working with Keith Rogal and Grupe company. Think same is true with Hanna, not yet project approved by county to move forward through process. Can't read Keith Rogal's mind, no idea where he's taking this, other than full speed ahead for number of units he has proposed. Did have one conversation with Keith Rogal and tried to suggest why Glen Ellen is so worried about fire, won't quote his response. I also said, don't think you can insure houses on that site. We're seeing more and more maps outlining the risks, Zillow and Realtor.com listing specific properties with risk factors. I fully expect to lose my insurance next year. We know SDC is right up against a high severity fire zone, as are many properties on Sonoma Mountain. Open for questions.

Nardo Morgan: Thank you for the update as always. Can you comment, do you know about latest proposal that Rogal submitted to on October 8 to Permit Sonoma? Residential buildout includes, adds up to about 900 plus units.

Gorin: I saw probably the same splashy map that was shown at small is beautiful, have looked at it, know to the credit of Permit Sonoma they've been trying to work with him, reducing size of units, different kind of units. CalFire said don't even think about wood fences. We are victim to a couple of things; we are not alone. State has been very aggressive in putting policies in place that would tie the hands of local jurisdictions to prevent or scale down number of housing units. Task ahead of state is pretty enormous. We need housing. We need housing in Sonoma Valley. But we don't have mechanisms to look at Builder's Remedy legislation, we can look at housing, doesn't mean that we can accept a hotel or any other things, this is housing. Because we took our time in approving the Housing Element, those two projects snuck their project through. Think we did have presentation by Permit Sonoma talking about Builder's Remedy projects, what we can review, what we are going to be challenged to review. Will be important to renew that learning, what we can tinker with, downscale, and change. I don't think it's going to get this board to say no to a project, may have a split vote. And secondly, what can we do to mitigate a project, or is it in line for a second round of litigation, I don't know.

Dickey: Couple questions, as long as we're talking about builder's remedy, I have not heard presentation from Permit Sonoma about builder's remedy, have requested it from CAC. If we could get one, that would be great.

Gorin: I think we did have presentation about General Plan, Builder's Remedy, and Housing Element, at Flowery multipurpose room, probably six months ago, Hannah refresh my memory?

Whitman: It was a Saturday morning meeting.

Gorin: It was not detailed, not explicit, did sort of outline what it is, what it isn't.

Dickey: Have requested they make the presentation to the CAC, not specific to any on the projects, but to offer the public a better opportunity to ask questions related to builder's remedy.

Gorin: Did have that, so people could ask questions about the builder's remedy, not specific projects. Were some challenges Permit Sonoma had, question Housing and Community Development at state whether this project qualified for Builder's Remedy project, so far state has suggested it does.

Dickey: Might be subject to litigation?

Gorin: Might be.

Dickey: Second question, unrelated, what can we do about speed limit on Trinity Rd?

Gorin: Appreciate the person who brought that, has been continuing work in progress. Fire company Mayacamas said we have a problem, yes people go too fast, more importantly have big trucks, trailers towed up there, get stuck on hairpin turns. Worked on signage, think it's really lessened, also worked with GPS companies to say, do not direct people over this road, tour buses getting stuck there. Turn signs, speed limits. Does anybody in Sonoma County pay attention to speed limit signs? I'm passed on Warm Springs Rd, Bennett Valley Rd, why we have billboard on Bennett Valley Rd. Open for suggestions, been continuing challenge, because one of most direct routes from Sonoma Valley to Napa Valley. Don't know what answer is, maybe work with fire district up there on number of accidents on that road, fatalities.

Dickey: Are there fines associated with trucks that are too large?

Gorin: Don't think so.

Dickey: Maybe that's not adequate. Might invite Highway Patrol, they're the traffic enforcement. Kenwood is the line between Napa Highway Patrol and Rohnert Park Highway Patrol. In all of our roads, not many place to pull people over safely, that's a challenge we have.

Dickey: Kate, maybe that's something for the future?

Gorin: Would encourage Arnold Dr as well.

Nardo Morgan: Why is there no speed limit enforced on Trinity Rd?

Gorin: Don't know that it's not. We have very limited patrol cars, cannot spend their time sitting on side of the road checking speed limits. Curves, don't have clear line of sight, where to pull somebody over?

Nardo Morgan: CHP and Sheriff both enforce speed limits?

Gorin: Sheriff does not.

Nardo Morgan: They're up here all the time in SDC.

Gorin: I actually see them around quite a bit.

Newhouser: Do you know holds the statistics on accidents?

Gorin: Highway Patrol.

Newhouser: Accessible?

Gorin: Time lag, can put in request, somewhat dated. Surprisingly, not as many accidents as you think there are. You'd think there are accidents every day, there aren't. Also worked with residents of Agua Caliente, Highway 12 to Arnold people going really fast, same with Rancho Madrone area. People on Agua Caliente really wanted a stop sign, county counsel would not let me put in a stop sign, not warrants that justified a stop sign. Would not let me put stop sign on Henno Rd, not enough warrants.

Dickey: What exactly is?

Gorin: Ask CHP, might be my limit of technical knowledge.

Eagles: Open it up to public comment.

Public Comment 1: Drive Bennett Valley daily, see garbage trucks trying to get around bicyclists, very narrow, 18 wheelers should not be on Bennett Valley.

Gorin: County has not taken official action to post and ban large trucks. We know, during fires a lot of cleanup and debris trucks used Bennett Valley Rd to go to landfill. Concerned that if SDC is approved at some point, demolition and construction materials will use one of those routes. Would encourage you to have a conversation with Supervisor-Elect Hermosillo.

Eagles: Zoom public comment?

No further public comment.

5. Bike Path Information and Update (15mins)

Receive

- Receive presentation from Supervisor Gorin on her history of advocacy for bike paths
- Receive update from Sonoma County Regional Parks on bike path projects in the MAC area

Eagles: Bike path information and update, going to have Supervisor Gorin go first, then Steve Egret and Ken Tam.

Gorin: They are the real technical experts, I'm going to set the stage talk about some of the politics and challenges I've had over twelve years. I was so excited to be elected Supervisor, participated in Santa Rosa's update of master plan bicycle and pedestrian twice, moved to help some of the planning for bicycle projects through city gridlock. Started advocating bicycle and pedestrian overcrossing by junior college to connect to Coddington 13 to 14 years ago. That's the kind of patience you have to have, and determination and focus to plan any bicycle project. One of the first constituent meetings I had was on how unsafe Arnold Dr was. Started doing a deep dive, figure out how I could get funding, how we could move this project forward to expand bike lane on either side of the road. Found the funding that was included in Measure M, there was nobody working on the project. It was already an issue when I started, knew it would be more of an issue when SDC was ready to develop. It's taken me twelve years to get the funding, find the given resources in that department, Transportation and Public Works, not Regional Parks. If multi-use path, Regional Parks project, if lanes, Public Infrastructure, widening existing roads. Takes great effort to find resources, hire consultants, move project forward for even minor road widening. First part of Arnold Dr moved forward by Valerie Brown a while ago, met her match because owners along Arnold Dr said we do not want our trees cut down. Half a mile on either side of Hanna Center. Feasibility study was completed, and last week, Board approved EIR for the Arnold Dr bike lanes. If want to look, about 100 page document on last week's agenda. Show you the route, show you how many trees need to come down, next up need to work with property owners for right of way acquisition. Will take some work to put in pipes to underground culverts. Will not be protected, will not be a buffer there. Thrilled it's going to be moving forward, construction maybe will occur next year. That is like a 10 to 12 year process. Meantime, Steve Ehret and Ken Tam have been working on other bike paths over my term and before. Takes decades to work on major project like Sonoma Valley Multiuse path. Was so excited when Caltrans funded feasibility study for multiuse path, and Steve can give you the details because Caltrans doesn't know where their right of way is, and then start to engage conversation with property owners. Even people with wide swaths of land have challenge with multiuse path. Creeks, private driveways for wineries. I've chosen that as my retirement project. Sort of similar to Napa Valley wine trail, and yet they have a lot more land that is not as cluttered or heavily used as Highway 12. Hope section by section maybe we can accomplish something. One other thing wanted to comment on, every year during budget hearing board is allowed information requests, pepper CAO with request for information about status of bicycle projects, what I advocated for last year was a person to help navigate between Regional Parks and Public Infrastructure, someone is due to be hired to really focus on Active Transportation Projects. Huge accomplishment, board really does understand challenges we have, challenging for this county to plan and fund projects for unincorporated county. Questions, or save your questions.

Eagles: Since one item, jot down and ask questions for the end.

Gorin: One more thing, want to thank Arthur for his ideas on a pedestrian bicycle overlay zone for Glen Ellen. Have trying to get trying to get funding to hire a consultant to do an analysis of Glen Ellen to create those conditions, failure, but know a number of those projects in Glen Ellen and elsewhere are on Active Transportation Plan. Encourage you to follow General Plan, think you need to have an area plan for Glen Ellen, should ask Permit Sonoma to provide the staff

resources to help Glen Ellen develop area plan that would be included in circulation element for Glen Ellen. Tradeoff, we can have parking, we can have sidewalks, it is challenging, let alone finding safe paths for cyclists.

Ehret: Good evening. Steve Ehret, Park Planning Manager at Regional Parks, left of me Ken Tam, Park Planner. Begin with quick overview, touch on challenges, look at few projects in motion. Big picture, bike paths can mean a lot of things, way we look at them, there's Class 1 bikeways, Caltrans standard, eight feet wide, maybe ten, separated from roadway. Other is where it might be trail you're allowed to take mountain bike on, or maybe road bike. Will touch on both, emphasize Class 1 bikeways. As Supervisor Gorin mentioned, General Plan update very important, circulation element. In addition, Active Transportation Plan, this time around written by Sonoma County Transportation Authority, draft plan out. Long range regional plans that address all different types of bikeways. Goal at Regional Parks is separated bikeways, serve both transportation and recreation, those along the road seen as just about transportation. Oftentimes a long process. Often there's a very long process, one of the stories about the Sonoma Valley regional trail is the section from over by Maxwell Farms, where the McDonald's area, where the city limits intersects with unincorporated. From there to Agua Caliente road was added into the '89 general plan feasibility study was done, maybe by county Public Works Department many years later, early two-thousands, and then it took another 10 years to develop it. So everything starts way back on the planning stage. It wasn't until 2010 that we actually got the alignment from Agua Caliente road to Santa Rosa City limits in there and then, always coordinate with the different city jurisdictions, trying to entice them to continue the class 1 bike ways the same way. We are trying to extend the Sonoma bike path on both sides. A long timeline, but some of the other challenges. Supervisor Gorin mentioned a number of them. Biggie here is eminent domain. This is why road projects happen a lot quicker, because Caltrans or Public Infrastructure will condemn a property in order for the project to continue. We don't do that, need to be able to approach landowners as willing buyers and with them as willing sellers, and that takes a very long time, because each one of those properties has frontage. Each one of them has some life estate plan. Maybe they already have certain restrictions. Maybe the vines way into the right of way, which is actually the dominant condition along Highway 12, and signs in the right way, and signs without encroachment permits in the right of way. Elnoka, on the north side of Oakmont, is a long development project where the bike lane or the bike class 1 is tied up in this other greater saga. There's parts of class ones in the developmental sector that are tied up in that process. Many complexities. And then the situation on Highway 12 is where we have the desirable route we use in and out of these different right of way. So you have the State right away, and you have a county right away. And then you have all these other utilities like the aqueduct for the water agency, and so on. Creates a little bit of confusion amongst our state transportation friends depending on well, wait a minute. If you're outside of right of way, but you come back in and they take the lead. But wait, they don't want to do it, and and so it kinda layers on. So our approach is to start with a large swaths wherever we can. As these facilities are very expensive, at least to us, they think of it like a highway system. You don't do it everywhere. You do it on your main, through routes. Meanwhile there's need for arterials and little local connectors. And that's where the class twos, the class threes, the class fours come in. So we're focused on the big through connections that serve the most number of people. And as you probably see on bike path, you will see all types of people, strollers, roller blades. You'll see little kids. You'll see, seniors, you don't get that on the side of 12. You get the Spandex cycling crowd, and if it was safer you'd get a lot more and take a lot more cars off the road.

Gorin: Folks who are bicycling to work in the vineyards, and often in dark conditions.

Ehret: Absolutely. And so that's one of the many cases we try to make when we seek to raise grant funds is, we look at, survey the businesses and try to put a number on the amount of commuters, which is also why Sonoma Valley is at a huge disadvantage. Sonoma County is a part of the larger Bay Area. We're only half a million people compared to 8 or 9 and then within the counties from a valley is not very many, right where what? City is 10, unincorporated. 30 something. So this puts the valley at a big disadvantage because the population does not have the volume, and it's pretty rural. Yes, have vineyards, but you don't have giant office complexes when it comes to commuters. So a lot of the regional funding goes to projects like the SMART trail, connecting the major cities in the county, serves the most number of people. But we look at building these where they have independent utility, where a section makes sense, it just doesn't leave you off in the middle of nowhere, so it doesn't have to be all done sequentially. And I say this, having we've hopscotched around connecting Santa Rosa with Sebastopol, Graton, and Forestville and we still go back and work on different segments to upgrade them. One example, a lot of it comes back to the challenges of acquisition. Quick note before touching on some of the some of the projects, ATP unit, I is a unit of people, including the new staff person, that Supervisor Gorin strategically got the county to do, lives over at Public Infrastructure. They have different functions, such as the traffic component that gets involved with bikeways, here's encroachment review, there's the long term programming. So they have all these different functions and they've all been kind of spread around. Also, right now we have Mr. Ken Tam, and

some support underneath him, we're expanding that to about 3 people, working on job specs now. BPAC is really important for all your local advocacy. That is the voice that communicates between the rest of the departments, in the community, and they are one of the more to my eyes, meaningful Advisory Board, very familiar with Arnold Drive. Slides, the 1st one, as we talked about Sonoma Valley Trail, and this image shows from feasibility study, but basically goes from Agua Caliente road on up, will also set up future potential acquisition of additional Caltrans land perhaps a backdoor into Spring Lake, which then ties into the Southeast Santa Rosa Greenway, which I believe was just closed last week, ties into the rest of the county system by getting down to the SMART trail and Joe Rodota trail, and so on. So the valley is being incrementally tied into the rest of the county. So here is an example this the type of map that we use for negotiating with property owners and Caltrans, trying to figure out if we can fit in right of way or if we need to be just on the other side and take in everyone's interest. Caltrans, the owners, and so on. Everything is tight, everything is very tight. It's all about details. Another sample, SDC in this case, a couple of the alternatives that are on Southern and south of our extension type of consideration we give you can see us trying to avoid some of the orange areas like the creeks, wetlands, habitat zones, and whether to make use of the old road grade there, or some historic bridges or not to be determined. And some concepts we're playing with, to try to even have wildlife under crossings to the trail itself, part of the idea through the wildlife corridor is to be really thoughtful with how animals have to move across 12, and they have to cross a bikeway in addition, science is still very still emerging, if it's a better idea to group them all together or give a break between them to allow animals to hide. So this is a graphic showing a very convoluted route frankly through the Springs west of 12 that was adopted and incorporated a long time ago into different bikeway plans, shows a whole combination of class twos, class threes, and class ones, and the main issue is, Caltrans would not support the class one along Highway 12. This was before the sidewalk and lighting project, and they did not want to fit it in there. So doesn't do everything that a bikeway project should do is a class one where it's an efficient thoroughfare, have built the sections in green and red that are the contiguous class one sections Section with Fetters Springs, housing, took many, many years, but they built it, we contributed money to them. We're going through Larson. Larson, by the way, the renovations out to bid

Nardo Morgan: Can I ask a question?

Eagles: Can hold it to the end?

Ehret: Sonoma Schellville trail, this is the other end of the Sonoma Bike path. This is the longest running acquisition in our department's history. The negotiations with Union Pacific Railroad along the specifically the 8th St East section, dates back to the eighties. So where we are now is provided UP gets the remaining trains off the tracks down by Schellville, so we can complete our hazardous material studies. We're poised to close in the Spring, want to thank Supervisor Gorin again for all your support, with all the different steps and approvals and funding that helped us. Gorin: You should say that the Ag and Open Space matching grant was awarded to the Sonoma Schellville Trail Ehret: Ag and Open Space are contributing a million dollars, which we're very excited about to the acquisition.

Gorin: And we found money, and we're still taking down a lot of the eucalyptus trees along there. Once you figure out the route, then maybe we'll get busy and taking down more trees.

Ehret: We just need title. Supervisor Gorin secured half a million dollars, was it PG&E, or ARPA?

Gorin: Part of it was PG&E, wasn't ARPA.

Ehret: It's waiting, it's a huge help. We're active on all phases of this. We're negotiating with folks on Lovall Valley Road. We had a verbal agreement on a list of issues on the curve. But, as you may know, some has changed ownerships, we already have grants in for the development and engineering environmental for the 8th St section. And then it'll the Bay Trail will continue south of there, so this is the San Francisco Bay Trail connector. Just going to go quickly through some of the other places you can ride a mountain bike on multi-use paths, Supervisor Gorin in 12 years has helped us expand Hood Mountain many, many times, there's many miles of trail.

Gorin: I can't take a lot of that credit. Sonoma Land trust the regional parks. They do amazing work.

Ehret: This is Calabasas Creek Open Space Preserve, originally acquired by Open Space District and taken on, we're in the middle of master planning will be coming out with draft alternatives soon. We surveyed people on whether you want bike trails, hiking trails, look forward to the next steps there. Also in District One, and slightly outside of the valley is

Taylor Mountain Regional Park, about to open 8 miles of trail, arguably the largest trail project in a decade or more in the county. We've already expanded the park, too, to connect it to about 2 blocks off the Sonoma County Fairgrounds so many miles there now, many more to go. Mark West Creek Regional Park and Open Space Reserve, also in the middle of Master Planning on Mark West Springs, at the very edge of Supervisor Gorin's District. This just shows existing routes. The property came to us with about 15 to 20 miles of the existing ranch roads we're working on, figure out where we want trails. We look forward to your input, we've done surveys. Lastly, right over the hill here, over Sonoma Mountain, we're connecting Crane Creek Regional Park, shown on the right with Sonoma State University, which extends the Copeland Creek Trail, all of which goes to the SMART trail. And this is a pretty major project, also park expansion in partnership with the city of Rohnert Park, also funded in part by Ag and Open Space. Concludes our presentation, and just want to again thank Supervisor Gorin for her unprecedented support on all levels of bike projects in Sonoma Valley. We appreciate it and citizens appreciate it.

Gorin: Well, you're welcome. And after 12 years of sedentary behavior I hope to get back on the bike.

Eagles: Thank you, that completes your formal presentation. Angela?

Nardo Morgan: Section by Flowery School, does that mean Caltrans has the final word on any approval of where the path goes?

Ehret: They control Highway 12, and then at certain intersections, they control a little ways back. So they said no.

Nardo Morgan: And you can't do anything about that?

Ehret: Regional Parks couldn't, Supervisor Gorin, you experienced quite a roller coaster on getting what was done.

Gorin: There was some struggles in Highway 12 completion, county advocated for eight foot sidewalks and five foot bike lanes, Caltrans said no, six or five foot sidewalks and eight foot bike lane. One of the options in the Springs Specific Plan is to put some more parking curbside on Highway 12, bike lanes might do this. Will be up to you in your review of Springs Specific Plan, will it ever come forward, circulation plan. There will be many who will advocate for parking, yet I've been very vigilant in maintaining the bike lanes along highway 12.

Eagles: Other questions?

Newhouser: Have had the pleasure of working with you both in the past, thank you for persevering all these years. As you explained earlier, said that only focused on class 1, any peripheral involvement in plans for Arnold Dr expansion? Or doesn't fall in to class 1.

Ehret: Did get Class 1 through SDC on Arnold, but it wasn't yet adopted through the general plan technical amendment that never happened. Ken has sat through countless meetings where Arnold Dr is discussed.

Tam: Other than the section of class one in the SDC segment, everything else going to be class two.

Newhouser: And that may be what ends up though SDC as well. Do you have a prediction?

Ehret: No, will say that Ken and I, others work very hard to make it very clear for a class 1 circulation system in the SDC specific plan. When you read the legend in the graphics, take a little decoding the terminology used. A lot of those details happen later. As Supervisor Gorin mentioned, keep up your advocacy.

Gorin: Will be opportunities for you to provide advocacy and direction on those kinds of things. Everyone's going to be involved with this, and we will need the advocacy of all of you regarding parks, appropriate space for bicycle paths, multiuse paths, hiking trails, and the parks. Critical we hear from the community on that,

Ehret: Advocating specifically for a couple of strong north south routes that protect the wildlife corridor, not putting it right next to the creek for the wildlife, advocating for east west with loops where it could be really efficient random bridges across the creek or dead end spur. Creek specific system. Last comment we have me with state parks, our understanding they will be doing their own general plan for their area for many years.

Gorin: Received comment from angry person, access to fern lake was locked.

Nardo Morgan: Hiked up there today, accessible.

Newhouser: Closed to vehicular traffic for sure, pedestrians can go up there. Ok so this is more general question, as you may recall, directly involved in some of tree replacement along highway 12, so many had to be removed and where they could plant trees, ended up being very small trees except in the private development area, where they were actually able to put in some nice oak trees. We took on task as nonprofit, tried to identify property owners willing to do replacement trees on their private property. Not very successful. In the removal of trees, hoping that you can explain the process by which you negotiate that. When you have holdouts on a chosen path, do you have to resort to eminent domain.

Ehret: In general, us at Regional Parks do not use eminent domain, just a few times for a few isolated situations. We have so much to do, work on other sections until the ownership changes. Public works is different, Caltrans is different.

Gorin: And Johannes has said may need to send an order through the board for eminent domain. Do have eminent domain ability, try to use as minimally as possible.

Nardo Morgan: And that includes taking the trees right?

Ehret: Yes, and the county generally, or any entity, would rather settle before it goes to court. It's a lot cheaper, and there's all sorts of things that can be negotiated like, wiggle the trail and save the tree. But topic of trees is pretty complicated, so I'll just touch on a few points and happy to talk to you later. First, there's a hazard tree assessment, maybe PG&E is already planning to take it. One of the biggest barriers we've seen with our parklands to recover after wildfires is the hazard trees. Can't get engineers to inspect bridges and culverts and everything else until those hazard trees are dealt with. Everyone in the world needs a tree contractor. We always try to avoid taking trees, really focused on thinning and forest management, manage the habitats that the trees volunteer. And there are mitigation funds we tap in to when we need help planting trees on our properties that different developers pay into, Permit Sonoma controls those. There's CEQA where it's spelled out what the different mediations are. Bats or certain birds, all sorts of protocol around all those different things. Big large topic, there are lawyers who just do trees. Happy to talk later if you have specific questions.

Newhouser: My hope is that that can be part of the planning process and as you mentioned in your acquisition, and that be high priority for acquiring necessary space in order to replace trees that have to be removed.

Nardo Morgan: Know it's a complex issue, know there are non-native trees that soak up a lot of water and eucalyptus are kindling, what about the native trees you remove, does the county have plans to replace them?

Ehret: We do all that, in many cases Caltrans. It is hard, because then you get into habitat conversion. Native grasses are just as threatened as our oak woodland. Really complicated.

Eagles: Let's move on, any questions or comments?

Dickey: For Supervisor Gorin, big picture. We have, at least proposed along Arnold Dr, monstrous development. Wondering why, with the amount of money that is going to be generated by these developments, why isn't there some sort of negotiated requirement between developers and the county to allocate funds for these very short distances.

Gorin: By the roundabout, will have a requirement to put in sidewalk, bike lanes, haven't seen if they've settled on one solution or the other. Topic of increasing community or developer unrest is impact fees. So if a developer comes in, and probably Steve can comment more knowledgeably, if they come in then the requirement they might have is to contribute into those funds for infrastructure for those projects, even if they are not on site. How do we as a county work with developers in assessing the impacts they might have in generating traffic.

Ehret: Traffic study for every project, if are impacting bicycle and pedestrian it is possible to for the county or the body to condition them. It's also possible for the Board of Supervisors to override those conditions which has happened in

some other places in the county, where a bike path they had to do one and the board said, no, because the developer said, oh, this cost too much. There's a court case that really limits the amount of what you can require a developer to do to the area that is just impacted. And then the fees don't apply for business facility, just for residences. County's fee is third or quarter of what City of Santa Rosa requires, low, they could be higher. Have our legally required study on the county's website, board is scheduled to further reduce the fees which will cut funding for bike paths, I believe, on October 20 second, in order to support affordable housing. Research about how these fees don't contribute, but there's all these other egregious examples around the state, fascinating big topic. But Fetters Springs locally is a great example. How we've worked with the private sector to develop bike paths in a win-win.

Dickey: Question, percentage: locally allocated, take in a dollar, what percentage would go to Sonoma Valley out of those dollars?

Ehret: Impact fees are required to be tied to geography, and we have 7 different impact fee areas. One of them is Sonoma Valley. So 100% of Sonoma Valley views go to Sonoma Valley projects. Further, we take the each dollar mitigation fee, and we leverage it through grants, and we turn it into about 7 to \$12 each year. So, for every dollar that the board chooses to cut from us is actually cutting 7 to \$12 of outside money we pull in. That's the main, until Measure, M, the parks for all tax, that was our main source of funding in park and trail development is those little bits of money that we would then clobber together and then use that as a match for these larger grants.

Dickey: If you have a project, use all that product dollars, and you come up with a percentage of it. Do you allocate that percentage? Set it aside and go? We're still adding to that particular project fund. Or do you just go? Well, we don't have the 1 million dollars this year. We're going to give it to something else. How does that work?

Ehret: Very complicated, have typically 25 to 40 different funding sources a year across 100 different project, it's calculus, constantly aware, and each grant certain project will have 5, 6, 8, different funding sources, all with their different roles. All on their timelines, all of the different requirements, there's a lot of behind the scenes coordination. But in general, we try to build momentum to getting something done, and you apply for a grant you got to make sure you have that money. Timing is critical, but also budgeting. So we can talk about patterns over the last 30 years. And so we're familiar with what to expect for the tax measures. So we can forecast just like any other government does on the revenue.

Eagles: Martin, anything? I just wondered, Supervisor Gorin you mentioned staying involved and advocacy, I'm going to get into how we can support this any meaningful ways. Sometimes I hear you guys talking about this process like, Oh, my gosh! How does this actually ever happen. But I was so pleased to see you're in active negotiations, and that that there's funding now for the Arnold project. So it looks like, you know the clouds are turning, and you mentioned additional staffing and budget. I keep thinking there's got to be a way. We can sort of get the community, you know, get some sort of outreach to sort of leverage the community support to help move this forward?

Gorin: If we encounter significant obstacles, neighborhood opposition, need letters from all of you as I do from the bicycle community. Send those letters in to the board or to the newspapers to let folks know that there's not just a few lycra and Spandex crowd using the bike lanes that their real people want it.

Eagles: Keep thinking, if public really wants this, does that outweigh one property saying no, I don't want to do this.

Ehret: Can I just put in a plug again for the Sonoma County Transportation Authority, Active Transportation Plan. There are upcoming meetings, and the draft plan is going to be released. Anyone can participate,

Gorin: And send all the link to the draft plan so that they know what's on the ATP.

Ehret: If we have a link, we can release that.

Eagles: Not out yet.

Ehret: No, can invite SCTA specifically to talk about it. But this is the plan that will guide the general plan. This is gonna feed right into the general plan. If care about bike and ped, this it it.

Eagles: Public comment?

Bean Anderson: Quick thing, stunned, so many thousands of competing agencies, regulations you've got to work with. Don't know how you live. But I was really struck by one of the things you said about, and I don't remember the terminology. But when there's a development project the developers pay into some fund to help mitigate the impacts they have, but that is restricted to the area where they are. Which to me doesn't make any sense, if we're going to put 1,000 homes at SDC, 5,000 people, 3,000 cars, gonna use up more water and more sewer than we have, impacts the whole valley. So want to mitigate these things, where does that money come from? Why can't we have developers pay for the impact on the community.

Gorin: We can, think Steve talked about it. I've had multiple conversations over the past 4 years with public infrastructure and Tennis Wick on the infrastructure that is needed along Arnold Drive to accommodate and ease some of the traffic concerns and impacts along Arnold Drive. Could be roundabouts, stop signs, bike lanes, more transit. Getting together with Tennis to really outline those areas, so they can start costing out, as they review the project, really review the proportionality of the impact from that development or the need for a roundabout or a traffic circle in Glen Ellen, and Madrone. Need a roundabout at Madrone, and Arnold drive. You need a traffic circle by the Glen Ellen Market, and you need sidewalks or something along Glen Ellen. So we're starting to figure that out. Part of it is, I think we are ready as soon as we get some project for consideration, maybe just cobbling together a developer agreement to really determine what they are responsible for, and they don't want to fund anything. No, they have a responsibility to fund something.

Anderson: I mean, it's fundamentally unfair that they'll build something that will cost me to fix.

Ehret: The laws are intended so they pay the proportionality of their impact. It's a little complicated. But in the fees they pay the traffic fees are different. But there's also Sonoma Valley area. It's also different to the community benefit which they can pay if they're making a bigger change. So there's a number of pieces here. But locally, the big story is that housing advocates are trying to reduce the amount of fees and infrastructure that housing has to pay for. So that is the storyline going on everywhere in the county.

Anderson: You'll see when we release the evacuation study really soon, that there's also a huge impact for wildfire evacuations. Independent of, what's my normal traffic impact. Tremendous, something that should be taken into account.

Eagles: Debbie, ask you to go next.

Lammers: Is your powerpoint available to the committee and us?

Ehret: Hannah will make it available.

Lammers: Impact fees, school impact fees are one type of impact fee, it can't be enough to build a school for however many kids end up at SDC, another impact fee to look at. Don't know where that fits in to the SDC world.

Gorin: County is looking at nexus studies to look at the fees that are appropriate and litigation proof. It's a basis for that. But whether you're talking about water hookups, sewer hookups, or schools. What they do is they have a formula that looks at the number of housing units and the number of students that might be in those housing units, and then they use their calculation to say it will cost this amount of money.

Lammers: It's also based on what kind of housing is built. That's the number of students that are expected from a development of that size. The analysis also figures into the type of housing in terms of family opportunities. I know that I'm familiar with those kind of things.

Gorin: I served on the Santa Rosa School Board when they were developing Fountaingrove behind my house. And I said, these are really expensive homes, not going to have a lot of kids. They were filled with kids! So, can have a formula, but don't always know.

Lammers: Thank you for letting me bring that in.

Eagles: Thank you Debbie. And I don't know your name.

Karen: Karen, have not been here before. I don't live in Glen Ellen, care a lot about it, live south. Want to say, thank you, to everyone here, you guys are rocking it, so smart. I'm not usually participating. I was passing out flyers about the bus stop, like the people there and worry about Glen Ellen.

Gorin: Bus stop is moved? Let's have a private conversation.

Karen: Ok. Question, I don't understand why, when I look at map of Sonoma Developmental Center, I don't understand why there isn't a thoroughfare discussed, or if there is, why isn't it added? Because Boyes wasn't always there. Arnold wasn't always there. Every East West route wasn't always there. And I know this Sonoma Ecology Center and the Wildlife corridor and all that. But why aren't they putting another road in somewhere to let the traffic out so that it doesn't go. Go to Glen Ellen, or south, and if it's been discussed, just say.

Gorin: Call me, let's have a conversation.

Public Comment 4: One question Supervisor Gorin, is there no mechanism to push back on the State when they're trying to say you need to have X number of homes. Seems like no county in the state wants this, shoving it down our throats, nobody wants it except higherups at state. Just have to accept it?

Gorin: Even though we consider ourselves the owner of that site because we are the State, they don't exactly interpret it that way, and they've had decades and decades of holding costs, enormous infrastructure expenses. So it's they can't do nothing with it. And could they do something less with it? And that's the art of negotiation, and we'll see where the decision makers and all of you line up on the proposed project. But I can say, from the state's perspective is the more housing units we can push on there, the higher the price will be, and that's money in state pockets. That's where they're coming from.

Nardo Morgan: I just want to say something to you please do not feel that there's nothing you can do as one person. Get involved, go see the movie Small is Beautiful. Write letters, join a group. You know there are many things you can do. Let your voice be heard, because there's not nothing you can do. We need you.

Eagles: If no more comments, let patient guests go.

6. Election of Chair & Vice Chair (15mins)

Resolution

- Annual election to select Chair and Vice Chair

Eagles: Election of Chair and Vice Chair. Continued this last time. Chair is one year term, can serve two consecutive terms. Elect Chair first, then Vice Chair. Start by asking, would anyone like to self nominate?

Nardo Morgan: Planning to leave, can't really do this.

Eagles: Year commitment.

Dickey: I'm already Chair of CAC, have enough responsibility.

Peña: Nominate Mark.

Dickey: All in favor of Mark?

Newhouser: After having conversation with multiple people-

Gorin: I'm leaving, thank you for all your work on the triangle.

Whitman: Procedure: nomination, then a second, then person can accept or decline the nomination. Then there's a vote. That's how to proceed, I heard a nomination, not heard a second.

Dickey: Second.

Eagles: Accept or decline?

Newhouser: Accept.

No public comment.

Eagles: All in favor?

Motion: Newhouser Chair

First: Peña

Second: Dickey

5-0

Eagles: Vice Chair?

Nardo Morgan: Nominate Martin for Vice Chair.

Dickey: Second.

Peña: I accept.

No public comment.

Motion: Peña Vice Chair

First: Nardo Morgan

Second: Dickey

5-0

Eagles: Congratulations to you both.

Dickey: Thank you.

Newhouser: When does the term start, list of responsibilities?

Whitman: Effective next meeting, I will meet with you both in advance to go over.

Dickey: Important to note, you're the executive committee, help Hannah set the agenda.

Nardo Morgan: Important to keep the meetings moving.

Dickey: Can't extemporize, what I learned as Chair.

Eagles: Hannah good at that, Patricia was good at that.

7. Reports and Announcements from Councilmembers and Ad Hoc

Receive

Eagles: Did talk to Melissa Dowling last week, think blurb is in this edition of Kenwood Press. At Glen Ellen Fair to leave flyers.

Lammers: Will probably come out tomorrow, proofed it yesterday, for the Kenwood Press.

Eagles: Hannah, Melissa asked me to take what you sent and make it into more of a story.

Whitman: And through the Chair, have received outreach from a couple folks interested, filling out applications currently.

Eagles: Any other reports and announcements?

Dickey: General Plan ad hoc?

Newhouser: Maybe you should tell the group?

Dickey: Not part of that ad hoc, information source.

Eagles: If you want me to back out and Matt in?

Dickey: In general, just remind the three of us, because you guys are going to be stepping away at some point. General Plan a long process, the foundation for the work that you want to accomplish starts when the county starts to have its hearings. Taking notes on things you want to have done, really important, keep present. Don't let things slip through cracks. Like tonight, circulation plan, really important.

Eagles: Yeah.

Dickey: Update from CAC? Like this group, we've struggled with outreach. Good thing about CAC is it's a bigger body. At a meeting, even if no one there, more bodies to get more viewpoints. So we finally came up with a plan for outreach that looks like it, and we divided the duties amongst the multitudes of people that were there and I think, there was one person in the audience, and so I queried him about what does he think? Topic is at the top of this. Use our own experience as a guide: when did we have the best turnout? It's when we had an agenda item that was compelling for our own local interest. Bridge was a big one, biggest one was associated with SDC. Really important Mark and Martin, try to come up with topics local population will be interested in. Be creative, don't be intimidated by what you can and can't do. Somebody will tell you what you can't do so. Think of what you can do, you know, and it's always better to ask for forgiveness than permission. We're not going to cross any boundaries here that will lead to litigation or shutdown. So my point about outreach is that, yeah, we're gonna outreach to. We have a strategy for outreach. But the takeaway that I've had it every time this topic comes up is that it's about information. Let's make sure that we make it interesting. Tonight was interesting, no reason why we can't have regular meetings that have something of interest. Other thing with the CAC, like the joint MAC meeting, have our own presentation on the same material next week.

Eagles: You mean the one that was presented the 24th of September? When will that be?

Dickey: Next Wednesday.

Eagles: Anything else? Public? Zoom?

No public comment.

8. Consideration of items for future agenda

Receive

Eagles: Do want to make two comments about timing, pattern is to meet first and third months of every quarter. Don't meet in November, next meeting December 17th, wondering if might bump up a week, 17th gets a little close to the holidays.

Whitman: And Matt correct me if I'm wrong, but I believe CAC changed winter schedule and you're now meeting the 17th, so if we kept 17th, would conflict with CAC.

Nardo Morgan: First week of December?

Eagles: Could not do third, could do the 10th.

Newhouser: Either works for me.

Eagles: And not going to meet in January, because of transition. We don't meet in February, we wouldn't meet until March. If do push back, long gap.

Dickey: I would suggest new Executive Committee make that decision about February.

Eagles: Can push that off to next meeting too.

Dickey: Member of the public wants to comment.

Lammers: Paper tomorrow will have announcement about tonight, calendar will have December 17.

Eagles: Hopefully people check.

Lammers: If want to change, submit for December 1 issue.

Newhouser: Always harder to change things, does anyone have conflict with 17th?

Eagles: Matt does, CAC. Ok any of those days, one of us is out.

Newhouser: I say leave it to Executive Committee.

Whitman: I might suggest, Springs MAC meets 11th, back to back for Supervisor Gorin, for her sake the third?

Eagles: Can't do 3rd.

Dickey: Angela, are you leaving the MAC, effective when?

Nardo Morgan: Said I would stay on temporarily until find replacement.

Dickey: And Kate?

Eagles: Same situation, probably a year.

Nardo Morgan: What about November? Can't do it.

Whitman: Through the Chair, I can check with Mayflower Hall, send out doodle pool with some options.

Newhouser: Comes down to Susan's availability too.

Dickey: Would propose second full week of December, one of those dates.

Whitman: I will work on it.

Eagles: Thank you. Any items for agenda? Have the potential traffic study could be finished for our meeting. Someone mentioned speed limits tonight.

Nardo Morgan: Don't know if it's appropriate, would love to have Tennis Wick on to explain what's going on with SDC.

Dickey: Not going to get that.

Nardo Morgan: Doesn't hurt to ask?

Dickey: Think that's something to think about after the first of the year.

Nardo Morgan: How about Keith Rogal?

Whitman: Do have something tentatively scheduled for December, requested last meeting, Climate Resilience Action Plan, couldn't come this month and could come in December.

Dickey: Would urge us to think about one thing want to do, with Hannah and Susan leaving, going to be emotional for some of us. Make it as limited as possible. Traffic study, probably have a good turnout. Can honor Hannah and Susan, that would be my suggestion.

Whitman: I can push into foreseeable future for climate item if executive team wants.

Eagles: Not timing sensitivity?

Whitman: No.

Eagles: And we've been trying to do that, not have too many agenda items. We still talk a lot. New Chairs?

Newhouser: Open to suggestions.

Dickey: Put something on it to attract people, but not too long a meeting.

Newhouser: If we can arrange in advance, but got to have a date first.

Whitman: Will make securing date first priority.

Dickey: And what was on the list for possible item?

Nardo Morgan: Climate.

No public comment.

9. Adjourn

Resolution

Motion:

First: Nardo Morgan

Second: Peña

5-0

End: 7:57

COMMITMENT TO CIVILITY: The North Sonoma Valley Municipal Advisory Council has adopted rules of procedures which include a commitment to civility. To assure civility in its public meetings, the public is encouraged to engage in respectful dialog that supports freedom of speech and values diversity of opinion. Councilmembers, staff, and members of the public are expected to establish and maintain a cordial and respectful atmosphere during discussions; and foster meaningful dialogue free of personal attacks. Members of the public must also adhere to the speaking time limit.

Materials related to an item on this Agenda submitted to the North Valley Municipal Advisory Council after distribution of the agenda packet are available for public inspection in the Board of Supervisors' Office located at 575 Administration Drive, Room 100-A, Santa Rosa, CA, during normal business hours.

Note: Consideration of agenda items will proceed as follows:

1. Presentation
 2. Questions by Councilmembers
 3. Questions and comments from the public
 4. Response by presenter, if required
 5. Comments by Councilmembers
 6. Resolution, if indicated
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