

Marin State Route 1 Capital Preventive Maintenance Project

MARIN COUNTY, CALIFORNIA
DISTRICT 4 – MRN – 1 (PM 22.8/33.0; 45.0/50.5)
04-1J960/0414000403

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California, Department of Transportation



August 2020

General Information about this Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration (IS/MND) for the Marin State Route 1 (SR 1) Capital Preventive Maintenance (CAPM) Project, Marin County, California, from post miles (PMs) 22.8 to 33.0 and from 45.0 to 50.5 (Project). The Project includes upgrades to existing SR 1 infrastructure, including pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales (to meet American with Disabilities Act [ADA] standards), replacement of guardrails and crash cushions, upgrading drainage inlets, and replacement of aging culverts. The Project would also include improvements to crosswalks and signage in Point Reyes Station, and improvements to sidewalks in the town of Tomales. The Project would require temporary construction easements outside of Caltrans right of way in the towns of Point Reyes Station and Tomales. Additional Project information is provided in Chapter 2.

As the lead agency under the California Environmental Quality Act (CEQA), Caltrans has prepared this IS/MND, which describes why the Project is being proposed, how the existing environment could be affected by the Project, potential environmental impacts, and the proposed Project features, avoidance and minimization measures, and mitigation measures.

The IS/MND was circulated to the public for 40 days, between February 24 and April 3, 2020. Caltrans received 25 comment submittals. Responses to these comments are included in Appendix G. Throughout this document, a vertical line in the margin indicates a change made since the IS/MND was circulated for public review. Minor editorial changes and clarifications are not so indicated.

Alternative Formats:

For individuals with sensory disabilities, the document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to: Department of Transportation, Attn: Arnica MacCarthy, Senior Environmental Planner, Office of Environmental Analysis, 111 Grand Avenue, MS 8-B, Oakland, CA 94612; Telephone (510) 506-0481 (voice); or use the California Relay Service (800) 735-2929 (TTY to voice), (800) 735-2922 (voice to TTY), (800) 855-3000 (Spanish TTY to voice and voice to TTY), (800)

854-7784 (Spanish and English speech-to-speech) or 711. An Americans with Disabilities Act (ADA)-compliant electronic copy of this document is also available to download at <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>.

Initial Study with Mitigated Negative Declaration

04-MRN-001

22.8/33.0; 45.0/50.5

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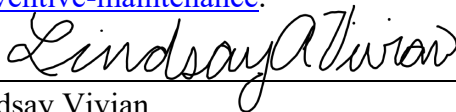
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PM

E.A.

Project title:	Marin State Route 1 Capital Preventive Maintenance Project
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
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Project location:	Marin County, California
General plan description:	Highway
Zoning:	Transportation Corridor
State Clearinghouse (SCH) No.	2020029081
Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreements); CEQA Responsible Agencies are denoted with an asterisk (*):	<ul style="list-style-type: none">• Clean Water Act 404 Nationwide Permit from the U.S. Army Corps of Engineers• Clean Water Act 401 Water Quality Certification from the State Water Resources Control Board *• Section 1602 Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife*• California Transportation Commission• U.S. Fish and Wildlife Service• California Coastal Commission State Coastal Development Permit*• Marin County Local Coastal Development Permit*

The document, maps, and project information are available to download at <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>.



Lindsay Vivian
Chief, Office of Environmental Analysis
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08/14/2020

Date

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Mitigated Negative Declaration

Project Description

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration (IS/MND) for the Marin State Route (SR) 1 Capital Preventive Maintenance (CAPM) Project, Marin County, California, from post miles (PMs) 22.8 to 33.0; and from 45.0 to 50.5 (Project) (Figure 1, Project Vicinity). The Project includes upgrades to existing SR 1 infrastructure, including pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales (to meet American with Disabilities Act [ADA] standards), replacement of guardrails and crash cushions, upgrading drainage inlets, and replacement of aging culverts. The Project would also include improvements to crosswalks and signage in Point Reyes Station, and improvements to sidewalks in the town of Tomales. The Project would require temporary construction easements outside of Caltrans right of way at each of eight culverts and at the locations of the curb ramp upgrades in the towns of Point Reyes Station and Tomales. Additional Project information is provided in Chapter 2.

Determination

Caltrans has prepared an IS for this Project and, following public review, has determined from this study that the Project will not have a significant effect on the environment for the reasons described in the following paragraphs.

The Project will have no impact on land use and planning, mineral resources, population and housing, public services, recreation, or tribal cultural resources.

The Project will have less than significant impacts on aesthetics, agriculture and forest resources, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous waste, hydrology and water quality, noise, transportation and traffic, utilities and service systems, and wildfire.

With mitigation incorporated, the Project will have a less than significant impact on biological resources. The mitigation measures are detailed as follows:

- **Mitigation Measure BIO-1: Riparian Tree Replacement.** Riparian trees that are removed as a result of this Project will be replanted onsite, at a ratio of 3:1, upon completion of Project construction.

- **Mitigation Measure BIO-2: Wetlands and Waters Restoration.** Mitigation for temporary impacts to wetlands and waters within the California Coastal Zone will be accomplished through onsite restoration, upon completion of Project construction.

Melanie Brent

Melanie Brent
Deputy District Director, Environmental Planning
and Engineering
District 4, California Department of Transportation

Aug. 14, 2020

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the California Environmental Quality Act (CEQA) lead agency and sponsor for the Marin State Route (SR) 1 Capital Preventive Maintenance (CAPM) Project.

The Project is located in Marin County, California. Caltrans proposes to repair approximately 15 noncontiguous miles (27.8 lane miles) of SR 1, and is divided into two portions. The southern portion is located between post miles (PMs) 22.8 and 33.0. The northern portion is located between PM 45.0 and PM 50.5 (Figure 1). The southern portion spans from Five Brooks to north of Point Reyes Station in unincorporated Marin County. The northern portion spans from the town of Tomales to the Marin-Sonoma County line. The Project includes upgrades to existing SR 1 infrastructure, including pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales (to meet American with Disabilities Act [ADA] standards), replacement of guardrails and crash cushions, upgrading of drainage inlets, and replacement of aging culverts. The Project would also include improvements to crosswalks and signage in Point Reyes Station, and improvements to sidewalks in the town of Tomales. Additional Project information is in Chapter 2. Figures showing the location of Project components discussed above are included in Appendix A.

This Project is funded by the State Highway Operation and Protection Program (SHOPP) 201.121, under the Capital Preventive Maintenance Program. The SHOPP Program is the State's "fix-it-first" program that funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements. The estimated cost for the Project is \$27 million.

1.2 Purpose and Need

The purpose of this Project is to preserve and extend the life of the existing pavement on portions of SR 1 in Marin County. Because of the newly implemented asset management guidelines in the SHOPP program, this Project includes upgrades to existing Caltrans facilities (multi-assets) that also satisfy the requirements of Streets & Highways Code Section 164.6, Senate Bill 486, and Executive Order 30-15, which provide for consideration of State Highway System Management Plans, analysis and evaluation for establishment of guidelines for updates to the California Transportation

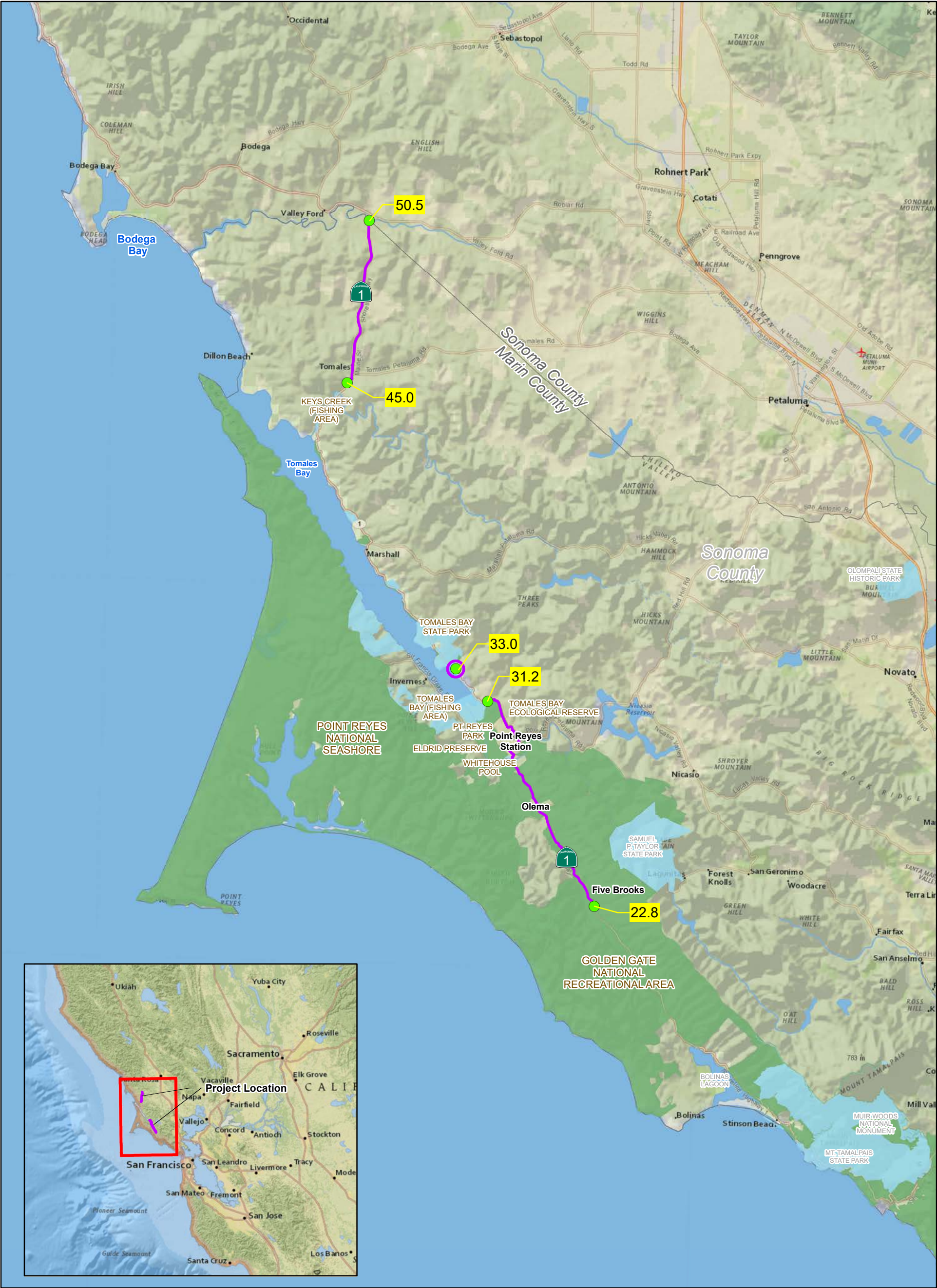
Plan, and for evaluating significance of a project's greenhouse gas (GHG) emissions. Asset management activities for this Project include pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales (to meet ADA standards), replacement of guardrails and crash cushions, upgrading of drainage inlets, replacement of asphalt concrete (AC) dikes, and replacing aging culverts. Furthermore, 4-foot-wide shoulder spot-widening for bicycle safety would be included in this Project.

The Project need is to repair and upgrade SR 1 facilities to meet current Caltrans Standard Plans 2018 (Caltrans 2018a) and comply with *Design Information Bulletin 81: Capital Preventive Maintenance (CAPM) Guidelines* (Caltrans 2007). The pavement condition survey (PCS) for the sections of SR 1 within the Project limits has overall pavement condition survey/pavement management system priority numbers 4 to 6¹ based on field observations, characterized by having pavement distress and declining pavement condition. Priority numbers are used to evaluate pavement conditions based on a combination of ride quality, structural condition, and maintenance service level, which is based on functions of the route and the volume of traffic it serves.

In the southern portion of the Project, the majority of the pavement between PMs 22.8 to 28.4 is severely distressed, including alligator cracking within the majority of the pavement between PMs 22.8 and 26.5. Between PMs 26.5 and 28.4, significant block cracks are observable, most of which are already filled in. Existing concrete slabs that underly the AC surface also show severe block cracking. Both issues would be addressed by installing new AC roadway surface. Between PMs 28.4 and 31.2, relatively newer looking surface and a few long asphalt patches are present, with areas outside of the patches showing significant distress.

In the northern portion of the Project, existing pavement surface is generally in fair to poor condition, with severe distress between PMs 46.0 to 48.8. Between PMs 48.8 and 50.5, pavement contains long patches on the pavement with surface distress outside of the patches.

¹ Projects with a PCS/pavement management system priority number of 1 and 2 indicate a poor ride with major distress; numbers 3 and 4 indicate a poor ride with minor distress; and numbers 5 and 6 indicate an acceptable ride with no distress.



LEGEND

- Post Mile
- Project Area
- Federal Parks
- State Parks

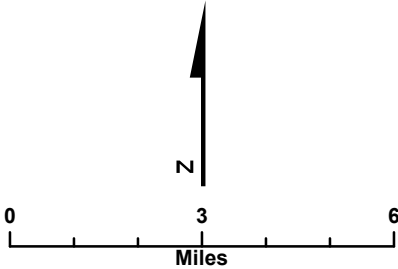


FIGURE 1
Regional Vicinity Map
State Route 1 Capital Preventive Maintenance
Project (CAPM)
EA 04-1J960, 04-MRN-1-Post Mile
22.8/33.0, 45.0/50.5
Marin County, California



Chapter 2 Project Description

2.1 Introduction

Caltrans proposes to repair two portions of SR 1 in Marin County. The southern portion is located between PMs 22.8 and 33.0. The northern portion is located between PMs 45.0 to 50.5.

Repair of the roadway would be completed by cold planing the existing surface and replacing it with AC along the entirety of SR 1 within both portions. Rumble/mumble strips would be replaced in kind. Shoulder backing would be placed within the right of way (ROW), 1 to 2 feet out where needed, to eliminate any dropoffs from the edge of pavement. The maximum slope of shoulder backing would be 4:1. Existing shoulders at certain locations would be paved.

A total of 16 existing curb ramps at intersections and crosswalks along SR 1 would be upgraded to meet ADA requirements. Approximately 13 road signs would be relocated and eight corrugated steel pipe (CSP) culverts would be replaced. Guardrails and AC dikes would be replaced to meet the current *Highway Design Manual* standards (Caltrans 2018b). Approximately 2.62 acres of stormwater treatment best management practices (BMPs) would be incorporated into this Project.

Figures showing the Project components and work areas are included in Appendix A. Project limits include the Project components, as well as the SR 1 roadway between PMs 22.8 to 33.0 and PMs 45.0 to 50.5.

2.2 Project Components Common to the Southern and Northern Portions

This section discusses Project components that would apply to both the southern and northern portions of the Project.

2.2.1 Culvert Replacements

Eight CSP culverts would be replaced as part of the Project. Replacement of each culvert would require saw-cutting across the roadway, removing the original culvert, and installing the new culvert with concrete backfill. Sediment removed from the culvert locations during construction would be either reused within the Project limits or properly disposed of offsite. At each culvert location, headwalls may be replaced and temporary creek diversions may be required during construction. The temporary

creek diversions would be finalized during later Project phases prior to construction. Locations of culvert replacements in the southern and northern portions are discussed in Sections 2.3.1 and 2.4.1.

2.2.2 Roadways, Shoulders and Guardrails

Repairing the roadway and shoulders may involve grinding (to a maximum depth of 6 inches) the existing pavement and overlaying it with hot-mix asphalt and paving fabric. SR 1 repairs would also include installing shoulder backing 1 to 2 feet out, where needed to eliminate the dropoffs from the edge of pavement.

The existing metal beam guard railing would be replaced with the current standard Midwest Guardrail System (MGS). Replacement of the existing guardrails would involve use of an auger for boring new post holes to a maximum depth of 6 feet. The new MGS would be silver in color, approximately 31 inches above the ground. This work may require some removal of vegetation and tree trimming.

All existing striping, pavement markers, and pavement markings would be removed during pavement resurfacing, and be replaced. All permanent stripes would be thermoplastic with high-performance glass beads.

The location of roadway, shoulder, and guardrail improvements are shown in Appendix A.

2.2.3 Stormwater Treatment Areas

This Project would construct stormwater treatment BMPs to infiltrate runoff from 2.62 acres of net increase of impervious surface area resulting from this Project's construction activities and two projects (Marin 1 Mumble Strip Project and Lagunitas Creek Bridge Project). This Project would create 0.92 acre of net new impervious surface area. In addition, this Project would meet additional requirements resulting from the San Francisco Bay Regional Water Quality Control Board (RWQCB) Section 401 certification from a prior Caltrans project (Marin 1 Mumble Strip Project) that requires Caltrans to provide stormwater treatment BMPs to infiltrate runoff from 1.7 acres of impervious surface area. Because there is a significant time difference from the end of construction of the Marin 1 Mumble Strip Project and the construction of stormwater treatment BMPs in this Project, Caltrans may be required to provide BMPs to treat up to 50 percent more impervious surface area. This Project would pro-actively provide stormwater treatment alternative compliance for the Lagunitas Creek Bridge Project since there is no feasible site available. Excess stormwater treatment credit that would cover the deficit from the Marin 1 Mumble

Strip Project may be used for future Caltrans projects including the Lagunitas Creek Bridge Project. The location of stormwater treatment BMPs would be determined during later Project phases.

2.3 Southern Portion

This section describes the proposed repairs or upgrades to SR 1 within the southern portion of the Project area.

2.3.1 Culverts

Table 2-1 shows the four culverts in the southern portion that would be replaced in-kind or with a larger-diameter culvert in the same location.

Figures showing the culvert replacements in the southern portion are included in Appendix A (Maps 05, 24, 25, and 28).

Table 2-1 Culvert Replacements in the Southern Portion

Post Mile (Appendix A)	Existing Facility	Culvert Deficiency	Proposed Facility	Anticipated Dimensions of Excavation
24.16 (Map 05)	39 x 30-inch CSPA	Broken and vertically displaced in middle; poorly aligned with upstream drainage; undersized	5' x 3' RCB and a 48" plastic pipe with headwall and 2 new inlets	7 feet deep 6 feet wide
30.51 (Map 24)	18-inch CSP	Hole in invert; failed downstream; running water; condition beginning to fail	18" plastic pipe with concrete backfill	4 feet deep 3 feet wide
30.66 (Map 25)	12-inch CSP	Holes in invert; condition beginning to fail	21" x 15" CSPA with concrete backfill	4 feet deep 2 feet wide
32.95 (Map 28)	18-inch CSP	Pipe on skew; big vertical drop at downstream; condition failed	18" plastic pipe with concrete backfill	4 feet deep 3 feet wide

Notes:

CSP = corrugated steel pipe

CSPA = corrugated steel pipe arch

RCB = reinforced concrete box

2.3.2 Curb Ramps and Sidewalks

Twelve curb ramps in the town of Point Reyes Station would be upgraded to meet current ADA standards (Appendix A, Maps 20, 21, and 22). The curb ramps would be upgraded by providing a detectable surface and adjustment to the width, length, and slopes of the ramps. The new curb ramps would most likely have a larger footprint

than existing curb ramps. In addition, the Project would repair approximately 950 feet of AC path (PMs 28.92 to 29.1) and approximately 227 feet of existing sidewalk (PMs 28.73 to 28.76 and 28.83 to 28.85). Sidewalks would be ADA compliant and would be a minimum of 5 feet wide. (Appendix A, Maps 21, and 22). Replacement of the existing parking striping along SR 1 in Point Reyes Station would be needed at the location of the curb ramp upgrades. One or more existing parking spaces may be eliminated to accommodate the larger curb ramp footprints. For example, one street parking space at the corner of SR 1 and 3rd Street could be removed to incorporate complete street components (including street drainage systems, utilities, traffic signs, and pedestrian signs).

2.3.3 Bicycle Safety Widening

Table 2-2 shows the approximate location of 13 noncontinuous shoulder stretches, totaling approximately 2,815 linear feet, which would be paved to improve bicycle safety in the southern portion. The limit of work areas for all of these locations would be within areas that currently consist of gravel shoulders or driveways.

Table 2-2 Bicycle Safety Widening Areas in the Southern Portion

Approximate Post Mile	Length (ft)	North-bound Shoulder	Southbound Shoulder	Curve	Existing Shoulder
23.00	160		X	right	Gravel
24.20	245	X		left	Gravel
24.67	135	X		left	Gravel
24.70	170	X		left	Gravel
25.11	135	X		left	Gravel
25.05	100		X	straight	Gravel
25.50	500	X		straight	Gravel
25.80	380		X	straight	Gravel
26.00	140		X	straight	Gravel
26.10	145		X	left	Gravel
26.75	395	X		left	Gravel
27.60	150	X		straight	Driveway
27.16	160		X	right	Gravel

2.3.4 Pedestrian Improvements

Improvements to pedestrian facilities in Point Reyes Station would include painting high-visibility crosswalks at the corners of 4th Street and SR 1 (in two locations), at the corners of Mesa Road and SR 1 (in two locations), and at SR 1 across from West

Marin Elementary School. The Project would remove obsolete signs and replace them with double-walled pedestrian signs on either side of each marked crosswalk at the intersections of 4th Street and SR 1, and Mesa Road and SR 1.

A rectangular rapid flashing beacon would be installed at West Marin Elementary School at SR 1 to replace the existing flashing beacon. AC paving would occur on the southbound lane of SR 1 at the location of the crosswalk. Pedestrian improvements are shown in Appendix A, Maps 20, 21, and 22.

2.3.5 Dikes

Dikes would be replaced where needed to meet current standards in the *Highway Design Manual* (Caltrans 2018b). This work would not include excavation, but there may be a need to park equipment partially off of the pavement (but immediately adjacent to the roadway). Current locations include PM 26.5 to 26.64 (530 feet), PM 26.73 to 26.78 (235 feet), PM 26.99 to 27.09 (560 feet), PM 27.16 to 27.18 (115 feet), and PM 27.49 to 27.65 (850 feet) (Appendix A, Maps 12 through 17).

2.4 Northern Portion

This section describes the proposed repairs or upgrades to SR 1 within the northern portion of the Project area.

2.4.1 Culverts

Caltrans proposes to replace four culverts in the northern portion of the Project area. Table 2-3 shows the culverts would be replaced in-kind or with a larger-diameter culvert in the same location (Table 2-3 below).

Table 2-3 Culvert Replacements in the Northern Portion

Post Mile (Appendix A)	Existing Facility (inches)	Culvert Deficiency	Proposed Facility	Anticipated Dimensions of Excavation
49.21 (Map 39)	18" CSP	Pipe on a skew; condition failed	18" plastic pipe with concrete backfill	4 feet deep 3 feet wide
49.50 (Map 40)	30" CSP with cracked headwall	Running water; Pipe is on a slight skew; cracked headwall; condition failed	30" plastic pipe with concrete backfill and headwall Shoring may be required if the culvert is too deep or too wide	5 feet deep 4 feet wide
49.70 (Map 41)	18" CSP	Pipe is on a skew; condition failed	18" plastic pipe with concrete backfill and "L" headwall	4 feet deep 3 feet wide

Post Mile (Appendix A)	Existing Facility (inches)	Culvert Deficiency	Proposed Facility	Anticipated Dimensions of Excavation
49.85 (Map 42)	18" CSP	Pipe is on a skew; pavement failing over pipe; condition failed	18" plastic pipe with concrete backfill	4 feet deep 3 feet wide

2.4.2 Curb Ramps and Sidewalks

Three curb ramps in the Town of Tomales would be replaced in-kind, and one new curb ramp would be constructed (Appendix A, Map 32). The curb ramps would be upgraded by providing a detectable surface and adjusting the width, length, and slopes of the ramps. The new curb ramps would most likely have a larger footprint than existing curb ramps. Curb ramps would include curb ramp extensions, if necessary, to provide ADA compliance. The Project would include installation of 196 feet of new sidewalks (PM 45.70 to 45.71 and 45.76 to 45.79 (Appendix A, Map 32). Sidewalks would be ADA compliant and a minimum of five feet wide. Complete street components (that is, street drainage systems, utilities, traffic signs, and pedestrian signs) may be incorporated.

2.5 Construction Methodology

This section discusses how construction of the Project would occur.

2.5.1 Construction Staging and Traffic Management

Staging for this Project would occur in maintenance vehicle pullouts (MVPs) and bicycle safety widening areas of SR 1 (Appendix A) within the Project limits.

Culvert replacement and some portions of paving work could potentially be constructed at night, while curb ramps, MGS, dikes, and other Project components are more likely to be constructed during the day. Construction activities, such as culvert replacements, may require up to an 8-hour lane closure at spot locations, while Project components such as paving would require temporary one-way traffic control.

During construction, traffic would be detoured in Point Reyes Station to adjacent city streets; however, pedestrian and vehicular access to businesses would be maintained. The proposed detour routes could be revised during later Project stages, prior to construction.

Proposed detours during road closures in Point Reyes Station are shown in Appendix A, and Maps 20 and 21, and summarized below.

- **Stage 0:** The intersection at SR 1 and Mesa Street would be closed to through traffic for construction of curb ramps. The detour would be via B Street and Mesa Street.
- **Stage 1:** SR 1 southbound at 2nd Street would be closed for construction of a curb ramp. Southbound traffic would be detoured via 2nd Street to B Street.
- **Stage 2:** SR 1 southbound between 2nd and 3rd Streets would be closed for construction of curb ramps. Southbound traffic would be detoured through 3rd Street to B Street.
- **Stage 3:** SR 1 southbound between 4th and 3rd Streets would be closed for construction of curb ramps. Southbound traffic would be detoured through 4th Street to B Street.
- **Stage 4:** SR 1 would be closed at the corner of 4th Street for construction of a curb ramp. Southbound traffic would be detoured through 5th Street and B Street.

2.5.2 Utility Relocation

Utility relocation may be required; utility verification is currently in process. If needed, Caltrans would coordinate with the appropriate utility provider during later Project phases.

2.5.3 Construction Equipment

Equipment used for the Project would include, but not be limited to, backhoes, auger, excavator, dozer, grader, saws, paving machine, flatbed truck, compressor, excavators, rollers, water trucks, concrete trucks, dump trucks, compactors, demolition hammers, and hand tools.

2.5.4 Construction Schedule

Construction is anticipated to begin in Spring 2022 and would last up to 10 months (approximately 220 working days). Construction of both portions could occur concurrently over 1 construction season, 7 days a week, with day and potential nighttime work anticipated. Construction restrictions, such as limiting work within streams and drainages restricted to the dry season (starting June 15 and ending October 31), would be implemented.

2.6 Right of Way Requirements

Most of the Project would be constructed within Caltrans' ROW. However, the Project would require temporary construction easements (TCEs) of approximately 0.17 acre on 13 private properties adjacent to SR 1 within Point Reyes Station and Tomales for construction of the curb ramps. The location of TCEs for curb ramps are shown in Appendix A, Maps 21, 22, and 32.

In addition, the Project, in both the southern and northern portions, would require TCEs of approximately 0.16 acre on 15 private properties, in rural areas adjacent to SR 1 for construction of the culverts. The location of TCEs for culvert replacements are shown in Appendix A, Maps 5, 24, 25, 28, 39, 40, 41, and 42.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Appendix B includes Caltrans Title VI Policy Statement.

2.7 Project Features

Project features, which can include both design elements of the Project and standardized measures (such as BMPs) that are applied to all or most Caltrans projects, and measures included in Caltrans' 2018 Standard Plans and Specifications, or as standard special provisions, are integral to the Project. Such Project features have been considered prior to any significance determinations. These Project features are detailed in Chapter 3 and can be reviewed in the Summary of Project Features, Avoidance, Minimization, and Mitigation Measures in Appendix C.

2.8 Permits and Approvals Needed

Table 2-4 lists the permits, licenses, agreements, and certifications that are anticipated to be required for Project construction.

Table 2-4 Required Permits

Agency	Permit	Permit Status
U.S. Army Corps of Engineers	Section 404 Permit	Application submittal anticipated during later Project phase
State Water Resources Control Board	Section 401 Water Quality Certification	Application submittal anticipated during later Project phase
California Department of Fish and Wildlife	Section 1602 Lake and Streambed Alteration Agreement	Application submittal anticipated during later Project phase
U.S. Fish and Wildlife Service	Biological Opinion	Issued on May 12, 2020
California Coastal Commission	State Coastal Development Permit	Application submittal anticipated during later Project phase
Marin County/ California Coastal Commission	Local Coastal Development Permit with potential for a joint State Coastal Development Permit	Application submittal anticipated during later Project phase

Chapter 3 California Environmental Quality Act Evaluation

The following discussions evaluate potential environmental impacts related to the CEQA checklist to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091). The environmental analysis considers potential impacts of the Project, as detailed in Chapter 2.

A. Environmental Factors Potentially Affected

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no impacts were identified: land use and planning, mineral resources, population and housing, public services, recreation, and tribal cultural resources. The environmental factors checked below would be potentially affected by this Project. Further analysis of these environmental factors is included in the following chapter:

X	Aesthetics	X	Agriculture and Forestry	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Energy
X	Geology/Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology/Water Quality		Land Use/Planning		Mineral Resources
X	Noise		Population/Housing		Public Services
	Recreation	X	Transportation/Traffic		Tribal Cultural Resources
X	Utilities/Service Systems	X	Wildfire	X	Mandatory Findings of Significance

B. Determination

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
Signature:	
<i>Lindsay A Vivian</i>	
Date:	
08/14/2020	
Printed Name: Lindsay Vivian	
For:	

CEQA Environmental Checklist

This checklist (presented at the beginning of each resource section below in the form of a table listing the pertinent questions applicable to the resource and four columns of check boxes where the degree of impact is indicated) identifies physical, biological, social, and economic factors that might be affected by the Project. In many cases, background studies performed in connection with the Project indicate that there are no impacts to a particular resource. A “no impact” answer in the last column reflects this determination. The words "significant" and "significance" used throughout the checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which may include both design elements of this Project and standardized measures (such as BMPs) that are applied to all or most Caltrans projects, and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be integral to the Project and are considered prior to any significance determinations. A list of this Project’s Features, avoidance and minimization measures (AMMs) and mitigation measures are in Appendix C, Summary of Project Features, Avoidance, Minimization, and Mitigation Measures.

Aesthetics

I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

A visual impact assessment (VIA) was completed for the Project (Caltrans 2019a, 2019b). The VIA was prepared in accordance with the guidelines in the Federal Highway Administration's *Visual Impact Assessments for Highway Projects* (FHWA 1981). SR 1 is eligible for State Scenic Highway designation throughout the Project limits; the Project is located within the California Coastal Zone.

a, b, c) Less than Significant Impact

The Project would not have a substantial adverse effect on scenic vistas, damage scenic resources, or substantially degrade the existing visual character or quality of public views of the site and its surroundings. The Project would be compatible with the existing visual character and quality of the corridor. The Project would not impact or degrade the existing visual character or quality of the Project limits or its surroundings.

The Project corridor occurs along a scenic stretch of SR 1 that is listed as being "Eligible for Designation as a State Scenic Highway." Because the Project scope is limited to minor upgrades of existing infrastructure the Project would not substantially affect a scenic vista, damage scenic resources within a state scenic highway, or degrade the existing visual character or quality of the view. Visual resource changes would be minimized through implementation of design recommendations included in the *Marin State Route 1 Repair Guidelines* (Caltrans

2015), which include context-sensitive implementation measures to culvert replacement, MGS and other rehabilitation features of the Project. Specific impacts to scenic characteristics along the Project corridor would be reduced with implementation of AMMs (presented below) that would minimize visual change that could occur as part of the Project.

Visual resource changes outside of rural villages would be low, resulting in minimal visual impacts with implementation of minimization measures. Visual resource changes that could occur at the location of infrastructure upgrades along the Project corridor would be reduced with implementation of AMMs Aesthetics (AES) -1 through -9. Impacts to scenic characteristics in rural areas would also be reduced with implementation of AMMs that would protect existing trees and vegetation and reestablish disturbed vegetation as discussed in AES-10 through -11.

Specific concerns noted include preservation of rural and historical character, and sidewalks that contain historical elements. For example, communication from representatives of the Tomales Regional History Center noted that the visual character of yellow detectable warning surfaces is at odds with the existing character of the rural village. Areas of concern are Point Reyes Station (PMs 28.6 to 29.0) and Tomales (PMs 45.6 to 45.8). Impacts to scenic and historical characteristics in Point Reyes Station, Olema, and Tomales would be reduced with implementation of AMMs, to include AES-1 and AES-2, which would minimize visual changes relative to existing infrastructure by allowing for coloring and texturizing of concrete, and alternative color selection of accessible pedestrian facilities.

Temporary visual impacts from construction of the Project are not considered to be substantial. Temporary detours between PMs 28.6 and 28.9 would require temporary signage and traffic increases on local streets.

In addition, the Project would not conflict with zoning laws or regulations governing scenic resources. Impacts to scenic resources in the Project corridor would be less than significant.

d) Less than Significant Impact

The Project would not create a new source of substantial light or glare. Day and nighttime construction activities could temporarily add new sources of light and glare for residents, businesses, and local motorists along the Project corridor. These visual

impacts would be minimized through implementation of AMM AES-12, thereby reducing the impact to less than significant.

Avoidance and Minimization Measures

AMM AES-1: Rural Village Curb Ramps. DIB 82-06 allows for alternative color selection for detectable warnings at curb ramps, with colors that suitably contrast with adjacent paving. Select a muted color (such as brick red or brown) with an adequate level of adjacent surface contrast to ADA-compliant upgrades, to minimize visual change within the rural villages of Point Reyes Station and Tomales.

AMM AES-2: Rural Village Concrete Features. Exposed concrete (including pedestrian paving, curb ramps, curbs and gutters), shall be colored and textured to minimize visual changes relative to adjacent existing pavement within the rural villages of Point Reyes Station and Tomales.

AMM AES-3: Conceal Drainage Features. Color drainage features (including associated concrete) to match adjacent earth tones where they are not permanently hidden from view. To the extent practicable, screen with locally native vegetation, appropriate to the location.

AMM AES-4: Selection of Attenuators and Crash Cushions. Select attenuators and crash cushions that are visually consistent with MGS metal railings, to the maximum extent feasible.

AMM AES-5: Aesthetically Treat Concrete Blocks. Aesthetically treat MGS terminal blocks adjacent to existing see-through concrete railings to minimize character change. Locations are: PM 22.8/22.91, PM 23.21/23.34, and PM 28.55.

AMM AES-6: Color Concrete Structures. Color concrete structures to minimize visual dissimilarity when compared to existing concrete barriers and other structures.

AMM AES-7: Minimize Construction Appearance. Minimize appearance of construction equipment and staging area locations to the extent feasible.

AMM AES-8: Culvert Footprints. Minimize culvert footprints.

AMM AES-9: Treatments at MVPs and Turnouts. Use non-pavement treatments at MVPs and turnouts. Per Marin SR 1 Repair Guidelines, paving beyond a 4-foot-wide shoulder should be limited.

AMM AES-10: Revegetation of Disturbed Areas. Revegetate disturbed soils using locally native plants and plant seeds.

AMM AES-11: Protect Existing Trees. Avoid impacts to existing trees and shrubs, including associated tree roots, where feasible. Caltrans Landscape Architecture and Biological Resources offices will identify specific locations and BMPs during later Project phases and include appropriate information in the plans and specifications.

AMM AES-12: Limit Construction Lighting. Limit construction lighting to the specific areas under construction along the Project corridor and avoid light trespass with the use of directional lighting, shielding, and other measures as needed.

Agriculture and Forest Resources

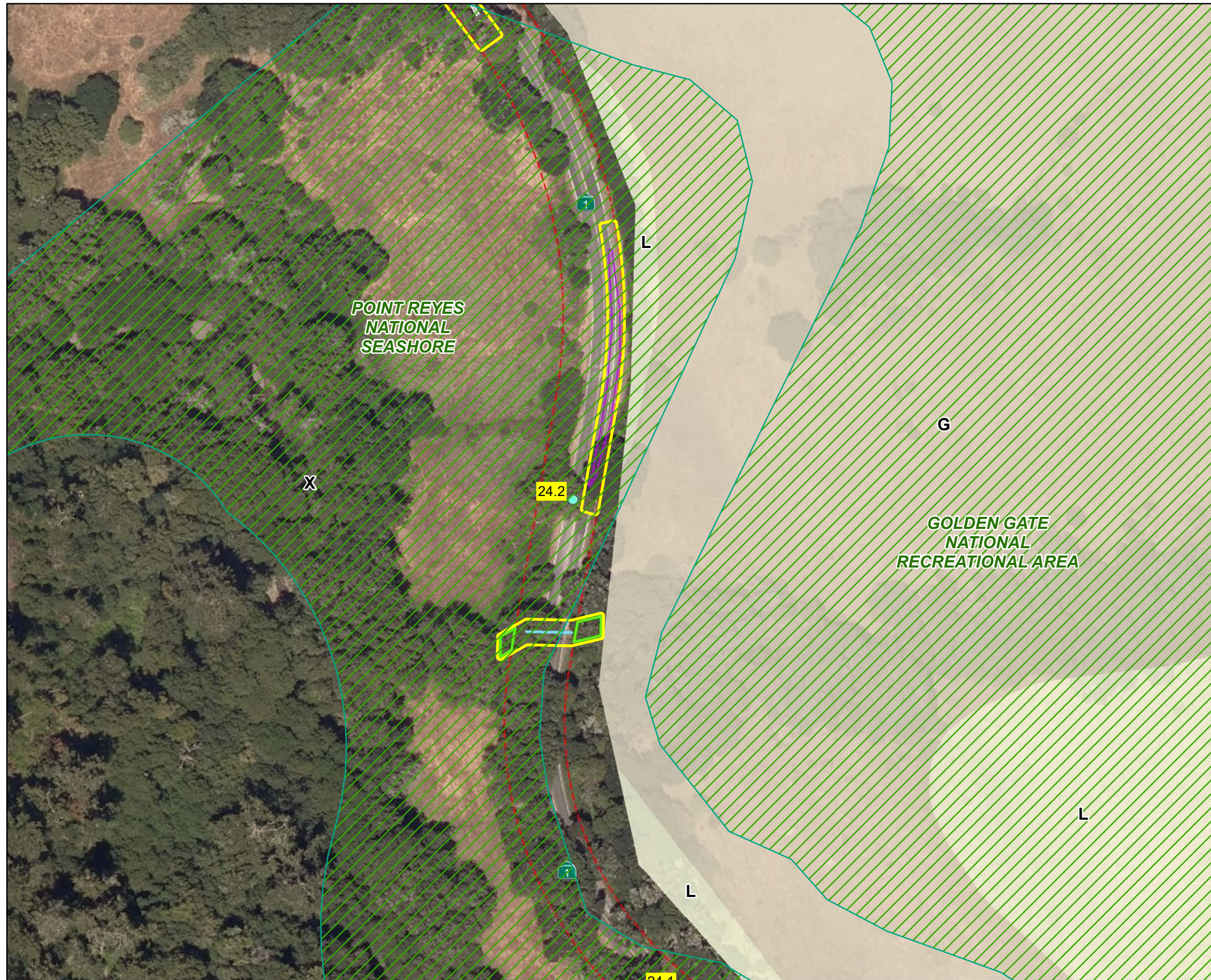
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) No Impact

Within the Project vicinity, land adjacent to SR 1 includes land designated as “Farmland of Local Importance” by the Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation 2019). Temporary impacts to approximately 0.149 acre of Farmland of Local Importance would occur at the TCE sites during construction of the culvert replacements. Figures FMMP-1 through -8 show the location of TCEs for the culvert locations, and acreages of Farmland of Local Importance that would be temporarily affected under the Project.

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance because no such farmlands are within the Project limits. Therefore, no impact would occur.



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Midwest Guardrail System
- Replace Culvert
- Park Boundary

Marin County Important Farmland 2016

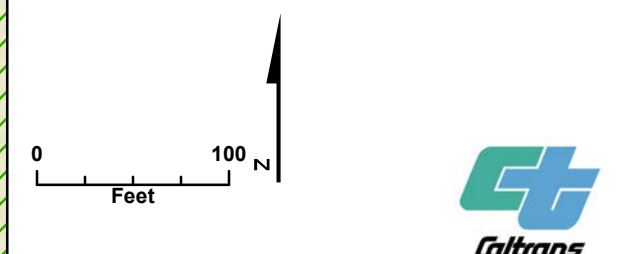
- Grazing Land (G)
- Farmland of Local Importance (L)

Impacts to FMMP

- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-1
Impacts to Important Farmlands and Williamson Act Parcels
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

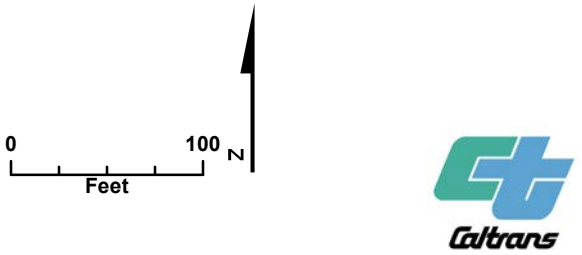
- Grazing Land (G)
- Farmland of Local Importance (L)

Impacts to FMMP

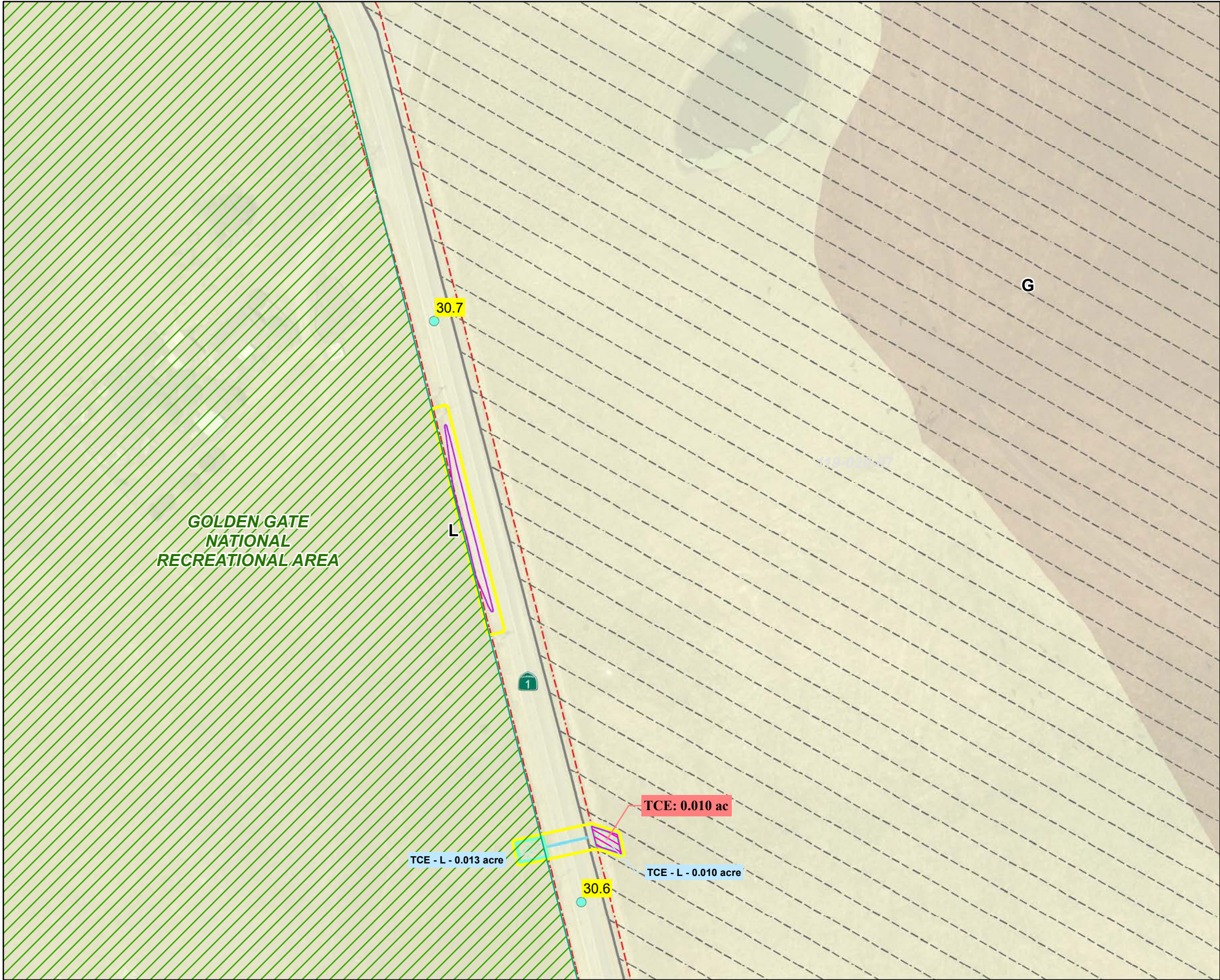
- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-2
Impacts to Important Farmlands and Williamson Act Parcels
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

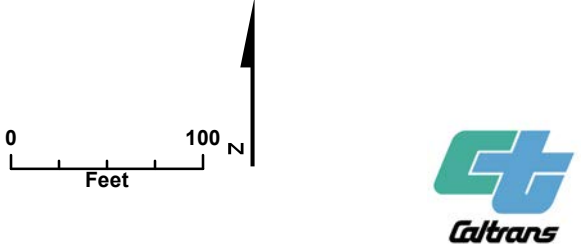
- Grazing Land (G)
- Farmland of Local Importance (L)

Impacts to FMMP

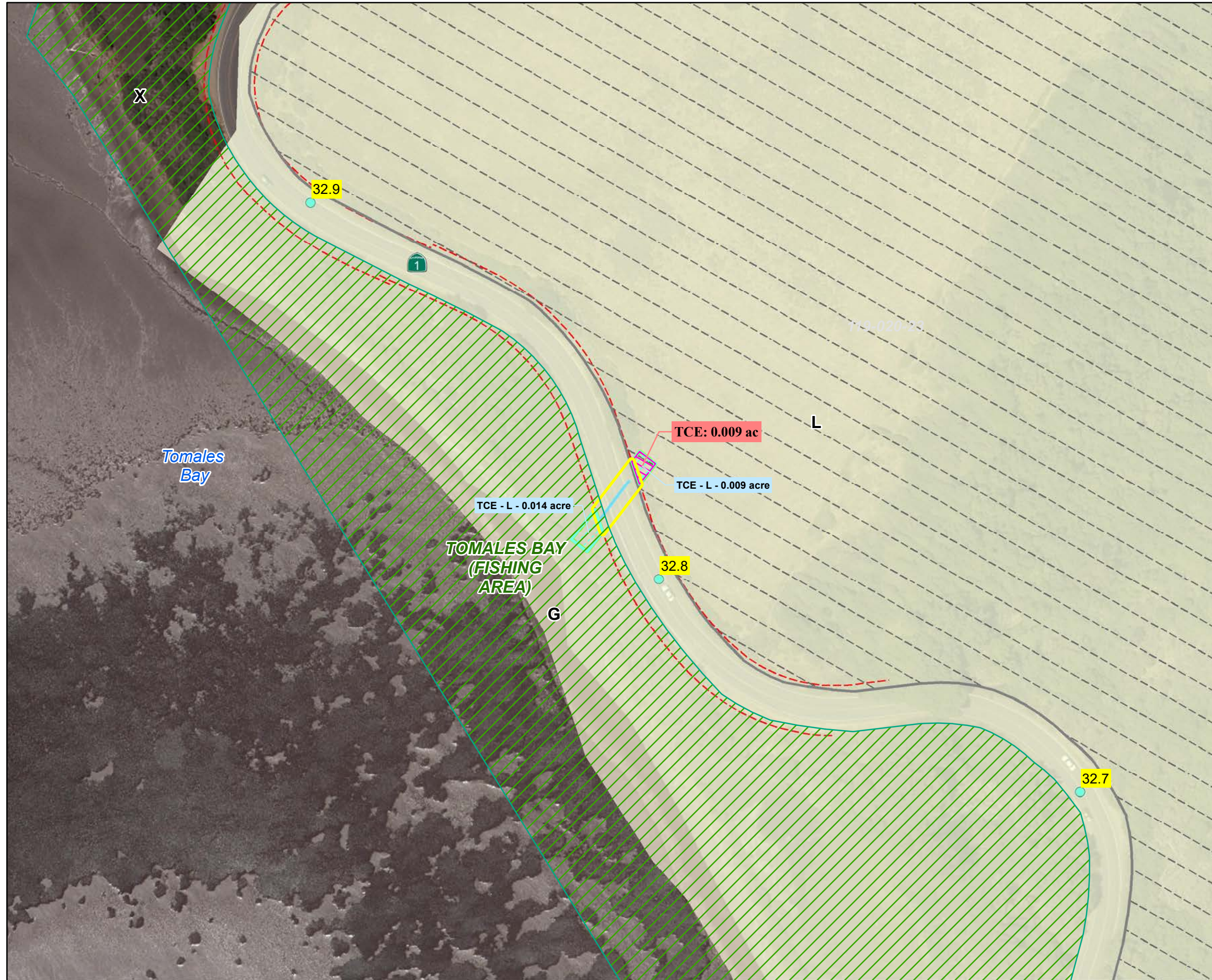
- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-3
Impacts to Important Farmlands and Williamson Act Parcels
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

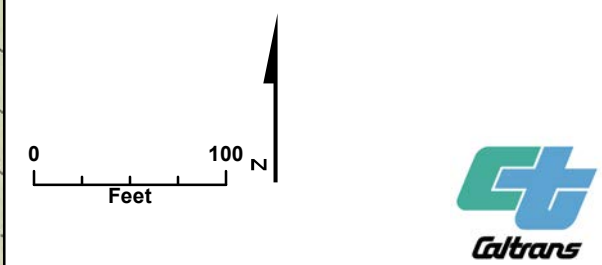
- Grazing Land (G)
- Farmland of Local Importance (L)

Impacts to FMMP

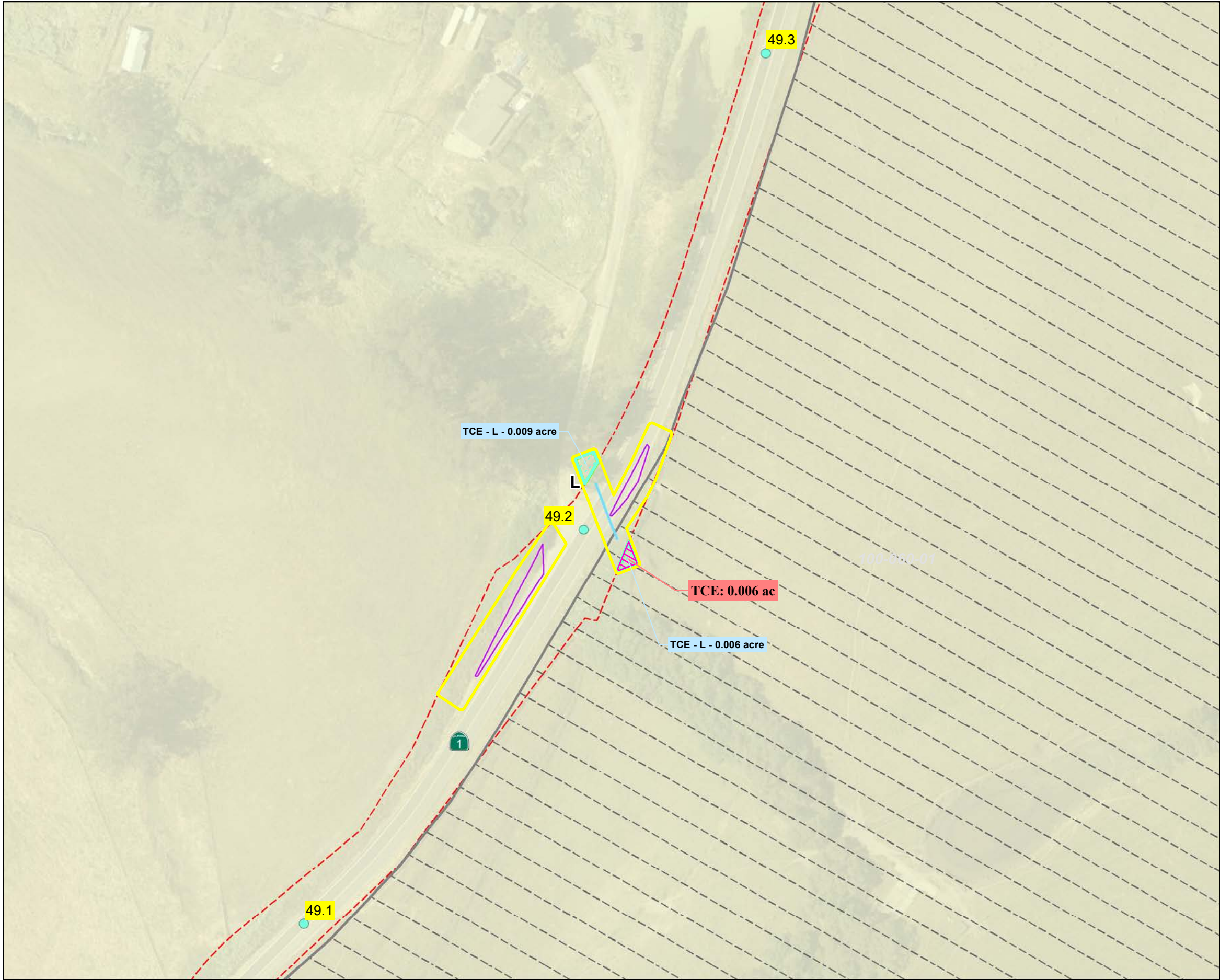
- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-4
Impacts to Important Farmlands and Williamson Act Parcels
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

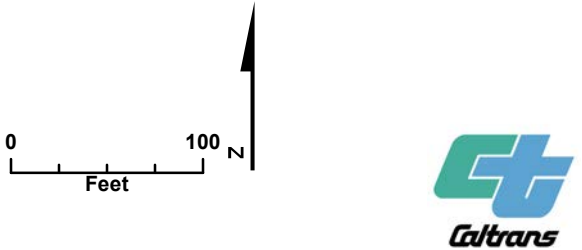
- Farmland of Local Importance (L)

Impacts to FMMP

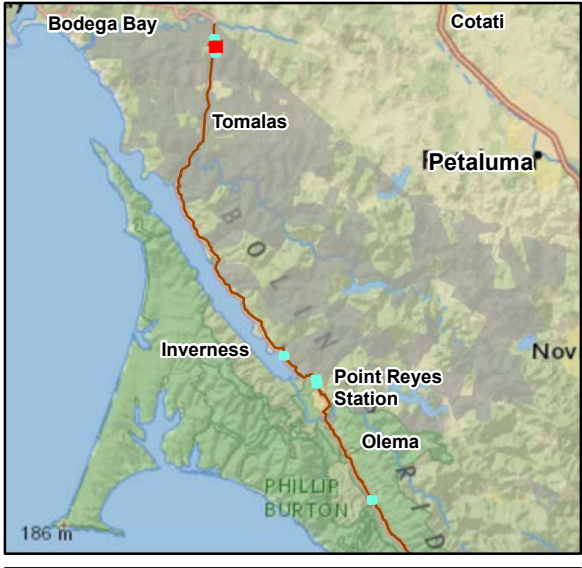
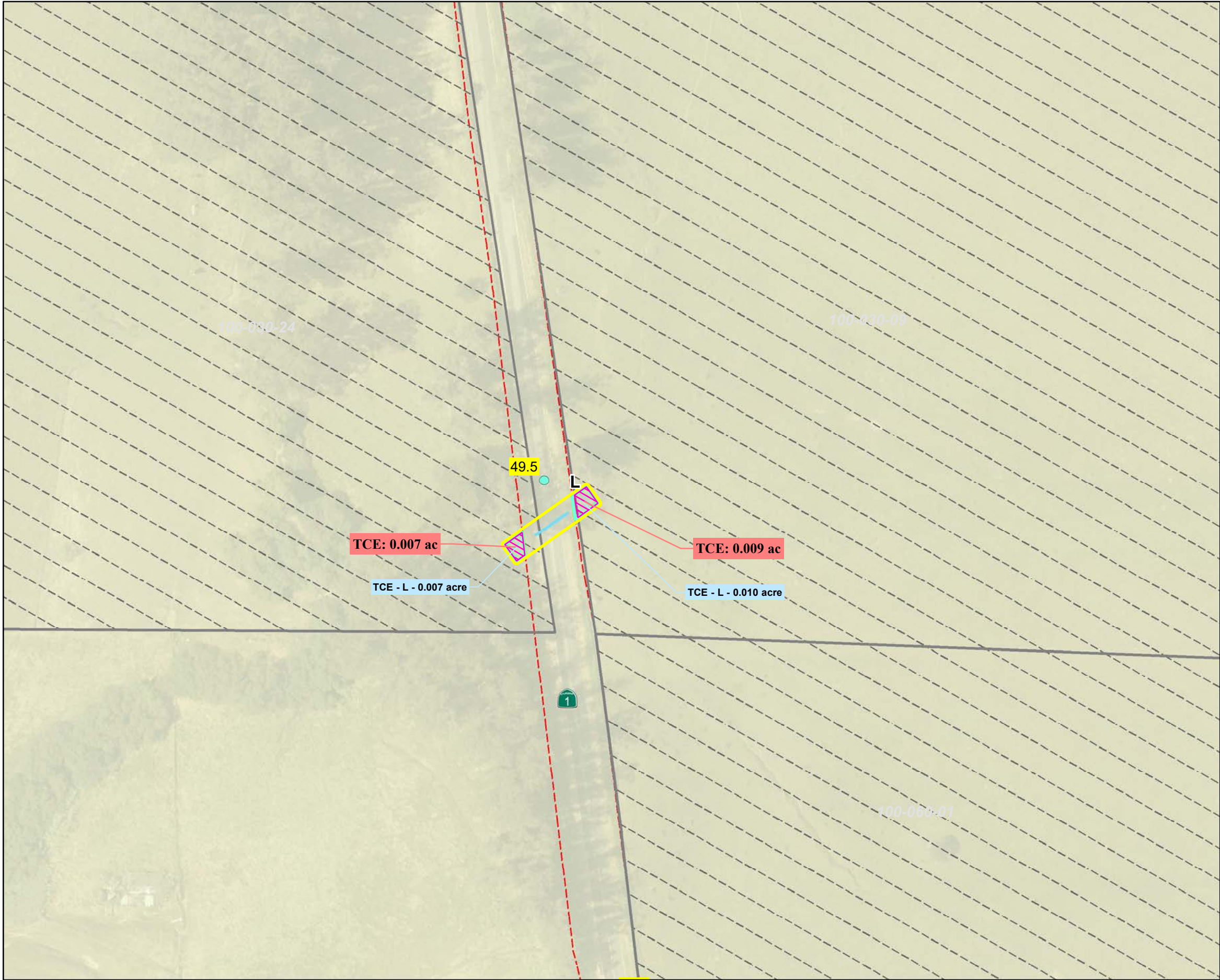
- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-5
Impacts to Important Farmlands and Williamson Act Parcels
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

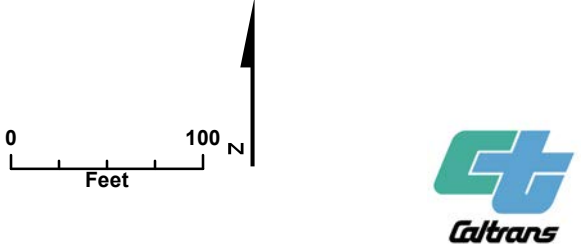
- Farmland of Local Importance (L)

Impacts to FMMP

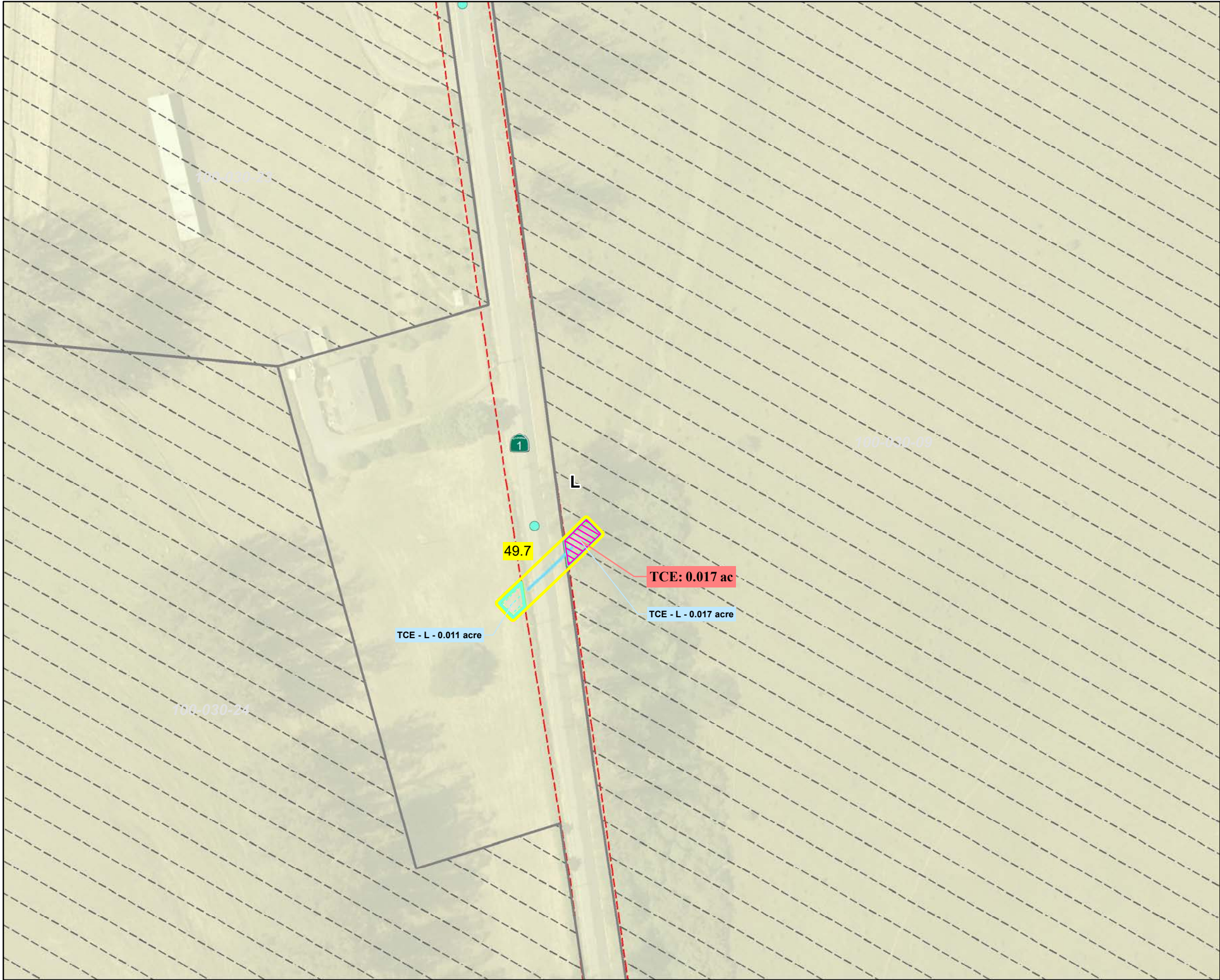
- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-6
Impacts to Important Farmlands and Williamson Act Parcels
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

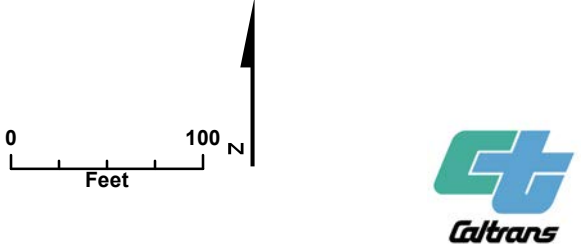
- Farmland of Local Importance (L)

Impacts to FMMP

- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-7
Impacts to Important Farmlands and Williamson Act Parcels
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Construction Easement (0.087 acre)

Marin County Important Farmland 2016

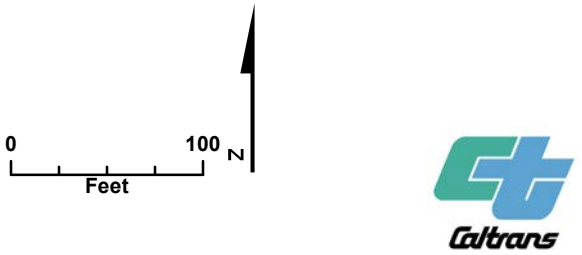
- Farmland of Local Importance (L)

Impacts to FMMP

- Temporary Construction Easement - L (0.149 acre)

Source:
Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP)

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



FMMP-8
Impacts to Important Farmlands and Williamson Act Parcels
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California

b) Less than Significant Impact

Approximately 0.087 acre of Williamson Act lands would be temporarily affected during construction of the Project. Figures FMMP-1 through -8 show the location of Williamson Act lands that would be temporarily affected by the Project.

As discussed above, temporary impacts to approximately 0.149 acre of Farmland of Local Importance would occur at TCE sites during construction of the culvert replacements. Livestock grazing activities are known to occur within Farmland of Local Importance at culvert replacement sites PM 30.51 and PM 30.66, and livestock grazing activities could occur within TCEs at other culvert replacement locations. Culvert replacements may result in a temporary impact on livestock grazing during construction within the TCEs; however, impacts would be minimized by coordinating with property owners in the design phase of the Project to ensure appropriate measures are implemented during construction including providing advance notification to property owners prior to construction. Construction would not change the use or zoning for agricultural use; therefore, the impact to livestock grazing would be less than significant.

The Project would not conflict with existing zoning for agriculture use or convert Williamson Act lands to non-agricultural uses; therefore, the impact would be less than significant.

c-e) No Impact

No timber or forest lands are in the Project limits or Project vicinity; so, the Project would not convert forest land or conflict with existing timberland zoning. Therefore, there would be no impact to forests or timberlands.

According to maps prepared pursuant to the FMMP, temporary impacts to land designated as Farmland of Local Importance would occur during construction of culvert replacements. However, the Project would not convert farmlands to non-agricultural use; therefore, no impact would occur.

Air Quality

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air-pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

a, d) No Impact

The Project falls under “pavement resurfacing and/or rehabilitation” activities and is therefore exempt from air quality conformity determination under 40 *Code of Federal Regulations* 93.126, Table 2. An air quality study is not required (Caltrans 2018c). Construction activities would not be in conflict with an air quality plan or generate emissions resulting in excessive odors. There would be no impact.

b, c) Less than Significant Impact

The Project would be required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air-pollution control rules, regulations, ordinances, and statutes that apply in the Project area. Construction air pollutants are expected to be minimal to negligible and short term. Potential impacts to air quality, including violation of air quality standards, criteria pollutants, exposure of sensitive receptors to pollutants, and creation of odors, are not anticipated based on the scope of the Project. Project Feature Air Quality (AQ) -1 would minimize impacts from fugitive dust.

Project Feature

Project Feature AQ-1: Control Measures for Construction Emissions of Fugitive Dust. Dust control measures would be implemented to minimize airborne dust and soil particles generated from construction. For disturbed soil areas, the use of tackifier to control dust emissions would be included in the construction contract. Any

material stockpiles would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

Biological Resources

IV. BIOLOGICAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or NOAA Fisheries?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

A *Natural Environment Study* (NES) was prepared for the Project to evaluate the effects on flora and fauna within the Project area (Caltrans 2020a). This section summarizes the findings of the study.

The biological study area (BSA) includes the areas surveyed to identify, evaluate, and quantify the biological resources potentially affected by the Project. The BSA consists of approximately 24.16 acres and encompasses the Project footprint.

Within the northern portion of the Project, the habitat consists mainly of grassland and herbaceous vegetation species, with occasional stands of coast live oak (*Quercus agrifolia*) woodland, coyote brush (*Baccharis pilularis*), and thickets of wild rose and blackberry (*Rubus ursinus* and *R. armeniacus*). The grasslands in the region are grazed by livestock (primarily cattle or sheep) or are used for production of crops, such as hay. Many of the grasslands, working ranches, and farms adjacent to the BSA are protected through conservation easements preserving local farming and

agricultural practices. Mature stands of blue gum (*Eucalyptus globulus*) and dense thickets of California blackberry are intermixed with the grasslands in several locations, acting as windbreaks and visual screens adjacent to SR 1, in several locations.

Olema Creek, Keys Creek, and Stemple Creek, as well as Estero de San Antonio cross or are adjacent to the BSA at several locations. Dense thickets of arroyo and red willow (*Salix lasiolepis* and *S. laevigata*) and other riparian species, including white alder (*Alnus rhombifolia*), California bay (*Umbellularia californica*), and blackberry, are adjacent to the creeks.

Seasonal wetlands are next to or within the bed and banks of the creeks and Estero de San Antonio, and alongside SR 1, in roadside ditches and depressional terrain.

The southern portion of the Project is more heavily forested than the northern portion, with dense stands of coast live oak woodland, California bay, blackberry, poison oak (*Toxicodendron diversilobum*), and California hazelnut (*Corylus cornuta subsp. californica*).

Biological Studies

As part of the preliminary technical studies, databases were used to evaluate potential impacts that could occur to sensitive biological resources as a result of the Project. In addition to database queries, various site visits, surveys, and technical studies were conducted in preparing the NES. These included protocol-level rare plant surveys; habitat assessment for special-status reptiles and amphibians; aquatic resources delineation for potential waters of the United States, including wetlands (note that this delineation covered nine work areas, including the eight proposed culvert replacement work areas); aquatic resources delineation for wetlands and streams within the Coastal Zone (this includes 44 work areas that are north of PM 26); a tree inventory; and a fish passage assessment.

Fish Passage Assessment

Analysis was conducted for fish passage at the culvert locations included in the scope of the Project, which included a review of the California Fish Passage Database. Based on database review at the locations, it was determined that fish passage at seven of the eight culverts is low because of no connectivity to streams or rivers.

On May 8, 2020, Caltrans conducted a fish passage assessment, for the culvert at PM 24.16, including visual observations from the edge of the highway to the Caltrans

ROW fence. The culvert inlet is within the ROW and the outlet is outside of the ROW, where an approximate 5- to 6-foot drop exists between the base of the culvert outlet and the creek bed. At the time of the survey, the creek bed was dry, with no anadromous species observed upstream or downstream of the culvert. The culvert at PM 24.16 would constitute a partial barrier to anadromous fish, if species were present in this tributary. The National Park Service was consulted regarding the presence of steelhead and coho salmon, and confirmed that these species are unlikely to occur within this tributary near the culvert location. Although anadromous species are present at the confluence of Olema Creek and its tributary, the tributary between the confluence and the culvert outlet lacks suitable spawning and rearing habitat because of its width and lack of seasonal water flow.

a) Less than Significant Impact

With implementation of Project Features and AMMs identified below, the Project would have a less than significant impact, either directly or through habitat modifications, on any identified candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS), or NOAA Fisheries.

Special-status species potentially present within or adjacent to the BSA are discussed below and included in tabular format in Appendix D.

Coast Rockcress: The Coast rockcress (*Arabis blepharophylla*) is listed as rare by the California Native Plant Society (CNPS). On March 19, 2019, approximately 53 coast rockcress plants were observed in the PM 45.02 rare plant study area. The population is approximately 0.3 mile southwest of the junction of SR 1 and Tomales-Petaluma Road. The population was scattered throughout the rocky substrate of a nearly vertical sandstone cliff, in coastal scrub habitat. The coast rockcress population was visually observed as extending beyond the rare plant study area, further up the nearly vertical sandstone cliffs, and to the north and south of the survey area boundary; however, these individuals were not recorded or counted because this location is outside the study area and not accessible.

The population of coast rockcress observed during rare plant surveys is on the opposite side of SR 1 from where Project activities would occur; therefore, the population would be avoided during construction. Indirect impacts to coast rockcress and any other special-status plants that are near to, but outside of, the BSA would be

avoided through implementation of preconstruction surveys (AMM BIO-1), worker environmental awareness training (AMM BIO-2), special-status plant surveys (AMM BIO-8), the stormwater pollution prevention plan (SWPPP) (Project Feature WQ-1), construction site BMPs (Project Feature WQ-2), delineation of work area boundaries (Project Feature BIO-1), construction site management practices (Project Feature BIO-3), and measures to reduce the spread of invasive species (Project Feature BIO-12).

California Giant Salamander and Western Pond Turtle: The Project would have a less than significant impact on California giant salamander (*Dicamptodon ensatus*) and western pond turtle (*Emys marmorata*). There is a potential for the California giant salamander and western pond turtle to occur onsite at the multiple culvert locations. However, with implementation of preconstruction surveys (AMM BIO-1), worker environmental awareness training (AMM BIO-2), wildlife exclusion fencing (Project Feature BIO-2), and biological construction monitoring (AMM BIO-1), the likelihood of direct impacts to California giant salamanders and western pond turtles, such as injury or mortality from being crushed, is low. If either species is discovered during preconstruction surveys, the individual(s) would be relocated downstream of the work area to appropriate habitat and reported to CDFW.

California Red-Legged Frog: The Project would have a less than significant impact to California red-legged frog (*Rana draytonii*). Suitable upland and dispersal habitat for the California red-legged frog is present at each of the eight culvert replacement locations. Seven of the eight culvert replacement locations include work areas that may serve as seasonal aquatic habitat for adult California red-legged frogs. In addition to adult upland and dispersal habitat, the seasonal plunge pool below the culvert outlet at PM 24.16 may provide aquatic habitat suitable for frog breeding and larval survival. This location is also situated in a forested area that could provide suitable shelter and foraging habitat for adult California red-legged frogs. Because of the presence of suitable habitat and nearby California Natural Diversity Database (CNDDB) occurrences, Caltrans has assumed presence of California red-legged frogs for the Project.

Pursuant to section 7 of the federal Endangered Species Act (FESA), Caltrans has concluded that this Project may affect, and is likely to adversely affect, the California red-legged frog. The implementation of Project Features and AMMs would reduce the likelihood that a take of California red-legged frogs would occur. However, not all adverse effects and potential for take would be eliminated because disturbance of

suitable upland habitat is essential to implementing the Project. The Project would result in direct effects to California red-legged frog upland habitat.

Project activities could also result in the take of California red-legged frogs in the form of harm or harassment. The inadvertent injury and/or mortality of California red-legged frogs could occur if individuals of the species are present in the work areas during construction. Because Project activities would primarily be conducted during the dry season (Project Feature BIO-5), they would not overlap with the California red-legged frog's breeding season. Therefore, this Project is unlikely to result in the take of eggs, larvae, or tadpoles. Harm, harassment, and other direct adverse effects on individuals could result from the capture and relocation of California red-legged frogs that are found during preconstruction and monitoring surveys.

As required under FESA, Caltrans will implement reasonable and prudent measures to minimize and avoid the potential take of the California red-legged frog. The species-specific AMMs for the California red-legged frog include preconstruction surveys for the California red-legged frog (AMM BIO-3), measures to prevent entrapment (Project Feature BIO-13), and USFWS-specific protocols for California red-legged frog relocation and reporting (AMM BIO-4). These AMMs and wildlife exclusion fencing (Project Feature BIO-2) would minimize the potential adverse effects to California red-legged frog. The upland dispersal habitat disturbed by construction would be restored after construction (Project Feature BIO-11). No compensatory mitigation for California red-legged frog is proposed as part of this Project.

Northern Spotted Owl: The Project would have a less than significant impact on northern spotted owls (*Strix occidentalis caurina*). According to the California Spotted Owl Viewer Database, the BSA is located within 500 feet east of the closest northern spotted owl occurrence, near PM 23.2 (CDFW 2019). Northern spotted owl occurrences have only been recorded near the southern portion of the project limits, between PMs 22.8 and 28.5. Field surveys indicate potential suitable foraging habitat in this area.

Pursuant to section 7 of the FESA, Caltrans has determined that this Project may affect, but is not likely to adversely affect, the northern spotted owl, based on a database and literature review, and analysis of effects of construction activities.

Caltrans has determined that the northern spotted owl may occur near the southern portion of the Project limits. However, the Project magnitude is relatively low and the spatial distribution of the Project is consolidated into a single location.

Direct and indirect effects to the northern spotted owl and its habitat may occur as a result of this Project. However, such effects would be insignificant and discountable and, therefore, not anticipated to rise to the level of take.

In addition to the Project Features and general AMMs, the Project would, to the extent feasible, conduct all major tree removal outside the northern spotted owl nesting season, and during the later portion of the northern spotted owl's breeding season (AMM BIO-5).

Tricolored Blackbird: No impacts to tricolored blackbird (*Agelaius tricolor*) nests are anticipated to occur as a result of the Project.

Suitable habitat for tricolored blackbird is adjacent to the BSA and there are 4 CNDDDB occurrences within 5 miles of the BSA. To the greatest extent feasible, Caltrans would conduct vegetation and tree trimming outside of the bird nesting season (February 1 through September 30). Prior to construction, nesting bird surveys would be conducted. If an active nest is identified, a non-disturbance buffer would be established to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. With the implementation of Project Feature BIO-8, the Project would avoid direct impacts to tricolored blackbird nests.

Mammals: The Project would have a less than significant impact on mammal species of special concern, including: American badger (*Taxidea taxus*), pallid bat (*Antrozous pallidus*), western red bat (*Lasiurus blossevillei*), and Point Reyes jumping mouse (*Zapus trinotatus orarius*).

Multiple CNDDDB bat, American badger, and Point Reyes jumping mouse occurrences have been recorded within 5 miles of the BSA. The American badger or Point Reyes jumping mouse may occur in grassland habitat adjacent to the BSA. Densely vegetated areas with canopy covers were also observed in the BSA, near the culvert replacement locations. These areas are likely to be used by foraging bats at night, or by foliage-roosting bats. Large snags and large trees with pronounced crevices or cavities have an increased potential to be used as day roosts by bats in this region.

Trees that are suitable bat roosting habitat would be removed using the two-phase tree removal method (AMM BIO-6). The two-phase tree removal method involves removing limbs from trees on the afternoon of the first day and stumping the trees on the following day. This technique allows any bats that may be using the trees to leave on their own volition; they are then unlikely to day roost in or near any trees from which the limbs were removed.

The Project would result in some loss of potential roosting and foraging habitat; however, the surrounding area at culvert replacement locations provides alternative roosting and foraging options. With the implementation of BIO Project Features and AMMs, the Project would avoid additional direct impacts to these and other small mammal species.

Designated Critical Habitat

There is federally designated critical habitat for the California red-legged frog and yellow larkspur within the BSA. California red-legged frog critical habitat overlaps and surrounds the BSA, from approximately PMs 24.7 to 28.4. Yellow larkspur critical habitat overlaps the BSA, from approximately PMs 45.0 to 45.1.

The Project is not expected to adversely modify or destroy the critical habitat physical and biological features that comprise federally designated critical habitat for the California red-legged frog or the yellow larkspur. Because of Project Features and AMMs that would be implemented by the Project to protect the California red-legged frog, the yellow larkspur, and other protected species and habitats, no indirect effects to critical habitat are anticipated. The Project is not anticipated to appreciably diminish the capability of the critical habitat to satisfy essential requirements of the above species.

Other Species

Other species listed as endangered or threatened under the FESA or California Endangered Species Act (CESA), defined by CDFW as a State Species of Special Concern, or plant species in CNPS Online Inventory of Rare and Endangered Plants were eliminated from further consideration based on: (1) the BSA is outside of the species' range; (2) no suitable habitat is identified in the BSA; or (3) the species were not found during protocol-level plant surveys.

b) Less than Significant Impact with Mitigation

With mitigation, the Project would not have a substantial adverse effect on riparian habitat or on environmentally sensitive natural communities.

Tree Inventory

A tree inventory was conducted in June 2019 to identify the species, size, and location of trees within the BSA. Of the 327 trees inventoried, 209 of those trees (about 64 percent) are located within riparian habitats, and 118 of the trees (about 36 percent) are located within upland habitats.

Attempts to minimize tree removal would include trimming wherever possible to allow plants that reproduce vegetatively to resprout after construction (Project Feature BIO-8). Tree removal may be required at multiple culvert replacement locations. The exact number of trees, their species, and diameters at breast height, would be determined during later Project phases. Riparian trees removed as a result of this Project (culvert replacement) would be replaced onsite at a 3:1 replanting ratio (Mitigation Measure BIO-1). No compensatory offsite mitigation for riparian habitat is anticipated for this Project.

All accessible trees with diameters at breast height of 2 inches or greater are more than 4 feet 2 inches from the existing guardrail, as measured from the outside edge of the metal portion of the guardrail to the closest edge of the tree stem; therefore, tree removal is not anticipated for guardrail clearance. A portion of guardrail replacement area is wooded and was not accessible because of safety reasons; therefore, tree removal could potentially occur in those locations in accordance with the above criteria.

Trees near bicycle safety pullouts and other work areas would be marked as environmentally sensitive areas (Project Feature BIO-1) and would be avoided during construction.

The Marin County Native Tree Protection and Preservation ordinance (Marin County 2012a) applies to protected and heritage trees located on improved and unimproved lots in non-agricultural unincorporated areas of Marin County. Protected and heritage trees include specific species with detailed diameters at breast height, as defined under the Marin County Development Code Chapter 22.130 (Marin County 2012b).

The Marin County Native Tree Protection and Preservation ordinance does not apply to projects located within the Coastal Zone; therefore, it only applies to the work areas south of PM 26.0. Replacement of the culvert at PM 24.16 is anticipated to require tree removal.

Marin County Code 22.26.040 states, “Any trees that are to be removed and for which a Tree Removal Permit is required shall be replaced at a minimum ratio of two new, appropriately sized and installed trees for each tree removed, unless a higher or lower replacement ratio is determined to be appropriate.” Mitigation Measure BIO-1 requires replacement of riparian trees at a ratio of 3:1, which exceeds the replacement ratio required in the Marin County Code.

Environmentally Sensitive Habitat Areas

Section 30240(a) of the California Coastal Act (CCA) calls for the protection of environmentally sensitive habitat areas (ESHAs). ESHAs, as defined in the CCA, include wetlands, waters and riparian vegetation communities, and other habitats that support special-status or rare species. Section 30240(a) states, “ESHAs shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.”

ESHAs within the study areas include coastal wetlands and streams, riparian vegetation, and special-status species habitats. Habitats that support special-status or rare species were discussed in subsection “a” above and are not discussed further in this section. Wetlands and other waters under the jurisdiction of the U.S. Army Corps of Engineers, per Section 404 of the Clean Water Act, are discussed in subsection “c” below. However, under the California Coastal Commission’s (CCC’s) definition of wetlands (California Code of Regulations Section 13577[b]), a wetland need only display one of the parameters typically used to define wetland areas, in contrast to the U.S. Army Corps of Engineers’ use of a three-parameter definition. Therefore, the following discusses coastal wetlands and streams, inclusive of riparian vegetation, as defined by California Code of Regulations Section 13577(b).

Surveys were performed in June and July 2019, within the 44 areas north of PM 26 to include areas that are within the California Coastal Zone. These surveys included the limits of work areas, and a buffer to the edge of Caltrans ROW and beyond the ROW at three locations where permissions to enter were obtained. The California Coastal Zone survey areas were found to support approximately 0.472 acre of coastal wetlands, 1.189 acres of riparian and willow scrub habitat, and 0.44 acre of coastal

creek waters (Caltrans 2019d). These ESHA acreages have yet to be verified by the CCC.

No permanent structures or modifications will be made to ESHAs. The Project would have temporary direct impacts to the following ESHAs: approximately 0.48 acre of riparian habitat, 0.11 acre of wetlands, and 0.13 acre of waters. Impacts would result from construction activities related to culvert replacement, temporary creek diversion system, metal beam guardrail replacement, shoulder backing, and stormwater treatment areas.

Caltrans has minimized Project-related impacts to the greatest extent feasible and will implement Project Features and AMMs to minimize potential effects to ESHAs. Temporarily impacted ESHAs would be fully restored within 12 months of impact, as identified in Mitigation Measures BIO-1 and 2. With this Mitigation Measure incorporated, the Project impacts to ESHAs will be less than significant.

c) Less than Significant Impact

The Project would have a less than significant impact on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, and coastal areas) through direct removal, filling, hydrological interruption, or other means.

An aquatic resources delineation was conducted for federally protected wetlands and other waters as defined by Section 404 of the Clean Water Act (Caltrans 2019e). The 3.47-acre study area covered 9 work areas, including the 8 proposed culvert replacement areas. There was no evidence of wetland features, as defined by Section 404 of the Clean Water Act; however, a total of 0.0211 acre (210 linear feet) of other potential waters of the United States was mapped within the 3.47-acre BSA. This waters of the United States acreage has not been verified by the U.S. Army Corps of Engineers.

Temporary direct impacts to potential waters of the United States would result from dewatering and water diversion activities during culvert replacement. The Project is anticipated to temporarily impact a total of approximately 0.02 acre of potential jurisdictional waters of the United States. The disturbed areas would be restored upon Project completion (Project Feature BIO-11). Any potential waters of the United States near other work sites would be avoided with delineation of work area

boundaries (Project Feature BIO-1). There are no anticipated permanent impacts to waters of the United States.

Indirect impacts to adjacent aquatic features would be avoided with the implementation of Project Features dust control (Project Feature AQ-1), the SWPPP (Project Feature WQ-1), construction site BMPs (Project Feature WQ-2), delineation of work area boundaries (Project Feature BIO-1), and AMM seasonal avoidance of work in aquatic features (Project Feature BIO-5).

d) Less than Significant Impact

The Project would not construct any new permanent barriers to wildlife movement, or otherwise interfere with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Construction activities and wildlife exclusion fencing (Project Feature BIO-2) would temporarily preclude wildlife from the eight culvert replacement work areas. These work areas are potential movement corridors for California red-legged frog and western pond turtle; California red-legged frog may use the vegetated upland areas within the Project area for dispersal, especially during any rain events, and western pond turtles use water to disperse. However, construction would occur during the summer (Project Feature BIO-5), when all the drainages within the Project work areas are anticipated to be dry and rain events are unlikely. Assuming that the culvert replacement work areas are wildlife migratory corridors, the effects of construction work at each location would be: (1) temporary, and (2) unlikely to impede movement because work would occur under dry conditions when these species are less likely to migrate. The disturbed areas would be restored upon Project completion (Project Feature BIO-11). Through these AMMs, this impediment to movements is not expected to affect the habitat's long-term suitability to support wildlife corridors or other animal movements in the future.

e) Less than Significant Impact

This Project would not conflict with any local policies or ordinances protecting biological resources.

The Marin Countywide Plan (Plan) (Marin County 2007) is the comprehensive, long-range general plan that guides land use and development in the unincorporated areas of Marin County. The Plan states, "When removal of native riparian vegetation is

unavoidable in a Stream Conservation Area [i.e. riparian habitat], and mitigation is required, [the Plan rules] require establishment of native trees, shrubs, and ground covers within a period of five years at a rate sufficient to replicate, after a period of five years, the appropriate density and structure of vegetation removed. [The plan rules] require replacement and enhancement planting to be monitored and maintained until successful establishment provides for a minimum replacement or enhancement ratio of 2:1.” The Project’s restoration of riparian vegetation per Mitigation Measure BIO-1 is consistent with this requirement. Therefore, the Project would not conflict with the Marin Countywide Plan goals to preserve and restore the natural environment and the impact would be less than significant with mitigation.

The Marin County Local Coastal Program (LCP) is a land use plan for Marin County’s Coastal Zone that guides land use and development in accordance with the California Coastal Act (Marin County 1981). Impacts to ESHAs within the California Coastal Zone may require the Project to obtain a local Coastal Development Permit.

f) No Impact

This Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Project Features

Project Feature BIO-1: ESA Fencing. Prior to the start of construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) will be clearly delineated using high-visibility orange fencing. The ESA fencing will remain in place throughout the duration of the Project construction, preventing construction equipment or personnel from entering sensitive habitat areas. The final Project plans will depict all locations where ESA fencing will be installed and how it will be installed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs.

Project Feature BIO-2: Wildlife Exclusion Fencing. Prior to the start of construction, the Project footprint will be delineated with temporary, high-visibility wildlife exclusion fencing, as needed, to prevent the inadvertent encroachment of wildlife into the Project footprint. The fencing will be removed only when all construction equipment is removed from the job site. The final Project plans will

depict the locations where the exclusion fencing will be installed, and the type of materials used.

Project Feature BIO-3: Construction Site Management Practices. The following site restrictions will be implemented to avoid or minimize potential effects on listed species and their habitats:

- a. Project-related vehicle traffic will be restricted to established roads and construction areas. Project vehicles will observe a 15-mile-per-hour speed limit while in the Project footprint, except on the current highway.
- b. Construction access, staging, storage, and parking areas will be located within the Project's ROW, outside of any designated ESA or the ROW in areas environmentally cleared and permitted by the contractor. The following areas will be limited to the minimum necessary to construct the proposed Project: access routes, staging and storage areas, and contractor parking. Routes and boundaries of roadwork will be clearly marked prior to initiating construction or grading.
- c. Any borrow material will be certified, to the maximum extent practicable, as being non-toxic and weed free.
- d. All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed at least once daily from the Project footprint.
- e. All pets will be prohibited from entering the Project area during construction.
- f. Firearms will be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.
- g. All equipment will be maintained to prevent the leakage of vehicle fluids, such as gasoline, oils, or solvents. A spill response plan would be developed. Hazardous materials, such as fuels, oils, and solvents, will be stored in sealable containers, in a designated location that is at least 50 feet from wetlands and aquatic habitats.
- h. Vehicles and construction equipment will be serviced, including fueling, cleaning, and maintenance, at least 50 feet from any aquatic habitat unless the activity is separated by topographic or drainage barrier.

Project Feature BIO-4: Dewatering. Dewatering and discharging activities will be conducted according to standard Caltrans requirements.

Project Feature BIO-5: Seasonal Avoidance. Constrain construction, below top of bank, to occur during the dry season, during creek low flows (starting June 15 and ending October 31). Limit work in the creek to when the creek is dry or mostly dry, as much as practicable, or when the creek diversion has been installed. Caltrans will complete advanced tree removal activities outside of the California red-legged frog-breeding season and bird nesting season at the bridge locations.

Project Feature BIO-6: Night Work. During the work that needs to occur at nighttime, direct all lighting downward and toward the active construction area.

Project Feature BIO-7: Agency Site Access. If requested, before, during, or upon completion of groundbreaking and any construction activities, Caltrans will allow access by agency personnel into the Project footprint to inspect the Project and its activities. Caltrans requests that all agency representatives contact the resident engineer (RE) prior to accessing the work site and review and sign the Safe Work Code of Practices, prior to accessing the work site for the first time.

Project Feature BIO-8: Migratory Birds and Nest Avoidance. During the nesting season (February 1 through September 30), a qualified biologist will conduct preconstruction surveys for nesting birds no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active non-game bird nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. To minimize and avoid take of migratory birds, their nests, and their young, Caltrans will conduct vegetation and tree trimming outside of the bird nesting season, prior to construction.

Project Feature BIO-9: Vegetation Removal. Clear any vegetation within the cut-and-fill line or growing in locations where permanent structures will be placed (such as MGS and culvert replacements). Clear vegetation only where necessary and cut above soil level, except in areas that will be excavated for construction. All clearing and grubbing of woody vegetation will occur by hand or using construction equipment, such as mowers, backhoes, and excavators.

Project Feature BIO-10: Erosion Control Matting. Plastic monofilament netting (that is, erosion control matting), rock slope protection filter fabric, geo-textile or similar material will not be used. Acceptable substitutes would include coconut coir matting or tackifying hydroseeding compounds.

Project Feature BIO-11: Replant, Reseed, and Restore Disturbed Areas. Caltrans will restore temporarily disturbed areas to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native grasses and shrubs to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native tree and woody shrub species will be replanted, based on locally sourced native species and the local species composition.

Project Feature BIO-12: Reduce Spread of Invasive Species. To reduce the spread of invasive, nonnative plant species and minimize the potential decrease of palatable vegetation for wildlife species, comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. In the event that noxious weeds are disturbed or removed during construction-related activities, the contractor will be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project area will be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

Project Feature BIO-13: Prevention of Entrapment. At the close of each working day, to prevent the inadvertent entrapment of the California red-legged frog, cover all excavated, steep-walled holes or trenches more than 1 foot deep with plywood or similar materials. If covering an excavation is not feasible, then install one or more escape ramps constructed of earthen fill or wooden planks. Before such holes or trenches are filled, thoroughly inspect them for trapped animals. If at any time a trapped listed animal is discovered, the biologist will immediately place escape ramps or other appropriate structures to allow the animal to escape, or USFWS will be contacted by telephone for guidance. The USFWS will be notified of the incident by telephone and electronic mail within one working day.

Avoidance and Minimization Measures

AMM BIO-1: Approved Biologist. Submit the names and qualifications of the proposed biomonitor(s) to the USFWS and CDFW for approval at least 30 calendar days prior to the start of construction.

- a. Prior to working on the site, the approved biomonitor(s) will submit a letter to the USFWS and CDFW verifying that they possess a copy of the biological opinion (BO), Streambed Alteration Agreement, and other relevant permits for the Project, and understand the *Terms and Conditions*.
- b. The biomonitor(s) will keep a copy of the BO, Streambed Alteration Agreement, and other relevant permit materials in their possession when onsite.
- c. The biomonitor(s) will be onsite during all work that could reasonably result in take of special-status wildlife.
- d. In coordination with the Caltrans RE, the biomonitor(s) will have the authority to stop work that may result in the unauthorized take of special-status species. If the biomonitor(s) exercises this authority, the USFWS or CDFW will be notified by telephone and email within one working day.
- e. At least 30 days prior to the onset of activities, submit to the USFWS and CDFW the name(s) and credentials of biologists who will conduct preconstruction surveys and relocation activities for the listed species. No Project activities will begin until the proponent has received written approval from the agencies that he/she is approved to conduct the work. An agency-approved biologist will be present onsite during the construction of any erosion control fencing or cofferdams, and prior to and during the dewatering activities to monitor for the California red-legged frog. Through communication with the RE or his/her designee, the agency-approved biologist may stop work, if deemed necessary, for any reason to protect listed species; the biologist will advise the RE or designee on how to proceed accordingly.
- f. The RE (or designee) will do the following tasks: (1) Send a letter to the USFWS and CDFW verifying that they possess a copy of the BO and Lake and Streambed Alteration Agreement and understands the *Terms and Conditions*. (2) Maintain a copy of the BO, Lake and Streambed Alteration Agreement, and other relevant permits onsite whenever construction is taking place. (3) Immediately contact the agency-approved biological monitor when a California red-legged frog is

observed within the construction zone. Construction activities will be suspended within a 50-foot radius of the California red-legged frog until the animal leaves the site voluntarily or is relocated by the agency-approved biological monitor. The agency-approved biological monitor will follow established California red-legged frog protocols for relocation of the California red-legged frog.

AMM BIO-2: Worker Environmental Awareness Training. Prior to ground-disturbing activities, have an agency-approved biologist conduct an education program for all construction personnel. At a minimum, the training will include: a description of special-status species, migratory birds, and their habitats; how the species might be encountered within the Project area; an explanation of the status of these species and protection under the federal and state regulations; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; boundaries within which construction may occur; and how to best avoid the incidental take of listed species. The field meeting will include topics on species identification, life history, descriptions, and habitat requirements during various life stages. Emphasis will be placed on the importance of the habitat and life stage requirements within the context of Project maps showing areas where AMMs are to be implemented. The program will include an explanation of applicable federal and state laws protecting endangered species, as well as the importance of compliance with Caltrans and various resource agency conditions.

AMM BIO-3: Preconstruction California Red-Legged Frog Surveys. An agency-approved biologist will conduct preconstruction surveys for the California red-legged frog no more than 20 calendar days prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) beyond the existing pavement. These efforts will consist of walking surveys within the area of ground disturbance and, if possible, accessible adjacent areas within at least 50 feet of the Project limits. The agency-approved biologist will investigate potential cover sites when such investigation is feasible and safe. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the Project limits will be documented and relocated to an adequate cover site in the vicinity. Safety permitting, the agency-approved biologist(s) will investigate areas of disturbed soil for signs of California red-legged frogs within 30 minutes following initial disturbance of the given area.

AMM BIO-4 Protocol for Species Relocation and Reporting. Follow these procedures if California red-legged frogs are encountered in the immediate work area:

- a. If a frog is discovered during surveys or Project activities, the RE and agency-approved biologist will be immediately informed. If a frog gains access to a construction zone, work will be halted immediately within 50 feet, until the animal leaves the construction zone or is removed by the agency-approved biologist. The captured frog will be released within appropriate habitat outside of the construction zone within the creek riparian corridor. The release habitat will be determined by the USFWS-approved biologist.
- b. The agency-approved biologist will have the authority to halt work through coordination with the RE if a frog is discovered within the Project footprint. The RE will ensure construction activities remain suspended in any construction area where the qualified biologist has determined that a potential take of the frog could occur. Work will resume once the animal leaves the site voluntarily, or is removed by the biologist(s) to a release site using USFWS-approved handling techniques, or if it is determined that the frog is not being harassed by construction activities. If take occurs, the biologist(s) will notify the USFWS contact by telephone and electronic mail within one working day.
- c. The biological monitor(s) will take precautions to prevent introduction of amphibian diseases in accordance with the *Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog* (USFWS 2005).
- d. An agency-approved biologist or a licensed veterinarian will care for injured frogs, if necessary. Dead frogs will be preserved according to standard museum techniques and held in a secure location. The USFWS will be notified within one working day of the discovery of a death or injury of frog(s) resulting from Project-related activities or if a frog is observed at the Project site. Notification will include the date, time, location, and any other pertinent information related to the incident or the finding of a dead or injured animal, clearly indicated on a United States Geological Survey (USGS) 7.5-minute quadrangle and other maps at a finer scale, as requested by the USFWS.
- e. Caltrans will submit post-construction compliance reports prepared by the biologist to the USFWS within 60 calendar days following completion of Project activities, or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report will detail: (1) dates that relevant Project

activities occurred; (2) pertinent information concerning the success of the Project in implementing AMMs for listed species; (3) an explanation of failure to meet such measures, if any; (4) known Project effects on the frog, if any; (5) occurrences of incidental take of listed species; (6) documentation of employee environmental education; and (7) other pertinent information.

AMM BIO-5: Vegetation Removal Avoidance for Northern Spotted Owl. To the extent feasible, conduct all major tree removal between October 1 and January 31, prior to the onset of winter rains, outside the northern spotted owl nesting season and during the later portion of the northern spotted owl's breeding season (February 1 to September 30) and one year prior to the start of construction activities. Trees will be stumped and roots left in place until construction commences the following year. Should vegetation removal occur during the northern spotted owl's breeding season, an agency-approved biologist will conduct protocol surveys following the USFWS northern spotted owl survey protocols (USFWS 2012) or most current protocol.

AMM BIO-6: Avoidance for Roosting Bats. An agency-approved biologist will conduct a habitat assessment for potentially suitable bat roosting habitat, within potential tree habitat and anthropogenic structures, between March 1 to April 1, or August 31 to October 15, prior to tree removal or construction-related activities. If the habitat assessment reveals a given location has suitable bat roosting habitat, then the appropriate exclusionary measures will be implemented prior to construction, between March 1 to April 15 or August 31 to October 15.

Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or Project staging to avoid bat roosting habitat. If the habitat assessment reveals suitable bat roosting habitat in trees and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys will be conducted 2 to 3 days prior to any tree removal or trimming.

If presence/absence surveys are negative, then tree removal may be conducted by following a two-phased tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees will only be removed from March 1 through April 15 and/or August 31 through October 15, by following the two-phased tree removal system. The two-phase system will be conducted over two consecutive days. On the first day (in the afternoon), limbs and branches will be removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures

will be avoided and only branches or limbs without those features will be removed. On the second day, the entire tree will be removed. Bats will not be disturbed without specific notice to and consultation with CDFW. If bats are found within trees or anthropogenic structures that are set for removal, new bat roosting habitat will be incorporated into the Project design in consultation with CDFW.

AMM BIO-7: Occupied Northern Spotted Owl (NSO) Habitat. If Project activities occur during the NSO nesting season (February 1 to July 31), then an agency-approved biologist will conduct surveys for NSO following the USFWS's *Protocol for Surveying Proposed Management Activities That May Impact Northern Spotted Owls*, revised January 9, 2012 (or as updated). Surveys will be conducted in accordance with Section 9 of the survey protocol, Surveys for Disturbance-Only Projects. If NSO are detected during surveys, Project activities within 0.25 mile of a nest site will be avoided until the end of the breeding season or until an agency-approved biologist determines the nest is no longer active. An agency-approved biologist should be familiar with NSO ecology, have proven success identifying NSO aurally and visually, and have at least two seasons of experience surveying for NSO using the USFWS protocol.

If Project-generated sound does not exceed ambient nest conditions by over 20 decibels, and total combined sound (ambient and Project-generated) during Project activities does not exceed 90 decibels, then noise impacts would likely be less than significant and surveys may not be necessary (USFWS 2006). Pre-Project sound conditions will be accurately measured and documented to justify a no-survey outcome. Also, the method of sound monitoring to determine whether levels exceed 90 decibels will be adequately described to allow CDFW to comment on the methods.

If take of any species listed under the CESA cannot be avoided, either during Project activities or over the life of the Project, then a CESA Incidental Take Permit will be warranted (pursuant to Fish and Game Code, Section 2080 et seq.).

AMM BIO-8: Special-Status Plant Surveys. During the season prior to the start of construction, an agency-approved biologist will conduct a survey during the appropriate blooming period for all special-status plants that have the potential to occur within the Project site. Surveys will be conducted following *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities*, prepared by CDFW, dated March 20, 2018 (or as revised). If special-status plants are found during surveys, then the Project would be

re-designed to avoid impacts to special-status plants, to the greatest extent feasible. If impacts to special-status plants cannot be avoided completely during construction, then compensatory mitigation will be proposed and the plan will be provided to CDFW for review and approval.

Surveys would be conducted by an agency-approved biologist knowledgeable about plant taxonomy, familiar with plants of the region, with experience conducting botanical field surveys according to vetted protocols.

If take of any species listed under CESA cannot be avoided, either during Project activities or over the life of the Project, then a CESA Incidental Take Permit will be warranted (pursuant to Fish and Game Code, Section 2080 et seq.).

Mitigation Measures

Mitigation Measure BIO-1: Riparian Tree Replacement. Riparian trees that are removed as a result of this Project will be replanted onsite, at a ratio of 3:1, upon Project construction completion.

Mitigation Measure BIO-2: Wetlands and Waters Restoration. Mitigation for temporary impacts to wetlands and waters within the California Coastal Zone will be accomplished through onsite restoration, upon Project construction completion.

Cultural Resources

V. CULTURAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Cultural resource evaluations prepared for this Project include: A *Summary Memo for the State Route (SR) 1 Capital Preventive Maintenance Project in Marin County* (Caltrans 2019f), the *Historic Property Survey Report* (HPSR) (Caltrans 2019g), the *Historical Resources Evaluation Report* (HRER) (2019h), and the *Archaeological Survey Report* (ASR) (Caltrans 2019i). This section summarizes the findings of these memos.

The architectural area of potential effects (APE) includes the town of Tomales in the northern portion of the Project to incorporate the Point Reyes Station Historic District, the Tomales Historic District, and the Olema Valley Dairy Ranches Historic District in the southern portion of the Project. On May 13, 2020, the Point Reyes Station Historic District was assumed to be eligible for the purpose of the Project. Within the town of Point Reyes Station, the architectural APE includes parcels potentially subject to indirect effects. Figures Cultural (CULT) -1 through -12 show the historic resources within the architectural APE. An architectural survey of the Project APE was conducted in August 2018 and a follow-up survey was conducted in October 2018.

The HSPR identified 10 historic resources within the APE that required evaluation for the National Register of Historic Places (National Register). Seven of the historic resources were determined to be not individually eligible for listing in the National Register. Three historic resources were determined to be eligible for listing in the National Register; these are:

- Diekmann's General Store & Post Office, Tomales
- Point Reyes Emporium, Point Reyes Station

- Grandi Company Building, Point Reyes Station

The State Historic Preservation Officer concurred with these determinations on June 13, 2019.

There are two additional built environmental resources within the APE, the Olema Valley Dairy Ranches Historic District, which was listed in the National Register on April 9, 2019; and the Tomales Historic District, which was assumed to be eligible for the purposes of the Project, on January 30, 2019.

The archaeological APE for the Project was established as the full extent of the Caltrans ROW along SR 1, between PMs 22.8 and 31.2; PMs 32.9 and 33.0; and PMs 45.0 and 50.5, and any locations where ground-disturbing activities would take place, to include portions of privately, federally, and state-owned parcels where TCEs would be required.

The ASR documents efforts that were conducted to identify archaeological resources within the APE; these efforts include a records search and archival review of Northwest Information Center files, Caltrans databases, and a pedestrian survey of the APE. Archaeological surveys of the Project APE were conducted in October 2018 and a follow-up survey was conducted in March 2019. The archaeological survey did not identify any archaeological resources within the Project APE.

The Caltrans Office of Cultural Resources Studies completed a Finding of Effect for the Project (Caltrans 2020b), and determined that the Project had a finding of No Adverse Effect on historic properties, under Section 106 of the National Historic Preservation Act (NHPA). The State Historic Preservation Officer concurred on the Finding of Effect on August 6, 2020.

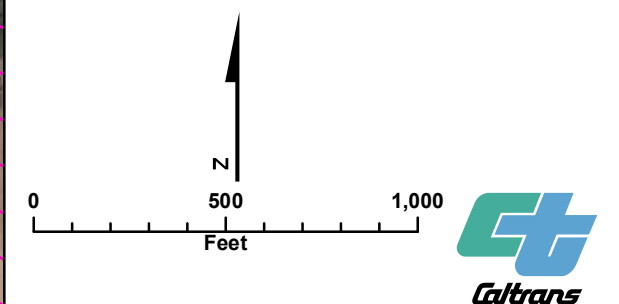
The Native American Heritage Commission was contacted on May 11, 2018, with a request to search their Sacred Land Files for Native American cultural resources within the APE and a list of culturally affiliated Native American parties. On May 15, 2018, a letter initiating Section 106 of the NHPA and CEQA consultation was sent to Mr. Greg Sarris, Chairperson of the Federated Indians of Graton Rancheria. On June 4, 2018, an emailed response was received from Ms. Buffy McQuillen, the Tribal Historic Preservation Officer for the Federated Indians of Graton Rancheria, notifying Caltrans of receipt of the consultation letter. On December 4, 2018, Caltrans staff met with Ms. McQuillen to discuss the Project. Ms. McQuillen requested to be kept



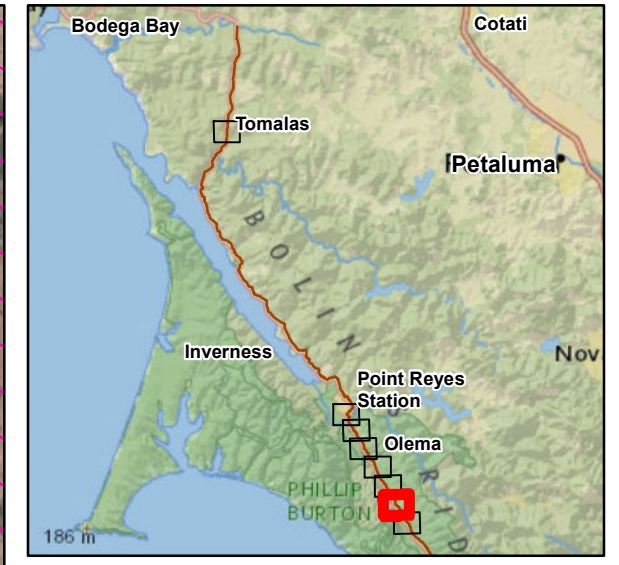
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



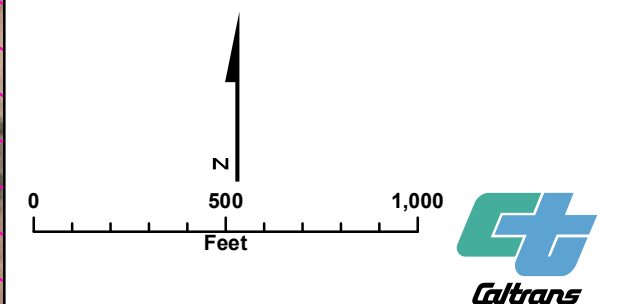
CULT-1
Impacts to Section 4(f) Resources:
Historic Sites
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

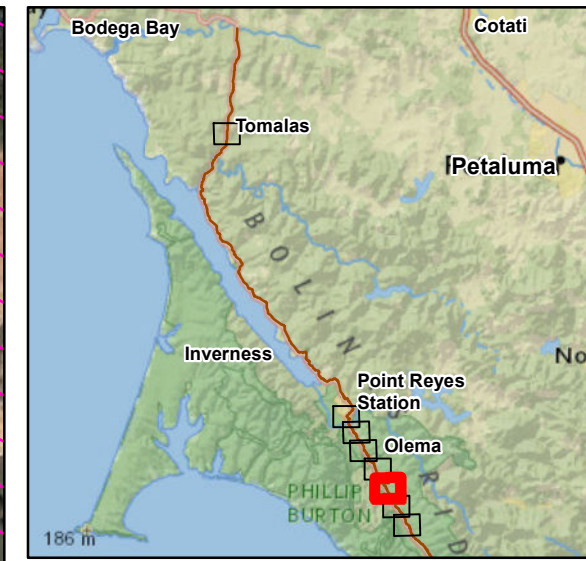
- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources

Imagery: 6/13/2018 and 6/23/2018 MarinMap,
County of Marin, Golden Gate National Parks Conservancy.



CULT-2 Impacts to Section 4(f) Resources: Historic Sites

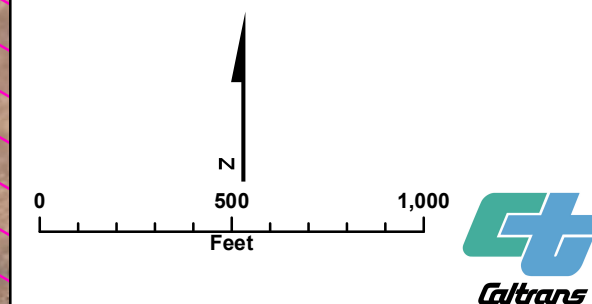
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



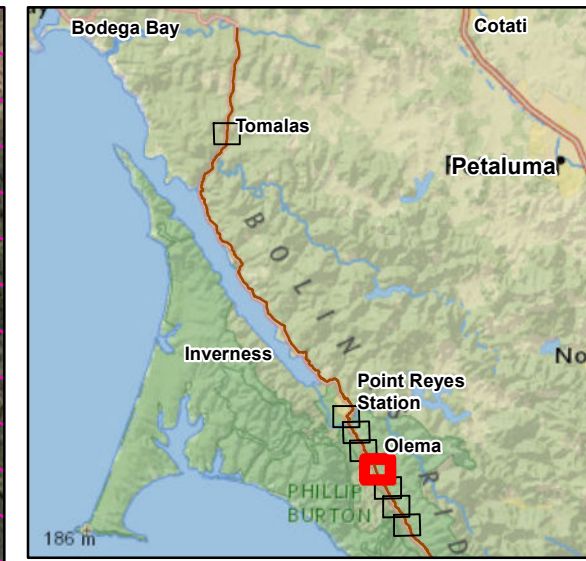
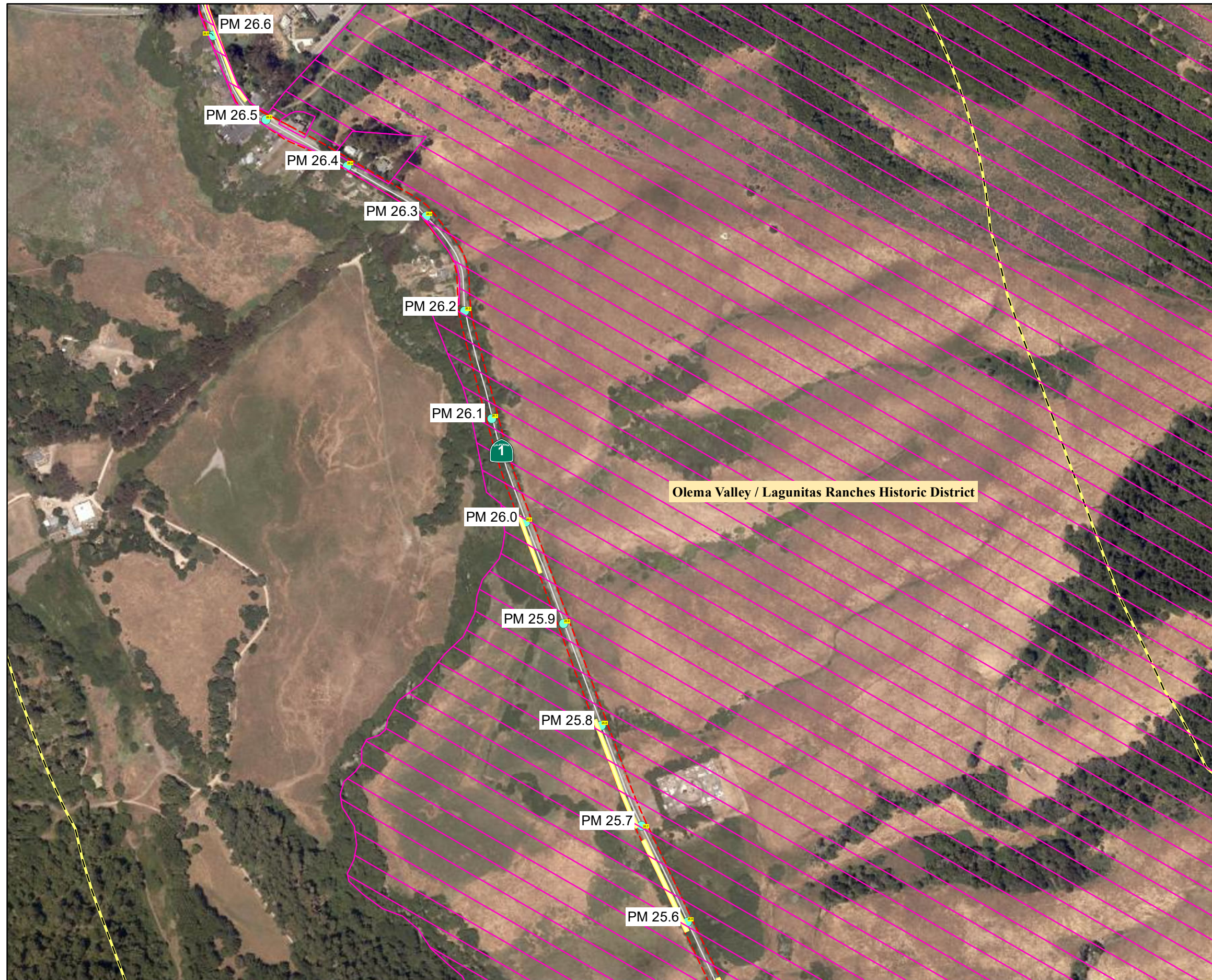
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



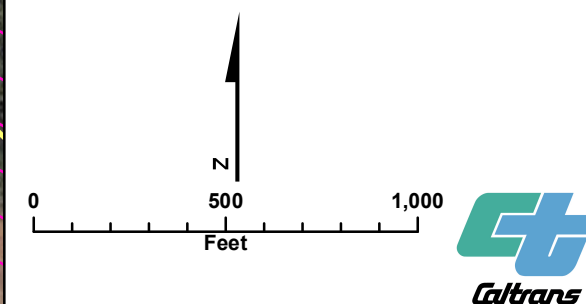
CULT-3
Impacts to Section 4(f) Resources:
Historic Sites
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



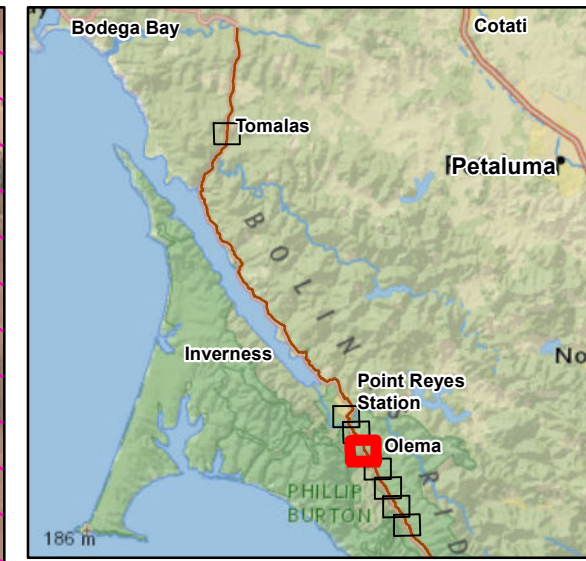
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



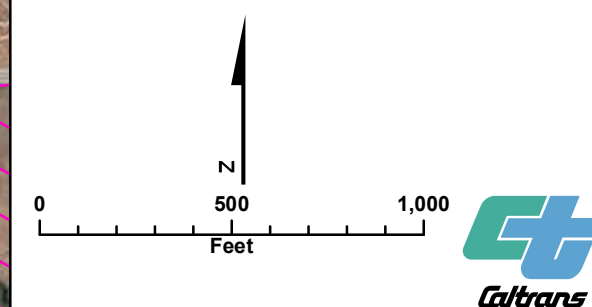
CULT-4
Impacts to Section 4(f) Resources:
Historic Sites
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



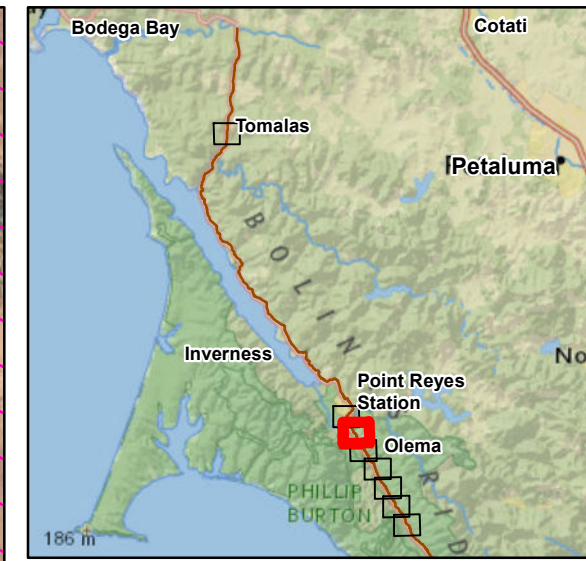
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



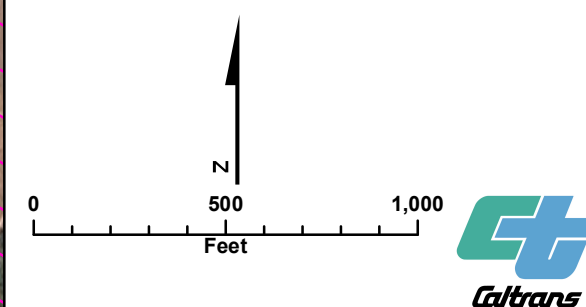
CULT-5
Impacts to Section 4(f) Resources:
Historic Sites
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



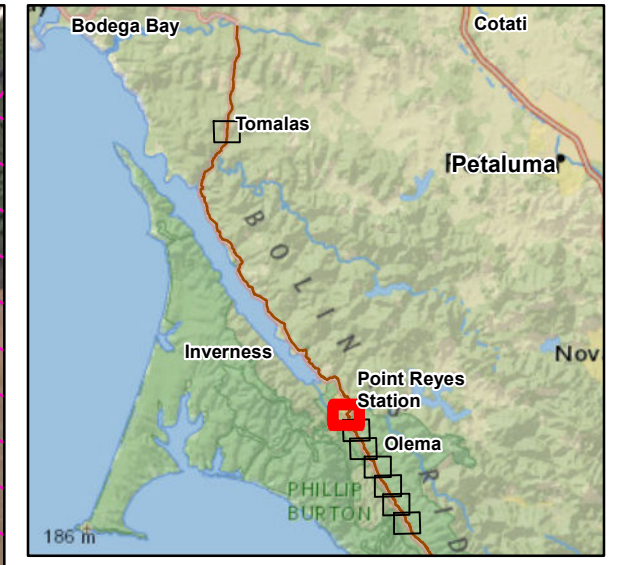
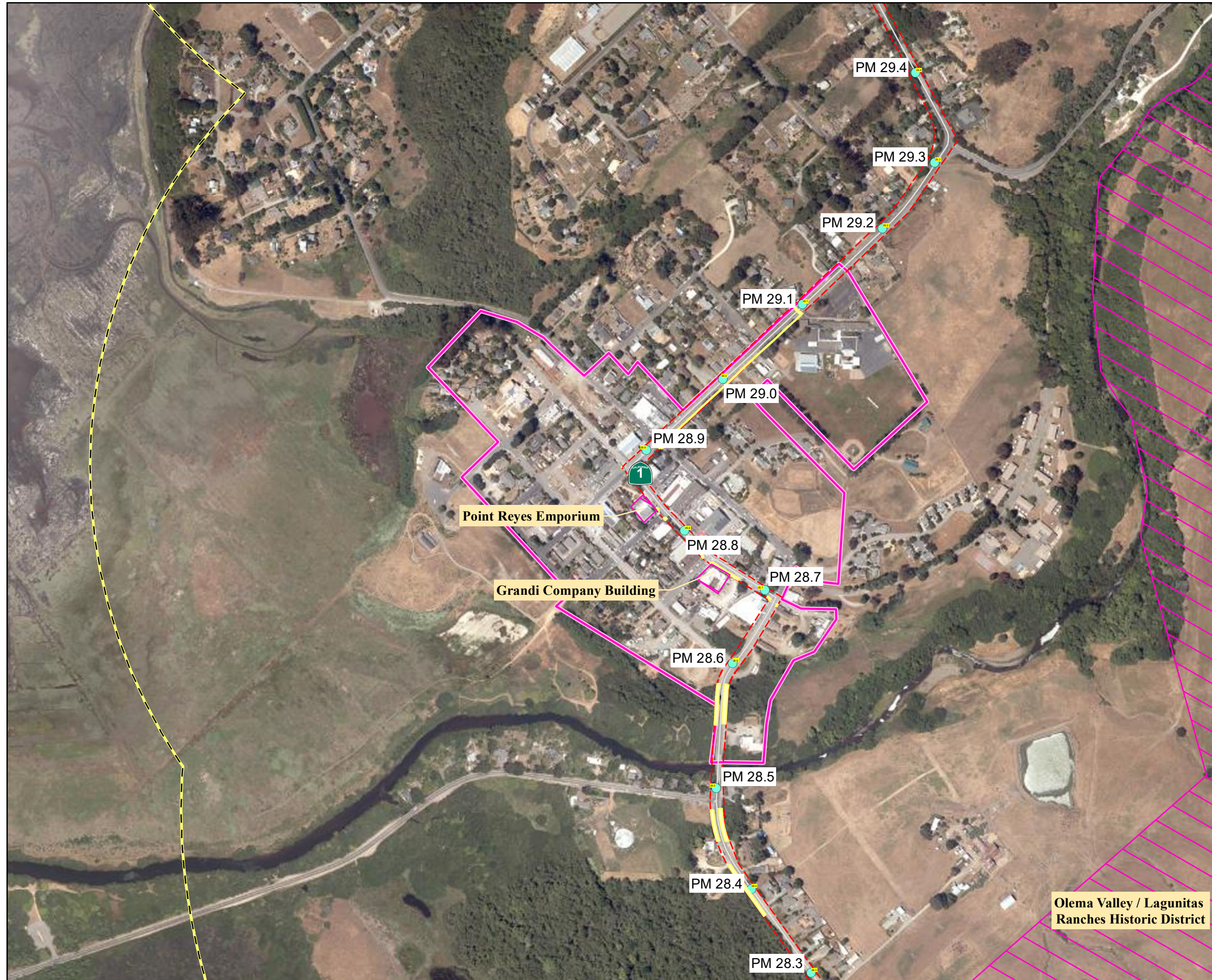
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources
- Point Reyes Station Historic District

Imagery: 6/13/2018 and 6/23/2018 MarinMap,
County of Marin, Golden Gate National Parks Conservancy.



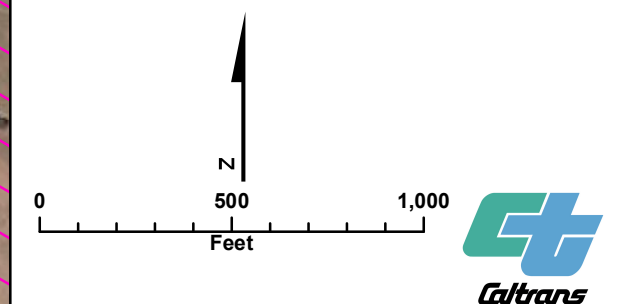
CULT-6
Impacts to Section 4(f) Resources:
Historic Sites
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

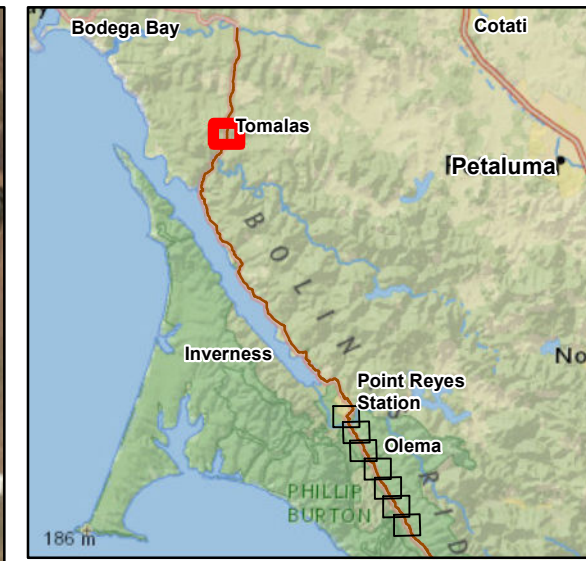
- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources
- Point Reyes Station Historic District

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



CULT-7 Impacts to Section 4(f) Resources: Historic Sites

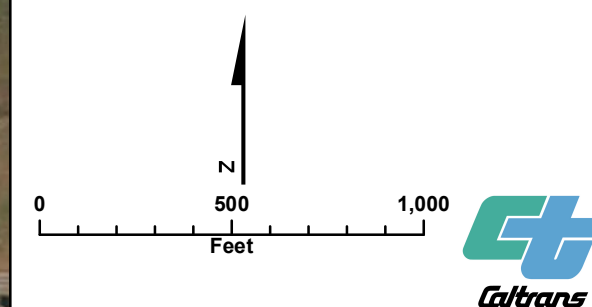
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Half Mile Buffer of Work Area
- Historic Resources

Imagery: 6/13/2018 and 6/23/2018 MarinMap,
County of Marin, Golden Gate National Parks Conservancy.



CULT-8
Impacts to Section 4(f) Resources:
Historic Sites
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California

updated on Project developments and requested copies of the ASR, which was shared in May 2019.

a) Less than Significant Impact

The Project would have a less than significant impact on historic resources. The proposed Project would require various TCEs for curb ramp upgrades adjacent to SR 1 throughout Tomales and Point Reyes Station, and a TCE for curbs adjacent to the historic Diekmann's General Store & Post Office in Tomales and the Grandi Company Building in Point Reyes Station. These TCEs and related Project activity would not adversely affect any structures, landscaping, or supporting infrastructure to these buildings. The impact on these historic resources would be minor, temporary, and have no adverse effect on the qualities, which qualified these sites for listing on the National Register.

The Project would have no adverse effect to the Point Reyes Emporium under Section 106; therefore, no significant impact would occur.

Within the Point Reyes Station Historic District and Tomales Historic District, the Project scope includes the construction of sidewalks and ADA-compliant curb ramps, and installation of signage. These Project elements would have no adverse effect to the two historic districts under Section 106 of the NHPA; therefore, no significant impact would occur.

Within the Olema Valley Dairy Ranches Historic District, the Project scope includes repaving, culvert replacement, bicycle safety widening, and upgrading metal beam guard railing to MGS. These upgrades would have no adverse effects on the resource under Section 106; therefore, no significant impact would occur.

The Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The impact to historic properties would be less than significant.

The potential for impacts from construction vibration to historic resources would be less than significant, as discussed in the Noise section below.

b) No Impact

As described above, no archaeological resources were identified within the APE for this Project; and the Project would be constructed on previously disturbed ground

within fill areas so, discovery of unidentified cultural materials is not anticipated. Therefore, the Project would have no impacts on archaeological resources. If cultural materials were discovered during construction, then Project Feature CULT-1 would be implemented.

c) No Impact

The Project would have no impact on human remains. The Project would be constructed on previously disturbed ground within fill areas; therefore, discovery of cultural materials or human remains is unlikely to occur. Implementation of Project Features CULT-1 and CULT-2 would reduce potential impacts to undiscovered cultural resources.

Project Features

Project Feature CULT-1: Discovery of Cultural Materials. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

Project Feature CULT-2: Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery will halt and Caltrans Cultural Resource Studies Office will be called. Caltrans Cultural Resources Studies Office Staff would assess the remains and, if they are determined to be human, will contact the County Coroner, per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, then the Coroner will contact the Native American Heritage Commission, which would assign a Most Likely Descendant. Caltrans will consult with the Most Likely Descendant on treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Energy

VI. ENERGY: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

a) Less than Significant Impact

The Project would not increase roadway capacity or otherwise alter long-term vehicular circulation that could affect energy use. During construction, BMPs would be implemented for energy efficiency of construction equipment. During Project operation, energy consumption would be limited to routine maintenance. The impact would be less than significant.

b) No Impact

The Project would not conflict with a state or local plan for renewable energy or energy efficiency. There would be no impact.

Geology and Soils

VII. GEOLOGY AND SOILS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
(ii) Strong seismic ground shaking?				X
(iii) Seismic-related ground failure, including liquefaction?				X
(iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

An Environmental Studies for the State Route 1 Capital Preventive Maintenance Project technical memorandum (Caltrans 2018d) was prepared for the Project. This section includes the findings of this study.

The Project is located in the Olema Valley, in the central portion of the Coast Ranges Geomorphic Province of California. The dominant feature of the Olema Valley is the San Andreas Fault, an 800-mile-long fault zone that generally forms the dividing line between major tectonic plates, with the Pacific Plate situated west of the fault and the North American Plate situated east of the fault. The southern portion of the Project is located as close as 0.4 mile east of the San Andreas Fault (USGS 2019).

Soils in the Project vicinity are generally characterized as deep, poorly to well drained, and located on alluvial fans, in basins, on uplands and on coastal uplands and terraces (NRCS 2019, United States Department of Agriculture Soil Conservation Service n.d.).

a(i) – (iv)) No Impact

The Project does not directly or indirectly increase the potential for surface rupture, or strong ground shaking, or expose the public to increased risk of loss, injury, or death. The Project is not located on a geologic unit or soil that is unstable. Therefore, the Project would not increase the potential risk of loss, injury, or death due to seismically related liquefaction. There would be no impact.

The Project would not affect geologic or native soil conditions and would not disturb the native subsurface because the Project would be located on previously disturbed ground. There would be no additional impacts to the public from earthquakes, landslides, liquefaction, or other geologic hazards.

b) Less than Significant Impact

Culvert replacement and curb ramp work would require soil disturbance, which could result in erosion. With Caltrans construction BMPs, outlined in Project Features Water Quality (WQ) -1 and WQ-2, discussed below under Hydrology and Water Quality, the Project would not result in substantial erosion or loss of top soil and the impact would be less than significant.

c, d, f) No Impact

There are no sensitive geologic, paleontological, or mineral resources in the Project limits. No additional impacts to the public from earthquakes, landslides, liquefaction, or other geologic hazards would result from the Project. The Project would be located on previously disturbed ground; no disturbance to the native ground or native subsurface would occur from this Project. Therefore, no impact would occur.

e) No Impact

No septic tanks or alternative wastewater delivery systems would be constructed or affected by the Project; therefore, no impact would occur.

Greenhouse Gas Emissions

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

A *Construction Greenhouse Gas Emissions Analysis* memorandum (Caltrans 2018e) was completed for the Project. This section summarizes the findings of this review.

a) Less than Significant Impact

The GHG emissions resulting from construction activities would not result in long-term impact on the environment. Construction-generated GHG includes emissions resulting from material processing, onsite construction equipment, workers commuting to and from the Project site, and traffic delays from construction. The GHG emissions would be produced at different levels throughout the Project, depending on the activities involved at various phases of construction.

Based on available Project information, the construction-related GHG emissions were calculated using the Road Construction Emissions Model, version 8.1.2, provided by the Sacramento Metropolitan Air Quality Management District. The analysis was focused on vehicle-emitted GHG and carbon dioxide (CO₂) emissions is the single most important GHG pollutant because of its abundance when compared with other vehicle-emitted GHG, including methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbon and black carbon.

For a construction duration of 12 months, the total amount of CO₂ produced as a result of construction was estimated to be 1,928.26 tons. Table 3-1 summarizes the construction-related emissions, including the total carbon dioxide equivalent (CO₂e) emission. Frequency and occurrence of GHG emissions would be reduced through Project Feature GHG-1, described below.

Table 3-1 Construction-related GHG Emissions

	Parameters			Total
	CO ₂ (tons)	CH ₄ (tons)	N ₂ O (tons)	CO ₂ e (MT)*
Total	1,928.26	0.38	0.02	1,763.58

*Gases are converted to CO₂e by multiplying by their GWP. Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO₂.

Notes:

GWP = global-warming potential

MT = metric tons

b) No Impact

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The Project would not contribute to a long-term increase in GHG emissions. Therefore, it is not in conflict with reducing long-term emissions. There would be no impact.

Project Feature

Project Feature GHG-1: Control Measures for Greenhouse Gases. Measures will be determined during later Project phases and implemented during construction to: (1) ensure regular maintenance of construction vehicle and equipment; (2) limit idling of vehicles and equipment onsite; (3) recycle nonhazardous waste and excess material if practicable; and (4) use solar-powered signal boards, if feasible.

Hazards and Hazardous Materials

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

According to the hazardous waste memorandum prepared for the Project, there is the potential for encountering hazardous materials during the construction stage of the Project (Caltrans 2018c). Limited testing may need to be conducted during the later Project phases, including a site investigation to handle potential soil contamination levels in the Project limits to inform appropriate conditions to minimize impacts during construction.

a, b) Less than Significant Impact

The Project would not create a significant hazard to the public related to the routine transport, use, or disposal of hazardous materials, and would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Caltrans Standard Specifications BMPs would be implemented to prevent spills or leaks from construction equipment, as well as from storage of materials, such as fuels, lubricants, and solvents. All aspects of the Project associated with removal, storage, transportation, and disposal would be in strict accordance with the appropriate regulations of the California Health and Safety Code. Handling of hazardous materials would comply with Caltrans Standard Specification 14-11, Hazardous Waste and Contamination, which outlines handling, storing, and disposing of hazardous waste. The impact would be less than significant.

c) Less than Significant Impact

Schools within the Project vicinity are part of the Shoreline Unified School District. The Project is located adjacent to West Marin Elementary School on SR 1 in Point Reyes Station, approximately 0.1 mile west of Tomales Elementary School in Tomales, and approximately 0.5 mile west of Tomales High School in Tomales. There are no nearby airports.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. While West Marin Elementary School is adjacent to the Project area and Tomales Elementary School is located within 0.1 mile of the Project area, handling of hazardous materials would comply with Caltrans Standard Specification 14-11, Hazardous Waste and Contamination, which outlines handling, storing, and disposing of hazardous waste safely. Therefore, the impacts would be less than significant.

d) No Impact

The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. Based on a review of the State Water Resources Control Board (SWRCB) GeoTracker database (SWRCB 2019), one underground storage tank (UST) was found in the Project vicinity, within Point Reyes Station. The UST is not located near proposed culvert replacements and would not be affected by the Project. Compliance with Caltrans Standard Specifications 14-11, Hazardous Waste and Contamination (Caltrans 2018f), is required. There would be no impact.

e) No Impact

The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. There would be no impact.

f) Less than Significant Impact

The Project would minimally interfere with any emergency response or evacuation plan. Potential traffic delays would result from construction activities, which may require up to an 8-hour lane closure of SR 1. One-way traffic control and one lane closure would be required in rural areas of SR 1, while detours would be provided during construction in Point Reyes Station (Appendix A, Maps 20 and 21). Prior to construction, a traffic management plan (TMP) (see AMM Transportation and Traffic [TRANS] -1 in the Transportation and Traffic section) would be developed to control traffic, minimize traffic delays and provide alternative routes. Emergency response times are not anticipated to change during construction because the TMP would provide priority to emergency vehicles during one-way traffic control. The TMP would provide instructions for emergency response or evacuation in an emergency. In addition, the Project would not conflict with any other emergency response or evacuation plan. The impact would be less than significant.

g) No Impact

The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Caltrans proposes to upgrade existing facilities on SR 1, and would not have occupants or require installing associated infrastructure that would exacerbate fire risk or expose people or structures to risks. There would be no impact.

Hydrology and Water Quality

X. HYDROLOGY AND WATER QUALITY: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or offsite;				X
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
(iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Caltrans completed the following hydrology and water quality technical studies for the Project, the *Location Hydraulic Study* (Caltrans 2017a), *Water Quality Study*, and *Stormwater Data Report* (Caltrans 2019j and 2019k). This section summarizes the findings of that review.

The Project location and scope are not subject to tidal influence of current or future sea-level rise as provided in the *State of California Sea-Level Rise Guidance, 2018 Update* (California Ocean Protection Council, 2018). Therefore, discussion of sea-level rise is not included in this document.

This Project is located within two Regional Water Quality Control Boards. The southern portion of the Project (PM 22.80 through 33.0) is located within the San Francisco Regional Water Quality Control Board (Region 2). This segment is in the

Hydrologic Sub-Area (HSA) 201.13 and the Tomales Bay – Frontal Pacific Ocean Watershed.

The northern portion of the Project is located within both the North Coast Regional Water Quality Control Board (Region 1) (PMs 46.50 through 50.50) and Region 2 (PMs 45.00 through 46.50). HSA 201.12 and the Walker Creek Watershed contains PMs 45.00 through 46.50. The remaining portion of the segment is in HSA 115.40 and the Salmon Creek – Frontal Pacific Ocean Watershed.

a) Less than Significant Impact

The proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Multiple water bodies are located within and around the Project vicinity, and are on the 303(d) list of impaired water bodies for California. These include Olema Creek, Lagunitas Creek, Tomales Bay, Bodega Hydrologic Unit Estero de San Antonio Hydrologic Area, Stemple Creek, Estero de San Antonio, Estero Americano Hydrologic Area, Americano Creek, and Walker Creek.

The SWRCB issued a statewide Construction General Permit for construction activities (2009-0009-DWQ, CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ) (CGP). The CGP applies to stormwater discharges from land where clearing, grading, and excavation result in a disturbed soil area (DSA) of one acre or greater. Projects subject to the CGP require a SWPPP per the Department's Standard Specification 13, "Water Pollution Control." The Project would create 0.92 acre of net new impervious surface area. The Project, along with treatment proposed for other Caltrans projects (see Section 2.2.3 Stormwater Treatment Areas) would result in a net increase of impervious surface area of approximately 2.62 acres; therefore, a SWPPP would be required as described in Project Feature WQ-1, presented below. The disturbed soil area for the project would be 2.5 acres, and the post-construction treatment area (new net impervious surface area) would be 2.62 acres.

Potential temporary impacts to existing water quality would result from active construction areas, which could lead to the release of fluids, concrete material, construction debris, sediment, and litter beyond the perimeter of the Project site. Implementation of Project Feature WQ-2, temporary construction site BMPs, as described below, would be used for sediment control and material management. A

stream diversion system and dewatering area would be needed as a result of the proposed culvert work.

Caltrans anticipates a 401 water quality certification would be required for this Project because of work and fill in waters of the United States. This Project would need to consider permanent water quality treatment BMPs, as discussed in Project Feature WQ-3 below. The net new impervious surface is calculated to be 0.92 acre, and would also provide an additional 1.7 acres of stormwater treatment as a result of commitment from another Caltrans Project (see Section 2.2.3, Stormwater Treatment Areas). The Project would provide a total of 2.62 acres of stormwater treatment.

With implementation of Project Features WQ-1, 2, and 3, the Project would not substantially degrade surface water quality and the impact would be less than significant.

b) No Impact

The Project would have no effect to groundwater supplies or groundwater recharge areas in the Project vicinity. There would be no impact.

c(i), (ii), (iii), (iv)) No Impact

The Project would not substantially alter the existing drainage pattern of the Project site and would not result in substantial erosion or siltation. The Project would not result in an increase of surface runoff, create runoff that would exceed existing storm drain systems, or create substantial additional sources of polluted runoff. The Project would not impede or redirect flood flows. There would be no impact.

d) No Impact

No floodplain impacts from the Project are expected. While SR 1 pavement is within the Federal Emergency Management Agency 100-year floodplain in several locations, as defined by the agency's Flood Insurance Rates Maps (numbers 06041C0245D, 06041C0241D, 06041C0233D, 06041C0229E, 06041C0230E, and 06041C0045D), the resurfacing strategy would be to cold plane the existing pavement to a depth of 0.25 foot and resurface with an equivalent section thickness of 0.25 foot. No new impervious surface areas would be constructed within the floodplain. Therefore, the paving would have no impact on the floodplain.

The proposed Project is not in seiche or tsunami zones. There would be no impact.

e) No Impact

The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There would be no impact.

Project Features

Project Feature WQ-1: Stormwater Pollution Prevention Plan. To comply with the CGP, the Project contractor is required to implement a SWPPP containing BMPs for stormwater pollution control. The SWPPP would be prepared by the contractor and approved by Caltrans, and detail the implementation of temporary construction site BMPs during all phases of construction to avoid or minimize stormwater and effects to surface water, groundwater, or domestic water supplies. The SWPPP will include erosion control BMPs implemented, to minimize wind- or water-related erosion. These prevention measures will also fulfill the requirements of the San Francisco RWQCB. The Caltrans BMP Guidance Handbook will provide the design staff with guidance for including appropriate provisions in the construction contract that will prevent or minimize stormwater and non-stormwater discharges and protect sensitive areas. At a minimum, protective measures will include the following:

- Any discharging of pollutants from vehicle and equipment cleaning into any storm drains or watercourses will be disallowed.
- Vehicle and equipment fueling and maintenance operations will be kept at least 50 feet away from watercourses, except at established commercial gas stations or an established vehicle maintenance facility.
- All grindings and asphaltic-concrete waste will be stored within previously disturbed areas absent of habitat and at a minimum of 50 feet from any downstream riparian habitat, aquatic habitat, culvert, or drainage feature.
- Dedicated fueling and refueling practices will be designated as part of the approved SWPPP. Dedicated fueling areas will be protected from stormwater runoff and be located at least 50 feet from downslope drainage facilities and water courses.
- Fueling must be performed on level-grade areas. Onsite fueling will only be used when and where sending vehicles and equipment offsite for fueling is impractical. When fueling must occur onsite, the contractor will designate an area to be used

subject to the approval of the RE representing Caltrans. Drip pans or absorbent pads will be used during onsite vehicle and equipment fueling.

- Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment.
- Dust control measures will be implemented. These will consist of regular truck watering of construction access areas and disturbed soil areas, including the use of organic soil stabilizers, if required, to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of tackifier to control dust emissions blowing off of the ROW or out of the construction area during construction will be included in the construction contract. Watering guidelines will be established to avoid any excessive runoff that may flow into contiguous areas. Any material stockpiles will be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion. All of these efforts will be consistent with the RWQCB or approved SWPPP. Dust control will be addressed during the environmental education session.
- Coir rolls or straw wattles will be installed along or at the base of slopes during construction to capture sediment.
- Graded areas will be protected from erosion using a combination of silt fences, fiber rolls along toes of slopes or along edges of designated staging areas, and erosion control netting (such as jute or coir) as appropriate on sloped areas.

Project Feature WQ-2: Construction Site BMPs. To prevent or reduce impacts to water quality during construction, construction site BMPs would be deployed for sediment control and material management. These include:

- **Job Site Management:** This non-stormwater discharge and waste management practice includes considerations for operations, illicit discharge detention and reporting, vehicle and equipment cleaning, vehicle and equipment fueling, and material use.
- **Temporary Fiber Rolls:** A fiber roll consists of straw or other similar materials placed on the face of the slopes at regular intervals to intercept runoff, reduce its flow velocity, release the runoff as sheet flow, and provide removal of sediment from the runoff.

- **Silt Fence:** A silt fence is a temporary linear sediment barrier of permeable fabric designed to intercept and slow the flow of sediment-laden sheet flow runoff. Silt fences allow sediment to settle from runoff before water leaves the construction site. Silt fences are placed below the toe of exposed and erodible slopes, downslope of exposed soil areas, around temporary stockpiles and along streams and channels. Silt fences should not be used to divert flow or in streams, channels, or anywhere flow is concentrated.
- **Drainage Inlet Protection:** Drainage inlet protection is a practice to reduce sediment from stormwater runoff discharging from the construction site prior to entering the storm drainage system. Effective drainage inlet protection allows sediment to settle out of stormwater or filters sediment from the stormwater before it enters the drain inlet. Drainage inlet protection is the last line of sediment control defense prior to stormwater leaving the construction site.
- **Portable Concrete Washout:** This waste management BMP contains procedures and practices that would minimize or eliminate the discharge of concrete waste materials to the storm drain systems or watercourses.
- **Temporary Cover:** This BMP involves the placement of geosynthetic fabrics (geotextiles), plastic covers, or erosion control blankets/mats to stabilize DSAs and protect soil from erosion by wind or water.
- **Stockpile Management:** This BMP consists of procedures and practices to eliminate pollution of stormwater from stockpiles of soil and paving materials (such as concrete rubble, aggregate, and asphalt concrete). These procedures include locating stockpiles away from drainages, and providing perimeter sediment barriers, soil stabilization, and wind erosion control measures.
- **Solid Waste Management:** This BMP consists of procedures and practices to minimize or eliminate the discharge of pollutants to storm drain systems or watercourses as a result of creation, stockpiling, or removal of construction site wastes. Measures include education as well as collection, storage, and disposal practices (such as, plywood and tarp directly on streambed).
- **Stream Diversion System:** The system consists of upstream and downstream berms, with a pipe conveying runoff to create a dry working environment for temporary access. The system would be required at specific culvert locations and used during the summer months for one or both summers of the construction

period. Each stream diversion system would be removed immediately after in-stream work is completed at the location, and would not be left in place during the wet season (typically beginning October 15). A risk analysis would be done to determine the design flow for the stream diversion system.

Project Feature WQ-3: Permanent Treatment BMPs. Permanent treatment BMPs are as follows:

- **Design Pollution Prevention BMP Strategy:** The goal of an effective erosion control strategy is to maintain the natural preconstruction conditions. Existing vegetation would be preserved to the maximum extent practicable, and areas disturbed by construction activities would be minimized using construction site BMPs. Preservation involves the identification and protection of desirable vegetation to provide erosion and sediment control benefits.
- **Treatment BMP Strategy:** Treatment BMPs would address the post-construction water quality impacts and remove pollutants from stormwater runoff before discharging to receiving waters. The Project currently proposes the use of biofiltration strips as the stormwater treatment devices to meet Project requirements. The locations for the biofiltration strips would be determined during later Project phases.

Land Use and Planning

XI. LAND USE AND PLANNING: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

SR 1 within the Project limits is used as the primary access road to the West Marin County coastal areas, providing access to state and national parks, other public parks, beaches, vista points, and visitor-serving facilities. State parks include Point Reyes National Seashore, Tomales Bay Ecological Reserve, and Tomales Bay State Park. Some stretches of SR 1 in the Project limits contain farmland of local importance and some farmland under Williamson Act contracts.

Other land uses include rural residential and clustered areas of visitor-serving commercial and tourist accommodations, such as restaurants, hotels, and bed and breakfast establishments, particularly in the towns of Point Reyes Station and Tomales. No changes in land use would occur from the Project in the Project vicinity.

a) No Impact

The Project would not physically divide an established community. There would be no impact.

b) No Impact

Consistency with State, Regional, and Local Plans and Programs

Land use plans, policies, and regulations that are applicable to the Project include the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013 to 2040 (ABAG and MTC 2017); Marin Countywide General Plan (Marin County 2007), Marin County's LCP (Marin County 1981), the Coastal Zone Management Act of 1972, and the Point Reyes Station Community Plan (Marin County 2001).

State recreational land uses in the vicinity of the Project corridor include Point Reyes National Seashore, and the Tomales Bay Ecological Reserve, which contains the Tomales Bay Fishing Area. TCEs would be required within each of these park

properties during construction; however, land use within these recreational lands would not change as a result of the Project.

Local Coastal Plan

The Project is located in the Marin County LCP Unit 2 of Marin County's Coastal Zone, the coastal area from Olema north to the Sonoma Marin County border (Marin County 1981). The LCP is a land use plan for Marin County's coast to guide its future development and assure that coastal resources are properly used and protected.

Coastal Zone Management Act

The proposed Project lies within the California Coastal Zone. Resources within this zone are protected by the Coastal Zone Management Act of 1972. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the CCA, to protect the Coastal Zone. The policies established by the CCA include: the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The CCC is responsible for implementation and oversight under the CCA.

The CCA delegates power to local governments to enact their own LCPs; in this case, the Marin County LCP (Marin County 1981). The state-certified LCP is a portion of the Marin County General Plan and includes visual resources policies and recommendations under the "Development" section of the CCA. The Marin County LCP determines the short- and long-term uses of coastal resources in their jurisdiction, consistently with the CCA goals.

The Project is primarily within the permitting jurisdiction of Marin County, and would require a local coastal development permit for construction.

The policies of the CCA (PRC Division 20) give the highest priority to the preservation and protection of Prime Agricultural Land and Timber Lands. On lands not needed for the above, the next priority goes to public recreation and visitor-serving facilities.

Key provisions of the CCA and the Marin County LCP are provided below along with an evaluation of permitting activities of the proposed Project (see Tables 3-2 and 3-3).

Table 3-2 Key Provisions of the California Coastal Act

Policy Number	Subject of Policy	Coastal Zone Assessment
Section 30210	Provide maximum public access and recreational opportunities.	The proposed Project would improve coastal public access by maintaining the safety and reliability of SR 1.
Section 30211	Note that development shall not interfere with public access to the sea.	The proposed Project would maintain the safety and reliability, and continue to provide public access to the ocean as described above.
Section 30212	For new development projects, provide for public access to the shoreline and along the coast.	The proposed Project would not be considered new development.
Section 30252	Public Access	The proposed Project would maintain reliability of SR 1, bicycle safety pullouts, and public access to the ocean as described above. Public access would not be affected by the proposed Project.
Section 30221	Protect suitable oceanfront land for recreational use.	The Project would not impact public access to recreational facilities or oceanfront land.
Section 30231	Biological activity; water quality	Biological and water quality resources would potentially be temporarily affected by construction of the proposed Project; however, all impacts would be minimized, and the affected areas would be restored to pre-existing conditions. Project Features and AMMs would be incorporated to minimize environmental effects to biological resources, wetlands, and water quality.
Section 30233	Diking, filling, dredging of wetlands	The Project would not include diking, filling, or dredging of wetlands. The Project has been designed to avoid wetland impacts as much as possible. Potential wetland impacts would be mitigated to a no-net-loss level during the permitting phase.
Section 30235	Construction altering natural shoreline	The Project would not alter the natural shoreline of the Pacific Ocean. By replacing culverts and right-sizing pipes that convey water from creeks and natural runoff, the Project would reduce erosion and sedimentation of downstream waters and the Pacific Ocean.
Section 30240	ESHAs	Temporary direct impacts to ESHAs, in the form of coastal aquatic resources, would result from culvert replacement, temporary creek diversion system, metal beam guardrail replacement, and shoulder backing, and may also result from stormwater treatment areas. AMMs and Project Features would reduce these impacts.

Policy Number	Subject of Policy	Coastal Zone Assessment
Section 30241-30242	Agricultural land	Although Prime Farmland and Williamson Act parcels exist within the Project study area, the Project would not affect these resources.
Section 30244	Archaeological/paleontological resources	The Project would not result in an adverse effect to archaeological and historical resources. The Tomales Historic District and the Olema Valley Dairy Ranches Historic District would not be adversely affected by the Project. No effects to paleontological resources are anticipated.
Section 30251	Scenic and visual qualities	The Project would not result in adverse effects to scenic vistas/resources in the Project study area. The Project was designed such that scenic and visual qualities of coastal areas would be protected as a resource of public importance. The Project would not alter natural landforms.
Section 30254	Public works facilities	With the proposed Project, SR 1 would remain a two-lane coastal scenic roadway.
Section 30604	In coastal development permits, include a finding that the development is in conformity with public access and public recreation policies.	The Project would conform with public access public recreational policies, and bicycle safety pullouts for public access.
Section 30609.5	Consider state lands between the first and public roadway to the ocean.	Caltrans would maintain the land devoted to the existing SR 1 highway and its use for public access to the ocean.
Section 30706	Coastal hazards	The purposes of the Project are to maintain continued connectivity for SR 1, and increase reliability.

Table 3-3 Key Provisions of the Marin County Local Coastal Program

Policy Subject	Coastal Zone Assessment
Shoreline Access	The Project would improve coastal public access by increasing the safety and reliability of SR 1. This would be accomplished through minimizing emergency road closures to SR 1, which would interfere with shoreline access to parks, beaches, and oceanfront land.
Recreation and Visitor-Serving Facilities	The Project would not interfere with public access to the ocean and the beach. Coastal recreation and visitor-serving facilities to include bicycle safety pullouts for public access would be protected and maintained.
Transportation	The Project would improve coastal public access and bicycle safety pullouts by increasing safety and reliability of SR 1.
ESHAs	Potential adverse effects to ESHAs have been reduced to the extent practicable through Project Features, AMMs, and mitigation. The Project would minimize impacts to ESHAs; and mitigation for impacts to ESHAs, in the form of coastal waters, through onsite restoration (Mitigation Measure BIO-2).

Policy Subject	Coastal Zone Assessment
Agriculture	Although Prime Farmland and Williamson Act contracts exist within the Project study area, the Project would have no effect on these resources.
Public Works	The Project would not adversely affect public works in the Project study area. Caltrans would submit the Project to Marin County for review, comments, and findings as to its conformity with the LCP during the coastal development permit process.
Coastal Watersheds	The Project would be consistent with Marin County's LCP, because it would improve highway reliability with culvert replacements that would minimize erosion and sedimentation, which could harm coastal resources.
Visual and Scenic Resources	The Project would not result in adverse effects to scenic vistas/resources. The Project was designed such that scenic and visual qualities of coastal areas would be protected as a resource of public importance. The Project would not alter natural landforms.
Hazards	The purposes of the Project are to maintain continued connectivity for SR 1.
Archaeology	The Project would not result in an adverse effect to an archaeological resource.
Air Quality	No air quality impacts are anticipated the Project.

Marin County State Route 1 Repair Guidelines

Caltrans prepared the *Marin State Route 1 Repair Guidelines* (Caltrans 2015), in coordination with the CCC, National Park Service, California Department of Parks and Recreation, and Marin County, to promote stewardship and sustainability of state transportation resources through a shared vision with respect to coastal resources within the Coastal Zone. The objective of these repair guidelines is to provide guidance that integrates and balances safety, mobility, and maintenance goals with environmental values. These guidelines are not a policy plan, but instead provides a framework to enable more timely repairs that are not only functional, but also are consistent with the landscape, uses, and regulatory and land management policies associated with SR 1.

The relevant guidelines that apply and would be incorporated into the Project design are listed in Table 3-4.

Existing SR 1 would remain open during construction, with implementation of temporary one-way traffic control as needed. Lane closures, existing pullout areas, and other Caltrans ROW would be used for construction parking, staging, and stockpiling of materials.

Table 3-4 Marin State Route 1 Repair Guidelines

Design Guideline	SR 1 Repair Recommendations	Project Design Features
Parking, Pullouts, Unpaved Shoulders, and Turnouts	No net loss of parking, pullouts, or turnouts. Non-pavement treatments should be used where feasible. Other roadway uses or development of the area beyond the shoulder should be minimized and fit in with the natural environment.	The Project would pave approximately 2,815 linear feet of shoulder stretches for bicycle safety. The Project would result in elimination of one or more existing parking spaces to accommodate larger curb ramp footprints.
Drainage Features	Drainage pipes should be hidden from view where feasible. Pipes that cannot be hidden should be colored with earth-tone coating to conceal them. Concrete drainage features should be colored to match adjacent earth tones. Drainage rock used as dissipaters should be colored in earth tone to reduce visual impacts. Inlets should be sited outside of where bicyclists are most likely to ride, if feasible, and should use bicycle-proof grates.	The Project would use colored treatment and existing earth tones to conceal drainage features after culvert replacement.
Railing	Metal beam guard railing is the preferred type, where railing is required. Wooden posts and matte finishes on railing should be used where feasible. Metal beam guard railing is a consistent and familiar feature along the SR 1 corridor. It provides transparency and context sensitivity, and is cost effective. Continuity in railing type is important to avoid visual intrusion caused by dissimilar roadside features.	The Project would use metal beam guard railing to be consistent with existing railing and would incorporate context-sensitive design.
End Treatments	Where practical, see-through concrete barriers and railings should be terminated with a buried end section. If not feasible, an inline end section should be used. Buried and inline end sections minimize visual impacts. Design solutions that avoid the need for crash cushions (which would be visually intrusive) are encouraged.	The Project would use end treatments that minimize visual intrusion to highway users. Crash cushions are not included in the Project.
Lane Width	Preserving the existing, scenic, two-lane character of SR 1 is the primary goal. Less than 12-foot lane widths may be considered.	The Project would preserve the existing two-lane scenic character of SR 1. The Project would not change the SR 1 alignment.

Design Guideline	SR 1 Repair Recommendations	Project Design Features
Shoulder Width – Rural Locations	Paved shoulder widths of 4 feet (or less) are preferred. Considerations include avoiding negative project impacts that would be significant under applicable resource protection policies and accommodating cyclists according to project-specific topography and context. However, a 4-foot (or less) shoulder width can be used to promote the rural character of the roadway, provide space for multimodal users, and reduce visual impacts caused by the full geometric cross section. Such widths should be considered in sensitive areas.	The Project would not change shoulder widths along SR 1. The Project would include paving approximately 2,815 linear feet of shoulder stretches for bicyclist safety. The Project would result in elimination of one or more existing parking spaces in Point Reyes Station, to accommodate larger curb ramp footprints.

Source: Caltrans 2015.

In summary, the Project would not conflict with any land use plan, policy, or regulation adopted to mitigate an environmental effect. The Project would be consistent with the Marin County General Plan, Marin County's LCP, the Coastal Zone Management Act, the Marin State Route 1 Repair Guidelines, and other local, regional and state policies. The Project would increase safety for vehicles, bicyclists, pedestrians, and coastal access. There would be no impacts.

Mineral Resources

XII. MINERAL RESOURCES: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a-b) No Impact

The Project would not result in the loss of availability of a known mineral resource or result in the loss of availability of a locally important mineral resource recovery site because there are no documented mineral resources within the Project limits (Caltrans 2018d). Therefore, no impacts on mineral resources would result from the Project.

Noise

XIII. NOISE: Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

A *Construction Noise Analysis Report* (Caltrans 2019l), and *Construction-Related Vibration Assessment Report* (Caltrans 2019m) were prepared for the Project. This section summarizes the findings of those reports.

Residential areas are classified as a resource potentially sensitive to construction noise. Within the Project limits, the southern portion of the Project runs through the communities of Five Brooks, Olema, Point Reyes Station, Marshall and Bivalve. The northern portion of the Project runs through Tomales, and Fallon. Of these communities, Olema, Point Reyes Station, and Tomales are the most populated and potentially the most sensitive to construction noise. In addition, rural residences are sporadically located along the SR 1 corridor.

Other sensitive receptors in the vicinity of the Project include West Marin Elementary School and West Marin Medical Center, which are both adjacent to the Project on SR 1 in Point Reyes Station, and Walnut Place (West Marin Senior Housing), approximately 0.12 mile northwest of the Project. Tomales Elementary School is approximately 0.1 mile east of SR 1, in Tomales.

a) Less than Significant Impact

The Project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project. Ambient noise data collected from the noise investigation show noise levels that are lower than 86 A-weighted decibels (dBA) Lmax at receptor locations from 9:00 p.m. to 6:00 a.m. From 7:00 a.m. to

8:00 p.m., collected ambient data show ambient noise levels higher than 86 dBA Lmax. The equivalent steady state noise level is lower for both day and night hours compared with Lmax. The collected data also show that each community has different time ranges of lowest noise levels.

For paving activities on SR 1, the predicted construction noise levels (Lmax) could reach maximums of 90 dBA in Point Reyes Station, 86 dBA in Tomales, and 97 dBA in Olema. AMMs Noise-1 and -2 describe noise levels and BMPs that would be implemented to reduce noise during construction to less than significant levels.

For culvert replacement work, the predicted construction noise levels (Lmax) are less than 86 dBA at receptor locations, and within the range for ambient noise levels (Lmax) in both Point Reyes Station and Tomales (nearest city to Valley Ford).

The collected data show that each city or community has different time ranges of lowest noise levels (Lmax), but almost all areas (except Tomales) fall within the 9:00 p.m. to 6:00 a.m. (night hours); therefore, it is recommended that construction activities be performed during daytime hours (7:00 a.m. to 8:00 p.m.), with noise control measures provided during construction, as needed.

The Project would not cause a permanent substantial increase in ambient noise level above existing conditions. Construction noise would be temporary; therefore, there would be no permanent noise impact. AMMs Noise-1 and -2 describe noise levels and BMPs that would be implemented to reduce noise during construction to less than significant levels.

b) Less than Significant Impact

Construction activities would not generate excessive groundborne vibration or groundborne noise levels. According to the Construction Vibration Assessment Report (Caltrans 2019m), construction's highest source of vibration would be during use of the vibratory roller; however, the roller would not emit very high vibration levels. Paving activities occurring concurrently with other activities (such as, curb and sidewalk replacement and pedestrian signal replacement/installation) would increase vibration levels immediately adjacent to construction activities. Towns and communities along SR 1 have structures very near the highway, including historic wood and masonry structures within the Project area. The most sensitive is the masonry structure (Grandi building) in Point Reyes Station located at the intersection of SR 1 and 2nd Street.

Structure distances of less than 12 feet would experience vibration peak particle velocity (PPV) greater than the Vibration Damage Potential Threshold Criteria (0.5 inch per second) during compaction of asphalt, using a vibratory roller. The PPV (0.575 inch per second) at the masonry structure during road compaction would exceed the Vibration Damage Potential Threshold Criteria (0.25 inch per second) for “historic and some old buildings.”

If all equipment were working in the same location, within 15 feet, the total vibration level would exceed the maximum PPV for new or maintained structures (0.5 inch per second). Within 30 feet, the total vibration level would exceed the maximum PPV for historic structures (0.25 inch per second).

AMM Noise-3, Vibration Control Measures, describes BMPs that would be implemented to reduce vibration during construction to less than significant levels. There would be a less than significant impact to the Grandi building.

c) No Impact

The Project is not within the vicinity of a private airstrip or an airport land use plan. There would be no impact.

Avoidance and Minimization Measures

AMM Noise-1: Noise Levels During Construction. Noise from construction activities is not to exceed 86 dBA L_{max}² at 50 feet from the Project site from 9:00 p.m. to 6:00 a.m. per 2018 Caltrans Standard Specifications, Section 14-8.02.

AMM Noise-2: Noise Best Management Practices. The following BMPs would be implemented during all phases of construction activities to reduce noise:

- Provide public outreach/communication plan throughout the Project for residents to have a source of accurate information, including social media, on Project information and schedules.
- Inform West Marin Elementary School of the construction schedule at their location and to use classrooms at least 100 feet away from SR 1 during construction located adjacent to the school.

² L_{max} noise descriptor is the highest instantaneous noise level during a specified period, in the noise analysis 1 hour.

- Locate staging and storage areas away from sensitive receptors (especially residences).
- Enclose staging and storage areas, if feasible. Use natural barriers (like situating idling equipment behind hills at Valley Ford), when available.
- Consider reducing impact of detours through public information and choosing detours away from residences.
- Do not deliver equipment and materials or dispose of spoils/construction waste between 9:00 p.m. and 6:00 a.m.
- Use quieter alternative methods or equipment (like electricity instead of generator), if feasible.
- Avoid idling of equipment near sensitive receptors.
- Confirm that all equipment used on the construction site, including jackhammers, has exhaust systems and mufflers recommended by the manufacturer as having the lowest noise.

AMM Noise-3: Vibration Control Measures: (1) At locations where any structure is 30 feet or less from SR 1, schedule activities (such as, paving, curb/sidewalk replacement and sign replacement/installation) separately. (2) Prevent idling of other equipment within 100 feet of all structures.

Population and Housing

XIV. POPULATION AND HOUSING: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a, b) No Impact

The Project would not induce substantial unplanned population growth either directly or indirectly because it does not increase the capacity of SR 1, remove barriers to future growth, or increase population or housing growth (or demand for new housing, utilities, or public services). The Project would not displace existing people or housing, nor necessitate the construction of replacement housing elsewhere. There would be no impact to population and housing.

Public Services

XV. PUBLIC SERVICES:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

a) No Impact

The proposed Project would not result in the substantial alteration of government facilities, such as fire and police protection, schools, parks, or other public facilities, in the Project area. Additionally, the proposed Project would not trigger the need for new government facilities or alter the demand for public services. There would be no impact.

The Project area is in unincorporated Marin County and falls under the jurisdiction of the County Sheriff's Office. The closest sheriff department station is the Point Reyes substation of Marin County Sheriff's Office, located at 101 Fourth Street in Point Reyes Station.

The Marin County Fire Department provides fire protection services for Marin County. The closest stations to the Project area are the Point Reyes Fire Station at 101 Fourth Street in Point Reyes Station, and the Tomales Fire Station at 599 Dillon Beach Road in Tomales.

Traffic delays could occur as a result of one lane closures and detours during construction. A TMP would be prepared that would provide accommodation for police, fire emergency and medical services in the local area during construction (see AMM TRANS-1 in the Transportation and Traffic section).

Recreation

XVI. RECREATION:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Five state or local public parks, two fishing areas, one preserve, and one ecological resource area are located within or near a 0.5-mile radius of the Project. These resources include Whitehouse Pool Park located near SR 1 at the crossing of Lagunitas Creek Bridge in Point Reyes Station, Point Reyes Park within Point Reyes Station, Point Reyes National Seashore to the west and south, and Tomales Bay State Park, Tomales Bay Ecological Reserve, Keys Creek and Tomales Bay Fishing Areas, and Eldrid Preserve to the northwest (Figure 1). Keys Creek fishing area, Tomales Bay State Park, Point Reyes Park, Whitehouse Pool Park and Eldrid Preserve would not be affected by the Project.

a) **No Impact**

The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities and would not directly or indirectly increase the demand of existing recreational facilities such that substantial deterioration of the facilities would occur. There would be no impact.

b) **No Impact**

The Project would not include recreational facilities or require the construction of additional recreational facilities. TCEs would be required within recreational lands; however, temporary use of these properties during construction would have no impact on recreation or recreational features and would not require construction or expansion of new recreation facilities. Therefore, there would be no impact.

Transportation and Traffic

XVII. TRANSPORTATION: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?			X	

SR 1 in Marin County is a paved, two-lane rural conventional highway. SR 1 is part of the Pacific Coast Bicycle Route. There is limited, but daily, bus services along SR 1. Within the vicinity of the Project location, traffic volumes are 4,100 annual average daily traffic, as of 2017.

Marin Transit runs a bus service route from San Rafael to Inverness identified as the 68 West Marin Stagecoach (North). The route passes through the southern portion of the Project area from south of Five Brooks, to Point Reyes Station (Marin Transit 2019). In addition, school bus routes associated with the Shoreline Unified School District run on SR 1 through the Project corridor.

The Metropolitan Transportation Commission (MTC), which functions as both the State-designated Regional Transportation Planning Agency and federally designated Metropolitan Planning Organization is responsible for regional transportation planning. MTC's Plan Bay Area 2040, adopted in July 2017, serves as the San Francisco Bay Area's Regional Transportation Plan and Sustainable Communities Strategy.

Local transportation planning includes the Transportation Authority of Marin (TAM), which is designated as both the Congestion Management Agency and the Transportation Sales Tax Authority for Marin County. TAM is responsible for managing various transportation projects and programs in Marin County, receiving federal, state, regional, and local funds, while working closely with all 11 cities and towns and the County.

The proposed Project does not conflict with any plans, ordinances, or policies related to circulation systems, including the TAM Congestion Management Program (TAM 2019).

SR 1 is eligible for State Scenic Highway designation throughout the Project limits and is located within the Marin County Coastal Zone. Section 30254 of the CCA calls for SR 1 in rural areas of the Coastal Zone to remain a scenic two-lane road.

a) Less than Significant Impact

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project would maintain and improve the existing SR 1 two lane roadway and, therefore, would comply with Section 30254 of the CCA.

The Project would maintain all existing roadway features and would not permanently alter the circulation system. Sidewalks and curb ramps that would be upgraded as part of the Project would be temporarily unavailable for public use during construction, although access to all businesses would be maintained, and detours would be provided as necessary.

The Project would not alter or reduce transit service provided by the 68 West Marin Stagecoach (North) on SR 1. The transit services and school bus routes would remain available throughout construction. Although short-term localized traffic congestion and delays may occur, the impact would be temporary.

As discussed in AMM TRANS-1, a TMP would be developed to minimize potential effects from construction to motorists, bicyclists, or pedestrians. The TMP would include elements, such as detour and haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing, to reduce impacts to local residents and emergency and medical response services as much as feasible and maintain access to businesses in the local area. Therefore, there would be no permanent impact to components of the transportation system, so impacts to traffic and transportation would be less than significant.

b) Less than Significant Impact

The Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The Project would have no permanent impact on vehicle miles traveled. Under Section 15064.3, subdivision b, transportation projects that

have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact.

c) No Impact

The Project would not increase hazards due to a geometric design feature. The Project does not include any design features or construction elements (such as sharp curves or dangerous intersections) that would substantially increase hazards. There would be no impact.

d) Less than Significant Impact

The Project would not result in inadequate emergency access. The Project could cause short-term localized traffic congestion and delays resulting from temporary closures of one lane of SR 1 throughout the Project corridor. One-way traffic control would be required during construction. The Project could also cause short-term delays within the Point Reyes Station as a result of temporary detours required for construction of Project components (see Section 2.5.1, Construction Staging and Traffic Management). Traffic would be detoured in Point Reyes Station; however, pedestrian access to businesses would be provided. Once construction activities are completed, detours would be removed.

Under the TMP (see AMM TRANS-1), medical and emergency vehicles would be able to continue to use routes along the Project corridor to serve fire, medical, and law enforcement purposes. Flaggers would give priority to emergency vehicles. The impact would be less than significant.

Avoidance and Minimization Measure

AMM TRANS-1: Traffic Management Plan: To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP would be developed by Caltrans and implemented throughout construction. The TMP would include public information, motorist information, incident management, construction, and alternate routes or detours. The TMP would also include elements, such as detour and haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing, to reduce impacts to local residents as much as feasible and maintain access to businesses in the local area. The TMP would also provide access for police, fire, and medical services in the local area. Detour routes would be planned in coordination with Caltrans and Marin County, and would

include notices to emergency service providers, transit operators, and the public in advance.

Tribal Cultural Resources

XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

Caltrans contacted the Native American Heritage Commission on May 11, 2018, requesting that they conduct a search of their Sacred Land Files to determine if there were known historically significant sites within or near the APE for the Project. The Native American Heritage Commission responded on May 15, 2018, with a list of Native American parties and negative results from the Sacred Land File search. On May 21, 2018, a letter initiating Section 106 and CEQA consultation was sent to Mr. Greg Sarris, Chairperson of the Federated Indians of Graton Rancheria. On December 4, 2018, Caltrans met with representatives from Federated Indians of Graton Rancheria to discuss the Project and Native American concerns regarding the Project area. No tribal resources were identified during consultation (Caltrans 2019f).

a-b) No Impact

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource. In 2019, an HPSR (Caltrans 2019g) was developed to identify historic properties in the APE developed by Caltrans. No tribal cultural resources were reported in record searches or in consultation with Native American groups and individuals. Based on this report, there would be no impact.

Project Features CULT-1 and -2, discussed above under Cultural Resources, would be implemented if cultural resources or human remains are discovered during Project construction.

Utilities and Service Systems

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Utility providers along the Project corridor include Pacific Gas and Electric, AT&T, North Marin Water District, and the Tomales Village Community Service District. Potable water for Point Reyes Station and nearby communities is supplied through the Point Reyes Treatment Plant, which is operated by North Marin Water District. The Tomales Village Community Service District operates a local waste water treatment system for the community of Tomales. There is no wastewater service provider for the community of Point Reyes Station.

a) Less than Significant Impact

The proposed Project would not result in the relocation or construction of new or expanded Pacific Gas and Electric, AT&T, North Marin Water District, or Tomales Village Community Service District facilities. The proposed rectangular rapid flashing beacon adjacent to West Marin Elementary School would connect to and use existing electrical service; therefore, the beacon would not require the construction of new electrical facilities.

Utility relocation may be required, and utility verification would be conducted during later Project phases. If needed, Caltrans would coordinate with the appropriate utility provider; therefore, the impact would be less than significant.

b, c, d, e) No Impact

The proposed Project would not generate a demand for potable water supplies or the services of a wastewater treatment provider. Therefore, there would be no impact.

The proposed Project would not result in any substantial demands for solid waste disposal and would comply with federal, state, and local statutes regarding the disposal of solid waste. Implementation of Project Features UTI-1 and -2 would require the proper disposal of construction trash. There would be no impact.

Project Features

Project Feature UTI-1: Trash Management. All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per Caltrans Statewide National Pollution Discharge Elimination System Permit and San Francisco RWQCB Cease and Desist Order.

Project Feature UTI-2: Treated Wood Waste. Wood removed from metal beam guardrails will be considered treated wood waste, and must be disposed of by the contractor pursuant to Caltrans standard specifications.

Wildfire

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

The Project is located within both State Responsibility Areas and Federal Responsibility Areas for wildfire prevention and suppression. Areas of the Project within the Federal Responsibility Areas are located in the southern portion of the Project area, south of Point Reyes Station. The Project is primarily located in areas of moderate fire hazard severity zones within State Responsibility Areas (CAL FIRE 2007). However, the southern portion of the Project area, south of the stretch of SR 1 between Olema and Five Brooks, is designated a high fire hazard severity zone, according to the metadata available on the Marin County online geographical information system application, Marin GeoHub (Marin County 2019). The remainder of the southern portion and the entirety of the northern portion of the Project area are designated moderate fire hazard severity zones, with a few areas in the vicinity of Point Reyes Station being designated non-wildland/non-urban.

Figures FIRE-1 and FIRE-2 show the fire hazard severity zones in the Project area (Marin County 2019).

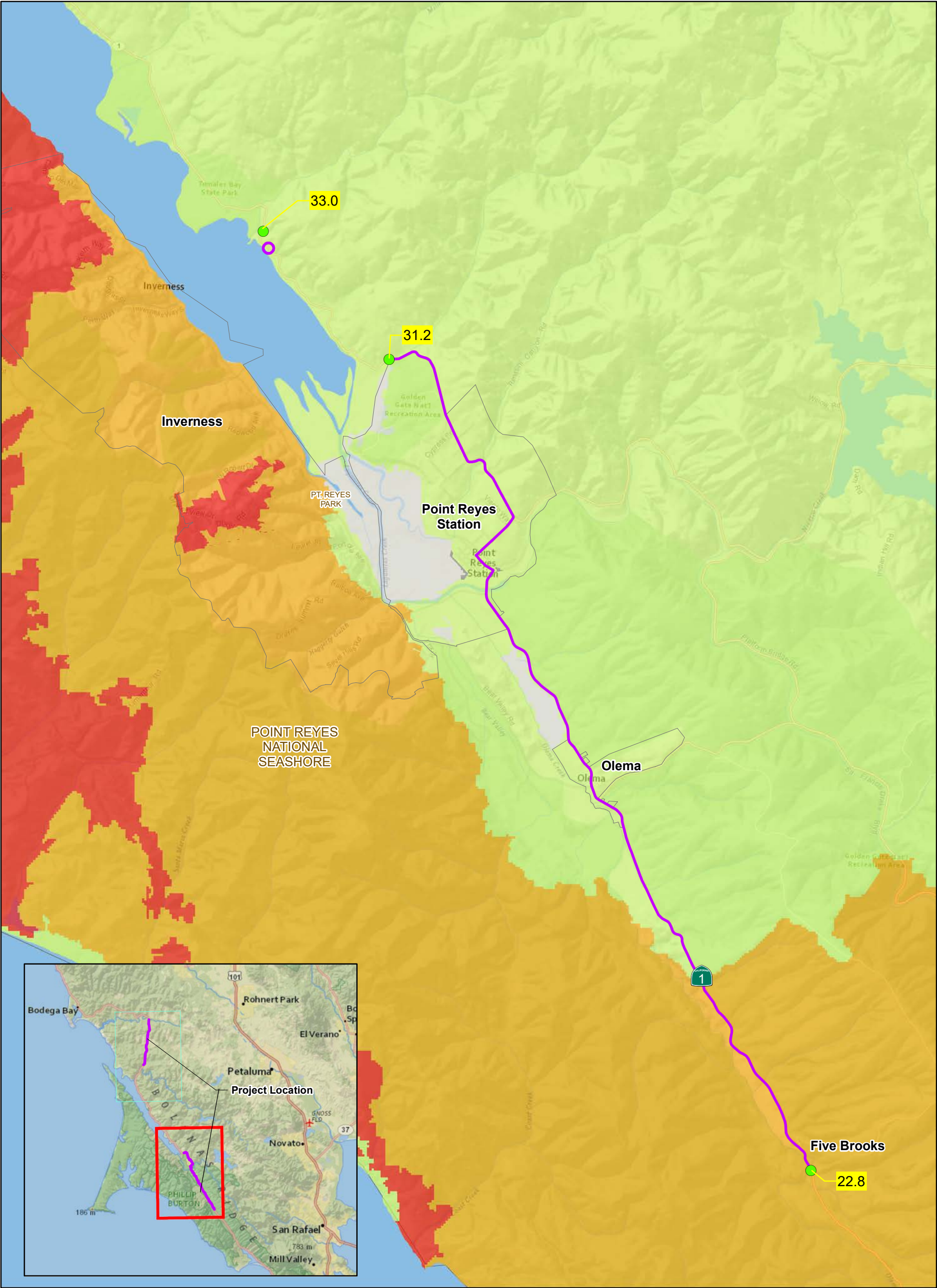
a) Less than Significant Impact

The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. A TMP (see AMM TRANS-1 in the Transportation and Traffic section) would be developed during later Project phases that would identify

traffic diversion, staging and alternative routes. Emergency response times are not anticipated to change during construction because the TMP would provide measures to ensure priority for emergency vehicles during one-way traffic control. The TMP would provide instructions for response and evacuation in an emergency. In addition, the Project would not conflict with any other emergency response or evacuation plan. The impact would be less than significant.

b, c, d) No Impact

The Project would not exacerbate wildfire risks, require the installation or maintenance of infrastructure that may exacerbate wildfire risk, or expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Caltrans proposes to rehabilitate existing facilities on SR 1; therefore, it does not involve occupation, or habitable structures, and does not include the installation of associated infrastructure that would exacerbate wildfire risk. There would be no impact.



LEGEND

- Post Mile
- Project Area

- Fire Hazard Severity Zones**
- Non-Wildland/Non-Urban
 - Urban Unzoned
 - Moderate
 - High
 - Very High

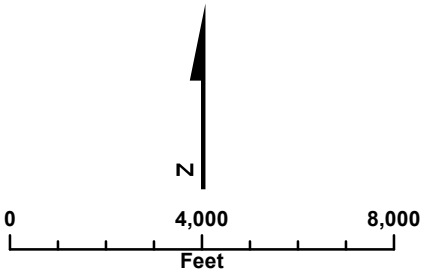
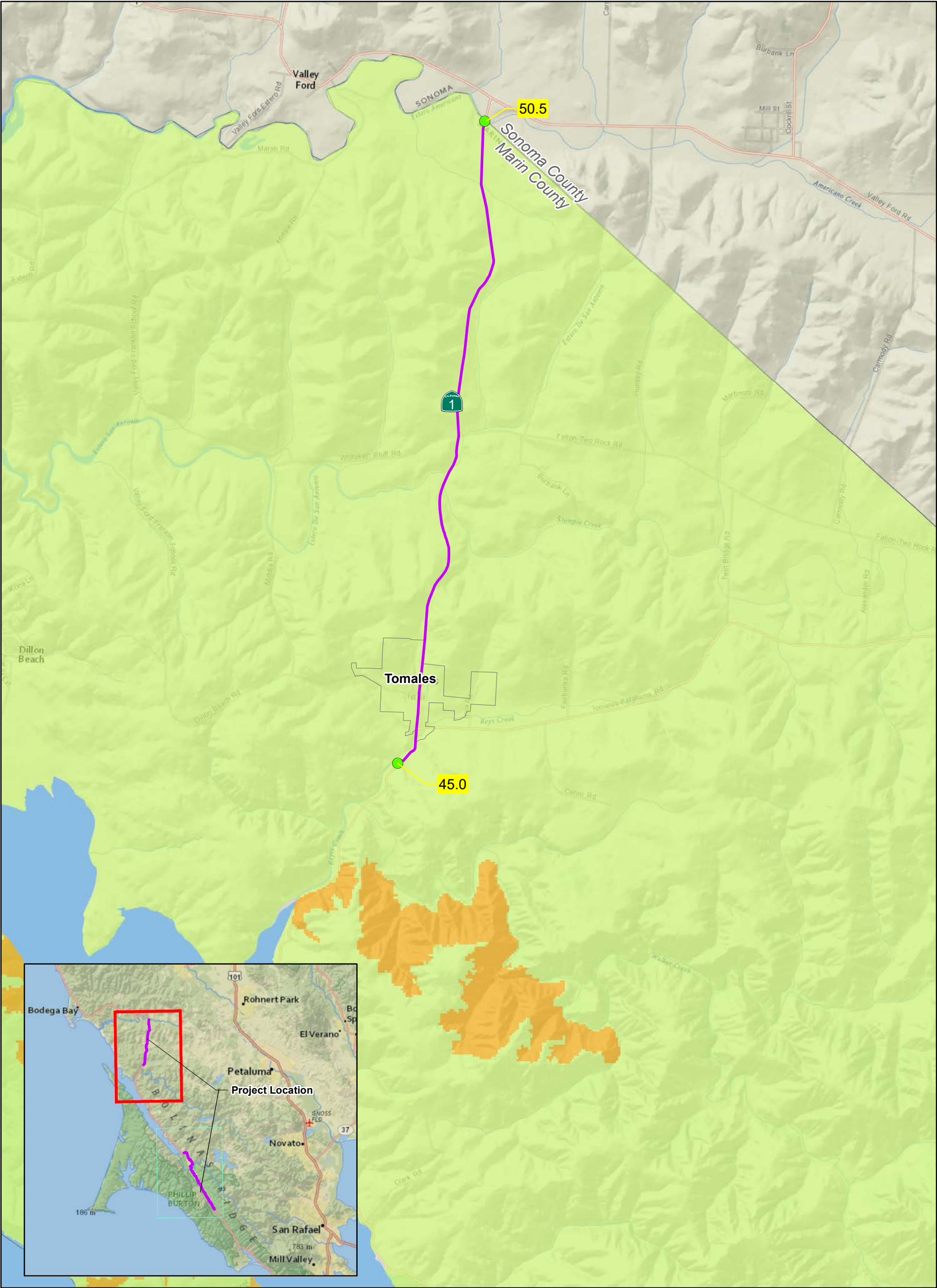


Figure Fire 1
Fire Hazard Severity Zones
State Route 1 Capital Preventive Maintenance Project (CAPM)
EA 04-1J960, 04-MRN-1-Post Mile
22.8/33.0, 45.0/50.5
Marin County, California





LEGEND

- Post Mile
- Project Area

- Fire Hazard Severity Zones**
- Non-Wildland/Non-Urban
 - Moderate
 - High

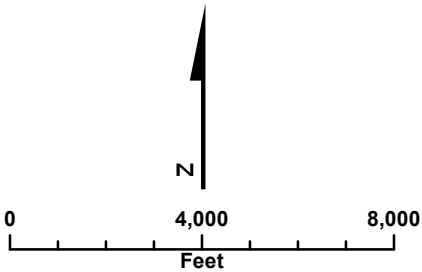


Figure Fire 2
Fire Hazard Severity Zones
State Route 1 Capital Preventive Maintenance
Project (CAPM)
EA 04-1J960, 04-MRN-1-Post Mile
22.8/33.0, 45.0/50.5
Marin County, California



Mandatory Findings of Significance

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Less than Significant Impact with Mitigation

The Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number of or restrict the range of a rare or endangered plant or animal.

The Project would have temporary, minor construction-related impacts. The Project has the potential to significantly impact riparian habitat and ESHAs; however, with the implementation of the Project Features and AMMs, and Mitigation Measures BIO-1 and BIO-2, these potentially significant impacts would be reduced to less than significant levels.

b) Less than Significant Impact

The Project involves the replacement of existing infrastructure on SR 1 throughout the Project corridor. Current or future SHOPP projects, located on SR 1 in the Project vicinity, are listed in Table 3-5.

Table 3-5 SHOPP Program Projects along SR 1 in Proposed Project Vicinity

Project Name	Location	Characteristics	Status
Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023	SR 1 at PM 28.5	Bridge replacement	Completed NEPA and CEQA
Culvert Rehabilitation	SR 1 from PMs 0.1 to 45.36	Culvert rehabilitation	Under Environmental Review Phase
In Marin County, at Coyote Creek, Olema Creek, Lagunitas Creek, and Eskoot Creek along SR 1	SR 1 from PMs 0.42 to 28.56	Railing repair/upgrade, patch spell on bridge column, remove vegetation, paint bridge identification	Under Environmental Review Phase
In Marin County at Various Locations from 0.7 mile north of Stinson Beach to 0.5 mile north of Walker Creek Bridge	SR 1 from PMs 13.1 to 44.9	Drainage restoration period	Under Environmental Review Phase
In Marin County, near Five Brooks, at Giacomini Creek Bridge	SR 1 from PMs 22.8 to 22.8	Plant establishment period	Under Environmental Review Phase

In analyzing the Project's cumulative environmental effects, the analysis proceeds as follows: (1) determine which resources would be significantly impacted by the Project; (2) determine whether there is a detrimental condition or deterioration in health of a resource within the context of impacts from past, present, and other reasonably foreseeable future actions; and (3) determine whether, collectively, the Project and the foreseeable condition combine to result in a cumulative impact.

The Project involves the rehabilitation of existing infrastructure along a transportation corridor. The Project would occur primarily within the Caltrans ROW with the additional use of TCEs during construction. The Project would not convert lands to new or different uses, increase roadway capacity, induce growth, or otherwise change land use patterns. The Project would not result in long-term adverse environmental effects, and so would not contribute to cumulative environmental impacts. The analysis presented in this IS/MND identifies temporary construction-related impacts on aesthetics, air quality, biological resources, energy, geology/soils, GHG emissions, hazards/hazardous materials, hydrology/water quality, noise, transportation/traffic, utilities/service systems, and wildfire. Because the effects of the Project are construction related, if other highway improvement projects along the SR 1 occur within a similar timeframe, cumulative effects may occur (such as, traffic management). However, Caltrans routinely coordinates with regional transportation

managers and local agencies to minimize impacts in the region resulting from construction of multiple planned projects. The short duration and limited scope of the Project would not contribute considerably to cumulative environmental impacts; and Project-related impacts to resources would be reduced with the proper implementation of Project Features and AMMs. Therefore, the Project would have less than significant impacts.

c) Less than Significant Impact

Intermittent night work could occur. Daytime work throughout the proposed Project corridor with the potential to impact residences and businesses located throughout the area; however, implementation of Project Features and AMMs would address dust, noise, and traffic-related impacts. Therefore, temporary construction-related activities would result in less than significant environmental impacts to human beings.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. Such coordination helps planners determine the necessary scope of environmental documentation and the level of analysis required, and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation, and public participation for this project have occurred through various formal and informal methods, including interagency coordination meetings, public meetings, and public notices. This chapter summarizes the results of Caltrans efforts to fully identify, address, and resolve Project-related issues through early and continuing coordination.

4.1 Community Outreach

4.1.1 Public Community Meetings

A public community meeting was held on April 2, 2019, in Point Reyes Station at The Dance Palace. Caltrans staff were present to provide information to the public about the Project and community input was recorded. The meeting was held in an open house format, with presentation boards available for review that showed the Project areas, proposed Project components, and Project schedule. A slideshow included additional information regarding the Project played on a recurring loop during the open house. The meeting was attended by 27 members of the public.

A second public community meeting was held on March 11, 2020, in Point Reyes Station at West Marin School. Caltrans staff were present to provide information to the public about the Project and the IS/MND. Community input was recorded on comment cards provided to the public. The meeting included a brief presentation, followed by an open house, with presentation boards available for review that showed the Project areas, Project components, and the Project schedule. The meeting was attended by 17 members of the public. The meeting took place during the 40-day public comment period for the Draft IS/MND, from February 24 to April 3, 2020.

4.1.2 Public Involvement Process for the Draft Environmental Document

The general public was involved in the Project process through solicitation of feedback on the draft environmental document during the 40-day comment period, which began on February 24, 2020, and ended on April 3, 2020. Notifications were

sent out to all adjacent landowners, and nearby residents and businesses on February 20 and 21, 2020. A Notice of Availability was published in the *Marin Independent Journal* newspaper on February 23, 2020, with a second ad in the *Point Reyes Light* newspaper on February 27, 2020. Notification letters were mailed directly to local, state, and federal agencies, and elected officials between February 21 and March 10, 2020.

Copies of the *Marin SR 1 Capital Preventive Maintenance Project Draft IS/MND* were made available to the public at the Point Reyes Station Library, the Tomales Post Office, the Caltrans District 4 Office in Oakland, and electronically at the following website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>. Because of the statewide shelter-in-place order issued by the State of California on March 17, 2020, copies of the Draft IS/MND were inaccessible at the Point Reyes Station Library following that date.

A Notice of Completion was received by the State Clearinghouse on February 24, 2020. The project was assigned State Clearinghouse #2020029081. The State Clearinghouse subsequently distributed copies of the Draft IS/MND to agencies for comments.

The IS/MND was circulated to the public for 40 days, during which time Caltrans received 25 comment submittals. Responses to those comments are included in Appendix G. The comments in the letters have been addressed by members of the Project development team whose specialty covers the subject matter of each comment.

4.2 Consultation and Coordination with Public Agencies

Consultation with several agencies occurred during the environmental evaluation process. A list of coordination activities and contacts is provided in Table 4-1.

Table 4-1 Agency Coordination Meetings and Contacts

Organization(s)	Date	Topic
Safe Routes to Schools Marin County	May 7, 2014	Attended a West Marin School walk audit with Marin County representatives and community stakeholders
Safe Routes to Schools Marin County	August 2015	Coordinated with Safe Routes to Schools and provided input on the West Marin Improvement Plan

Organization(s)	Date	Topic
Native American Heritage Commission	May 11, 2018	Requested a search of Sacred Lands File
Native American Heritage Commission	May 15, 2018	The Native American Heritage Commission responded with list of Native American parties
Native American Consultation	May 15, 2018	Drafted letter to Federated Indians of Graton Rancheria requesting input; confirmed receipt of letter on June 4, 2018
Safe Routes to Schools Marin County	September 19, 2018	Attended a West Marin School walk audit with Marin County representatives and community stakeholders
Native American Consultation	December 4, 2018	Held meeting with Federated Indians of Graton Rancheria to discuss the Project
Tomales Regional History Center	September 17, 2018	Drafted letter requesting input; response received October 9, 2018
Jack Mason Museum of West Marin History	September 17, 2018	Drafted letter requesting input; response received October 9, 2018
Golden Gate National Recreation Area	September 17, 2018	Drafted letter requesting input; response received October 9, 2018
Marin History Museum	September 17, 2018	Drafted letter requesting input; no response received
Point Reyes National Seashore	September 17, 2018	Drafted letter requesting input; no response received
Safe Routes to Schools Marin County	January 14, 2019	Attended a Marin County Safe Routes to School stakeholder meeting
State Historic Preservation Officer	June 13, 2019	Coordinated regarding historic resources
California Department of Fish and Wildlife	January 10, 2019 and October 4, 2019	Requested technical assistance and consultation for impacts to waters of the state, riparian habitat, and rare plants
California Department of Fish and Wildlife	October 16, 2019	Conducted site visit to discuss potential impacts to CDFW jurisdictional riparian areas and state-listed species
U.S. Fish and Wildlife Service	January 10, 2019 and August 15, 2019	Requested technical assistance and formal consultation for impacts to special-status species
Safe Routes to Schools Marin County	May 20, 2019	Attended a Marin County Safe Routes to School stakeholder meeting
U.S. Fish and Wildlife Service	August 30, 2019	Conducted site visit to discuss potential impacts to special-status species
National Marine Fisheries Service	December 5, 2019	Requested technical assistance from NOAA Fisheries via email to discuss the possibility of a "no effect" determination for listed NOAA Fisheries species and schedule a site visit to discuss this determination

Organization(s)	Date	Topic
Marin County	January 14, 2019	Attended Marin County meeting to discuss safe routes to schools
National Park Service	February 28, 2020	Contacted National Park Service to consult on presence of steelhead and coho salmon in the tributary crossing culvert at PM 24.16
National Park Service	May 14, 2020	National Park Service confirmed that steelhead and coho salmon are unlikely to use tributary at PM 24.16 as rearing habitat
National Park Service	June 18, 2020	Correspondence regarding Section 4(f) de minimis determinations on park lands.
California Department of Fish and Wildlife	June 18, 2020	Correspondence regarding Section 4(f) de minimis determinations on park lands.
National Park Service	August 3, 2020	Meeting with the National Park Service to discuss Section 4(f) de minimis determinations on park lands.
National Park Service	August 4, 2020	Received concurrence letter from the National Park Service on Section 4(f) de minimis determinations on park lands.
California Department of Fish and Wildlife	August 11, 2020	Received concurrence letter from CDFW on Section 4(f) de minimis determination on park land.

Caltrans submitted a biological assessment to the USFWS on February 20, 2020, in order to consult on potential Project effects determinations for federally listed species and critical habitat. USFWS returned a biological opinion on May 12, 2020. The Biological Opinion found that the Project was:

- “Not likely to adversely affect” designated critical habitat for the yellow larkspur
- “Not likely to adversely affect” designated critical habitat for the California red-legged frog
- “May affect, is likely to adversely affect”, the California red-legged frog
- “May affect, but is unlikely to adversely affect” the northern spotted owl

Chapter 5 List of Preparers

The primary people responsible for contributing to, preparing, and reviewing this report are listed in Table 5-1.

Table 5-1 List of Preparers and Reviewers

Organization Name	Role
Caltrans	
Melanie Brent	Deputy District Director, Environmental Planning and Engineering
Stefan Galvez-Abadia	District Division Chief, Division of Environmental Planning and Engineering
Lindsay Vivian	Chief, Office of Environmental Analysis
Christopher Caputo	Acting Chief, Office of Environmental Analysis
Inho “Eddie” Kim	Project Management – North (Marin)
Helen Blackmore	Branch Chief, Architectural History
Robert Blizzard	Branch Chief, Office of Biological Sciences and Permit
Manny Caluya	Branch Chief, Design
Susan Lindsay	Branch Chief, Office of Landscape Architecture
George Lo	Design Senior, Design
Arnica MacCarthy	Branch Chief, Office of Environmental Analysis
Wilfung Martono	Branch Chief, Senior Transportation Engineer, Stormwater Design D
Mark Morancy	District Branch Chief, Office of Hydraulic Engineering
Chris Riscen	Branch Chief, Geology Services Branch B
Kathryn Rose	Branch Chief, Archaeology
Wesley Bexton	Landscape Associate, Landscape Architecture
Sophie Kolding	Associate Biologist, Biological Sciences and Permits
Daisy Laurino	Air and Noise Analyst, Air Quality and Noise
Irene Liu	Project Engineer, Design
Kristina Montgomery	Associate Environmental Planner, Archaeology
Ber-Lin Wei	Project Engineer, Design
CH2M	
Erika Sawyer	Project Manager
Jasmin Mejia	Senior Environmental Planner
Loretta Meyer	Senior Environmental Planner

Organization Name	Role
Julie Petersen	Environmental Planner
Holly Barbare	Biologist
Amy Hiss	Biologist
Mia Marek	Biologist
Chris Archer	Geographic Information System
Clarice Ericsson	Publishing Technician
Austen Sandifer	Editor
Stantec	
David Lundgren	Senior Principal
Danielle Althaus	Environmental Planner

Chapter 6 Distribution List

A Notice of Availability for the Final IS/MND will be distributed to the following agencies and government officials.

Agencies

U.S. Fish and Wildlife Service

U.S. Army Corps of Engineers

State Water Resources Control Board

North Coast Regional Water Quality Control Board

San Francisco Bay Regional Water Quality Control Board

California Department of Fish and Wildlife

California Department of Parks and Recreation

California Coastal Commission

Governor's Office of Planning and Research, State Clearinghouse

Transportation Authority of Marin

Marin County Clerk

Elected Officials

Senator Dianne Feinstein

Senator Kamala D. Harris

Senator Mike McGuire

Congressman Jared Huffman

Assembly Member Marc Levine

Supervisor Dennis Rodoni

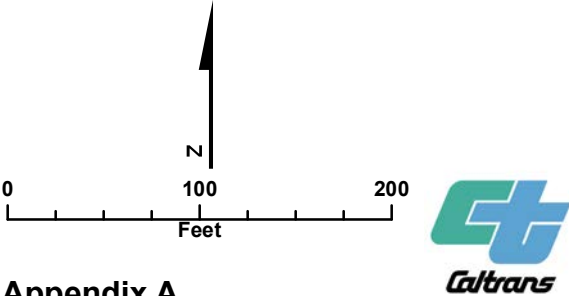
Sheriff Robert T. Doyle

Appendix A Project Component Figures



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

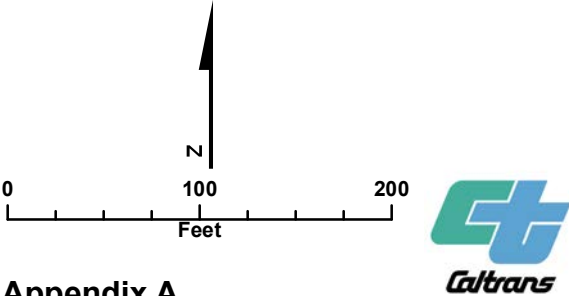


Appendix A
Map 01 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

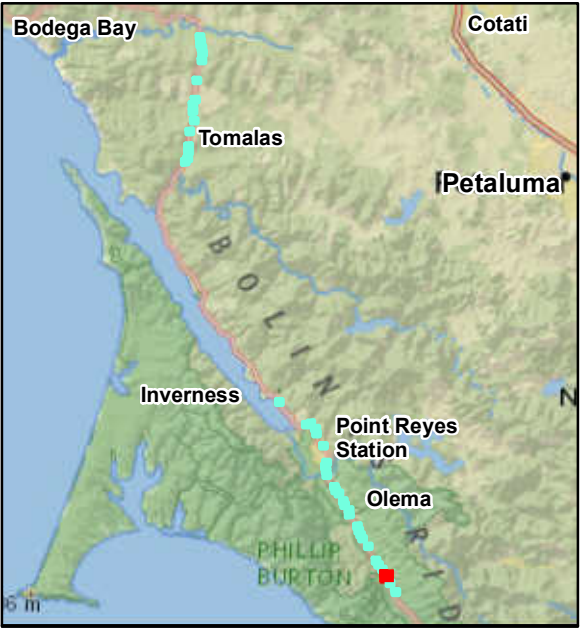


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System
 - Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



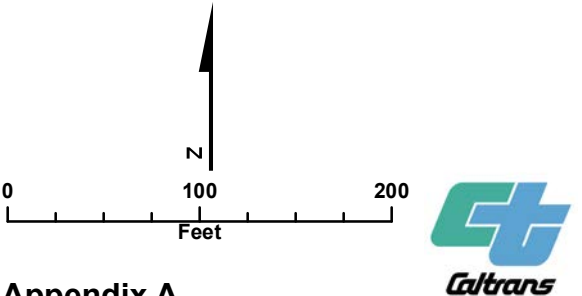
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



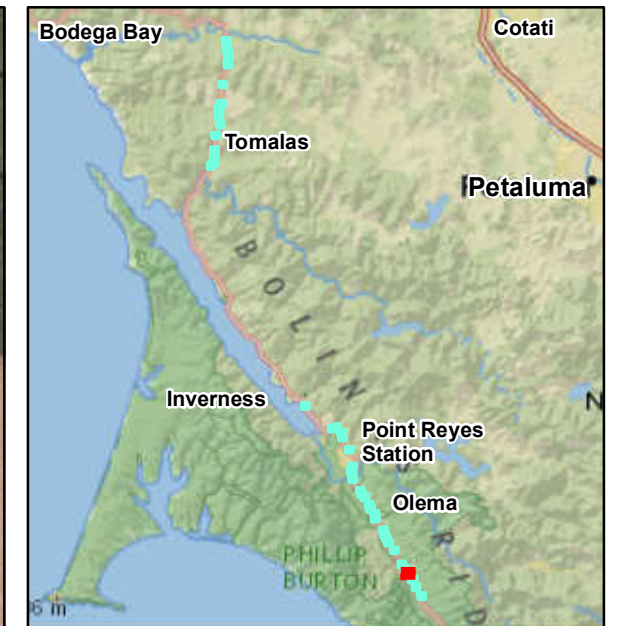
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



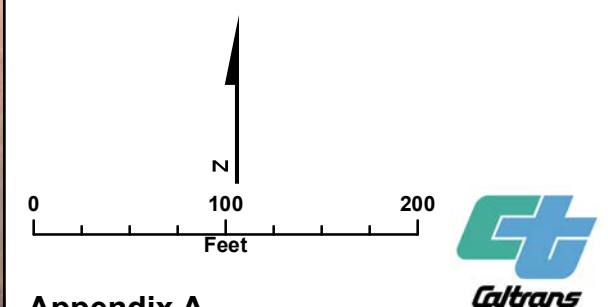
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California

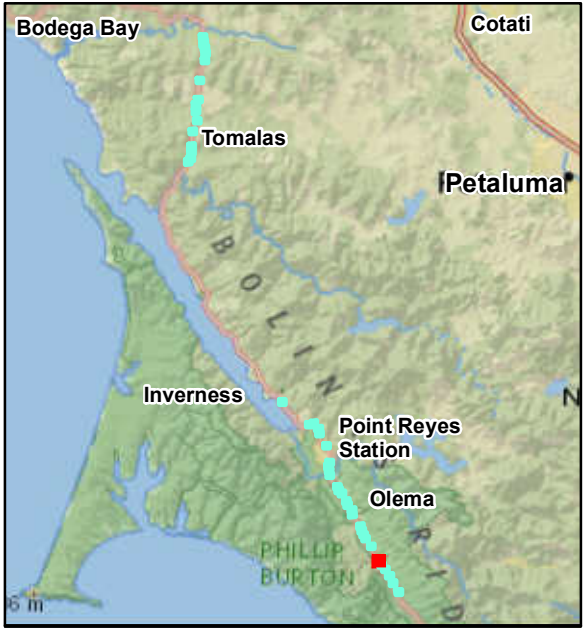


- LEGEND**
- Limit of Work Area
 - Temporary Construction Easement
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System
 - Replace Culvert
 - Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System
- Bicycle Pullout

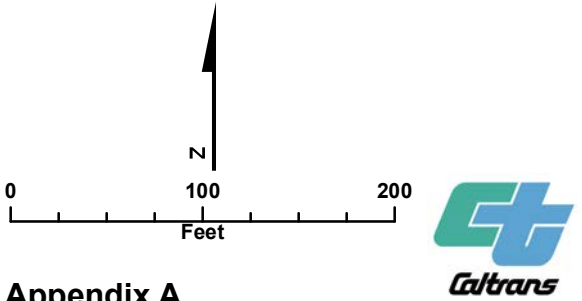
Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California

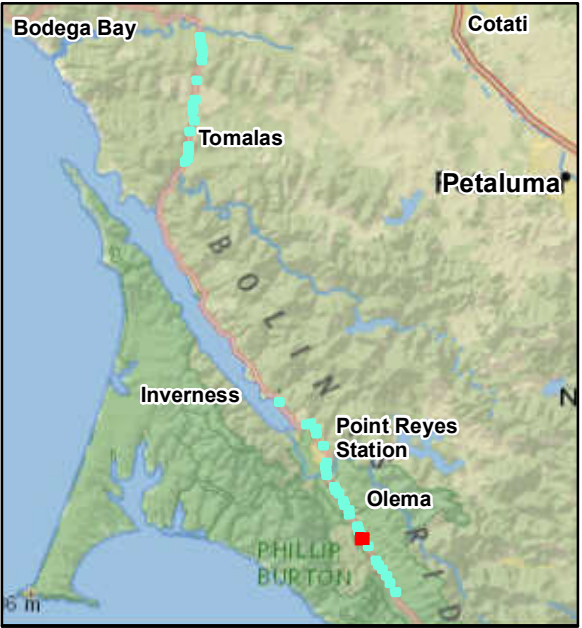


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Bicycle Pullout




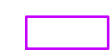
Note:
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updated culverts, curb and ramp 09-05-2019
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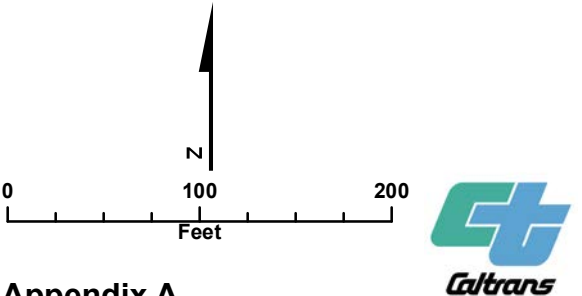
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

-  Limit of Work Area
-  Right of Way
-  Post Mile
-  Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

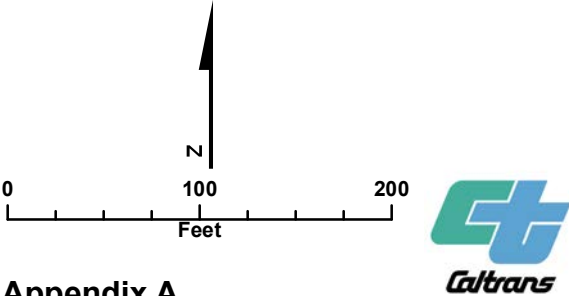


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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System
 - Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Bicycle Pullout





Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



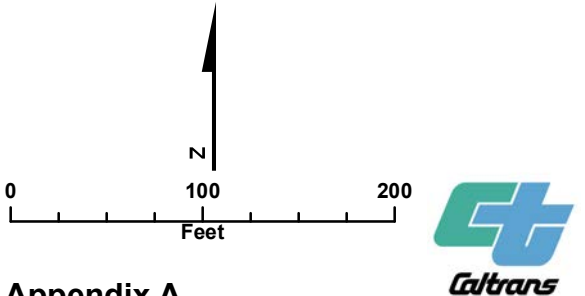
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

-  Limit of Work Area
-  Right of Way
-  Post Mile
-  Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County
of Marin, Golden Gate National Parks Conservancy.

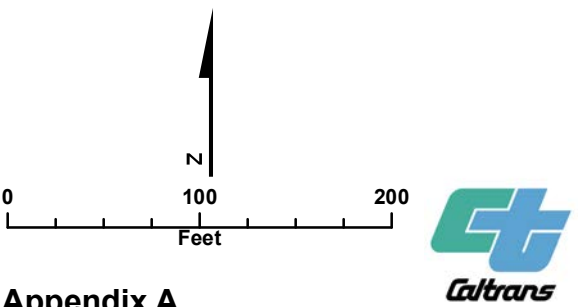


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Project Components
State Route 1 Capital Preventive Maintenance
(CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

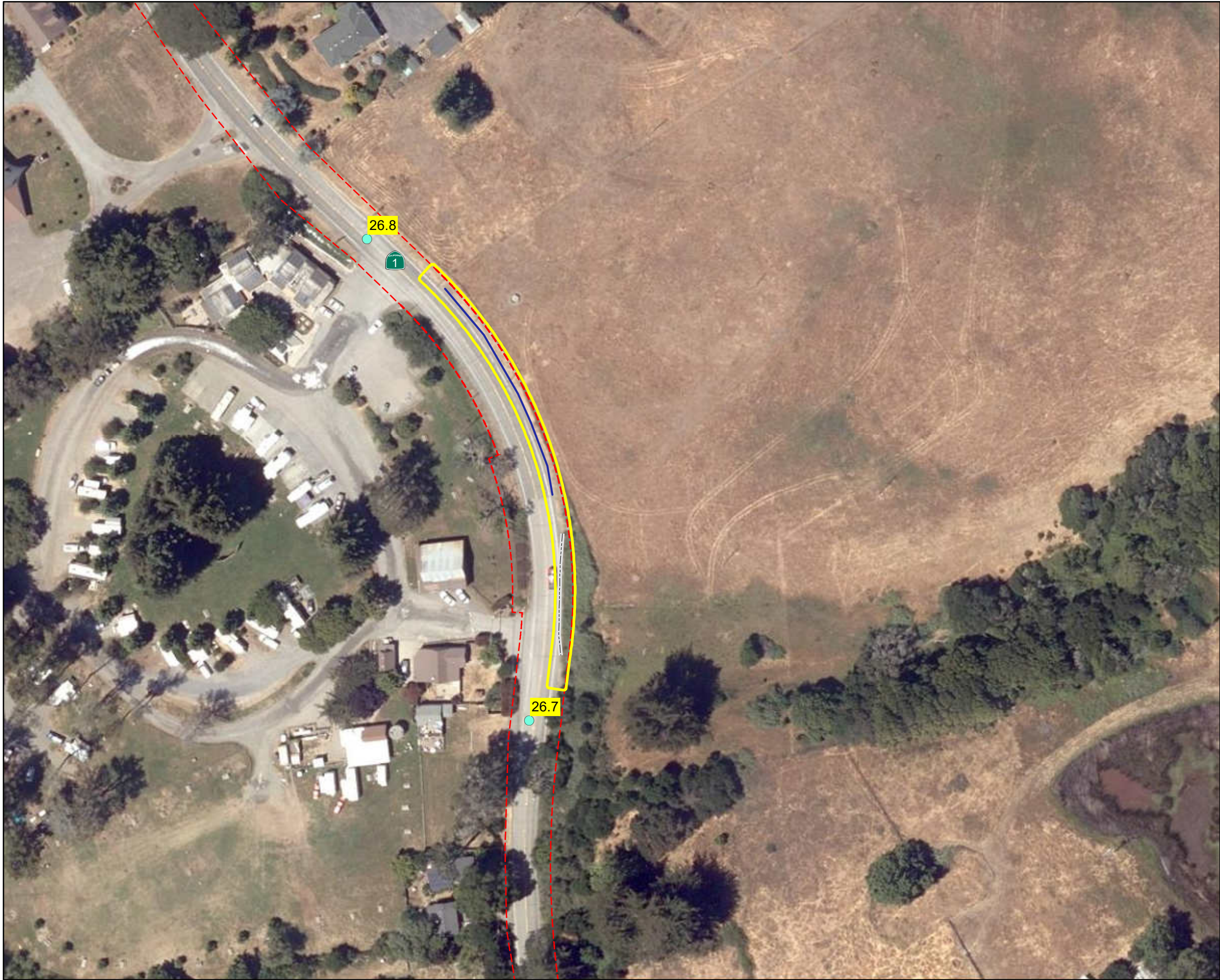


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Asphalt Concrete Dike

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

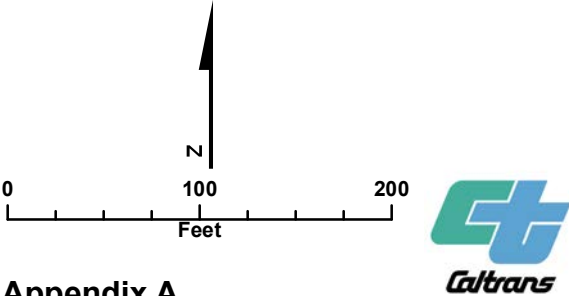


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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Asphalt Concrete Dike
 - Replace Midwest Guardrail System

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

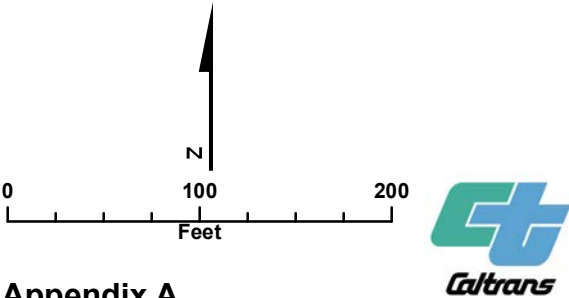


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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Asphalt Concrete Dike

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

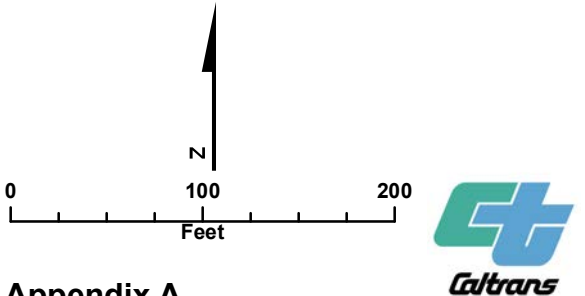


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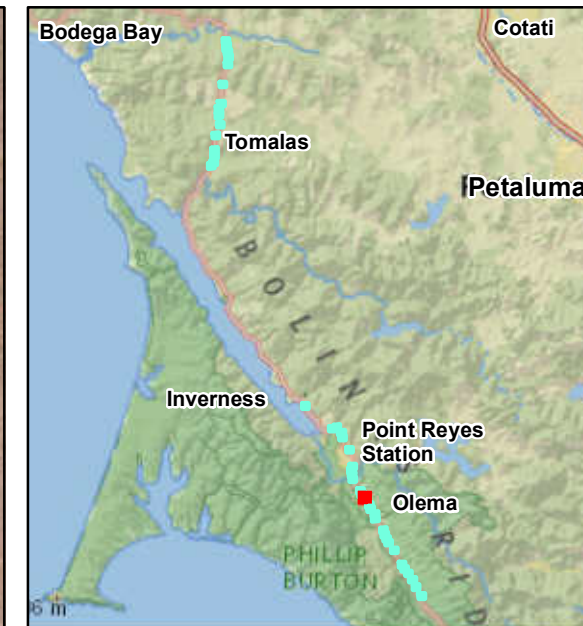
- Limit of Work Area
- Right of Way
- Post Mile
- Replace Asphalt Concrete Dike
- Replace Midwest Guardrail System
- Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



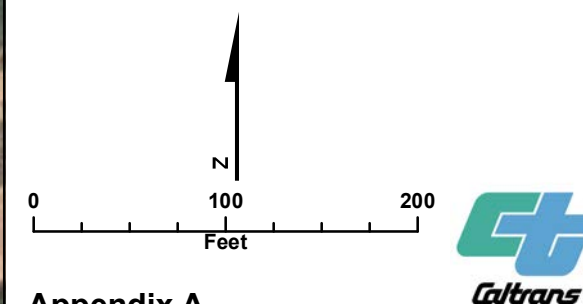
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Asphalt Concrete Dike

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Asphalt Concrete Dike
- Bicycle Pullout

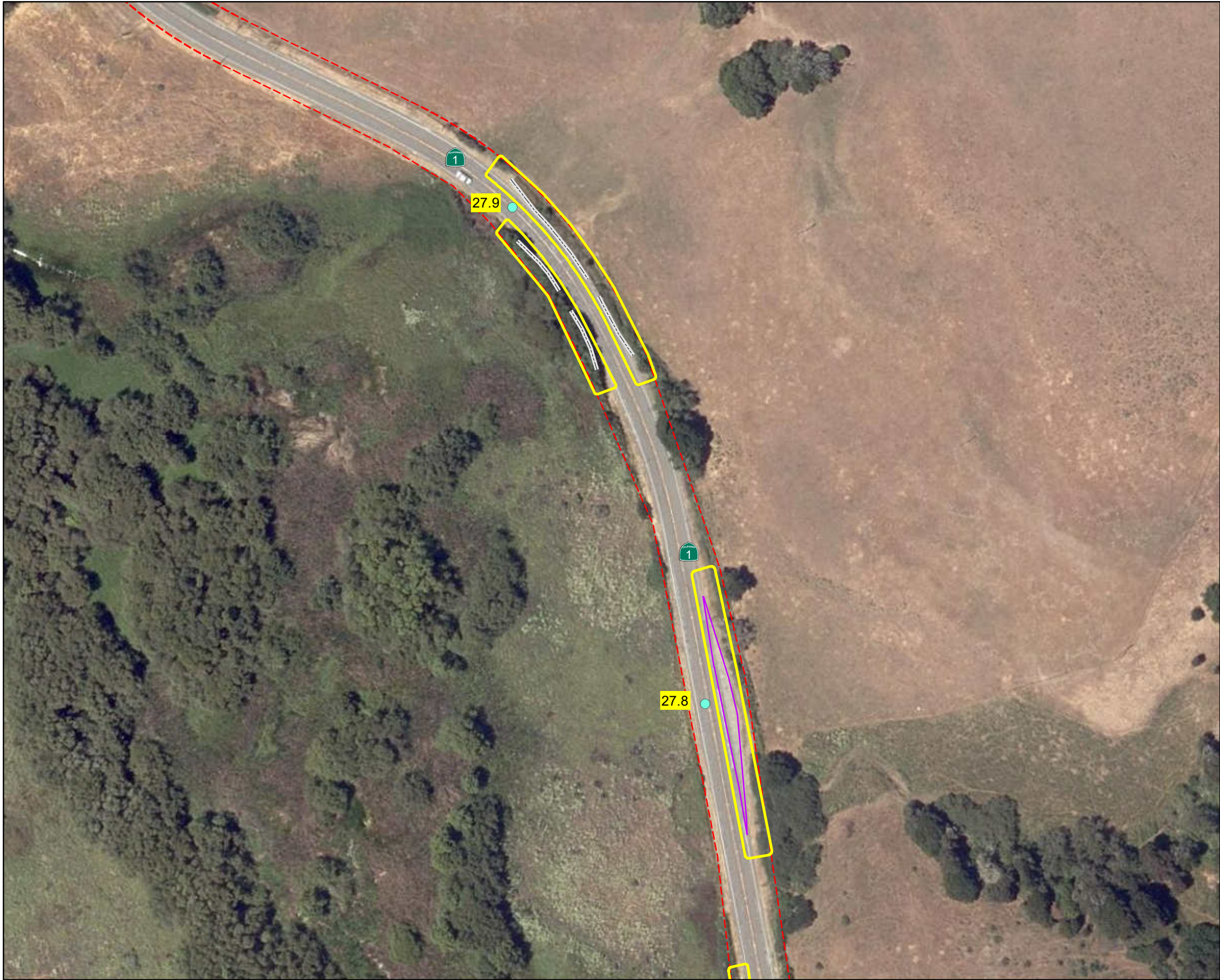
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 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

N

0 100 200

Feet

Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

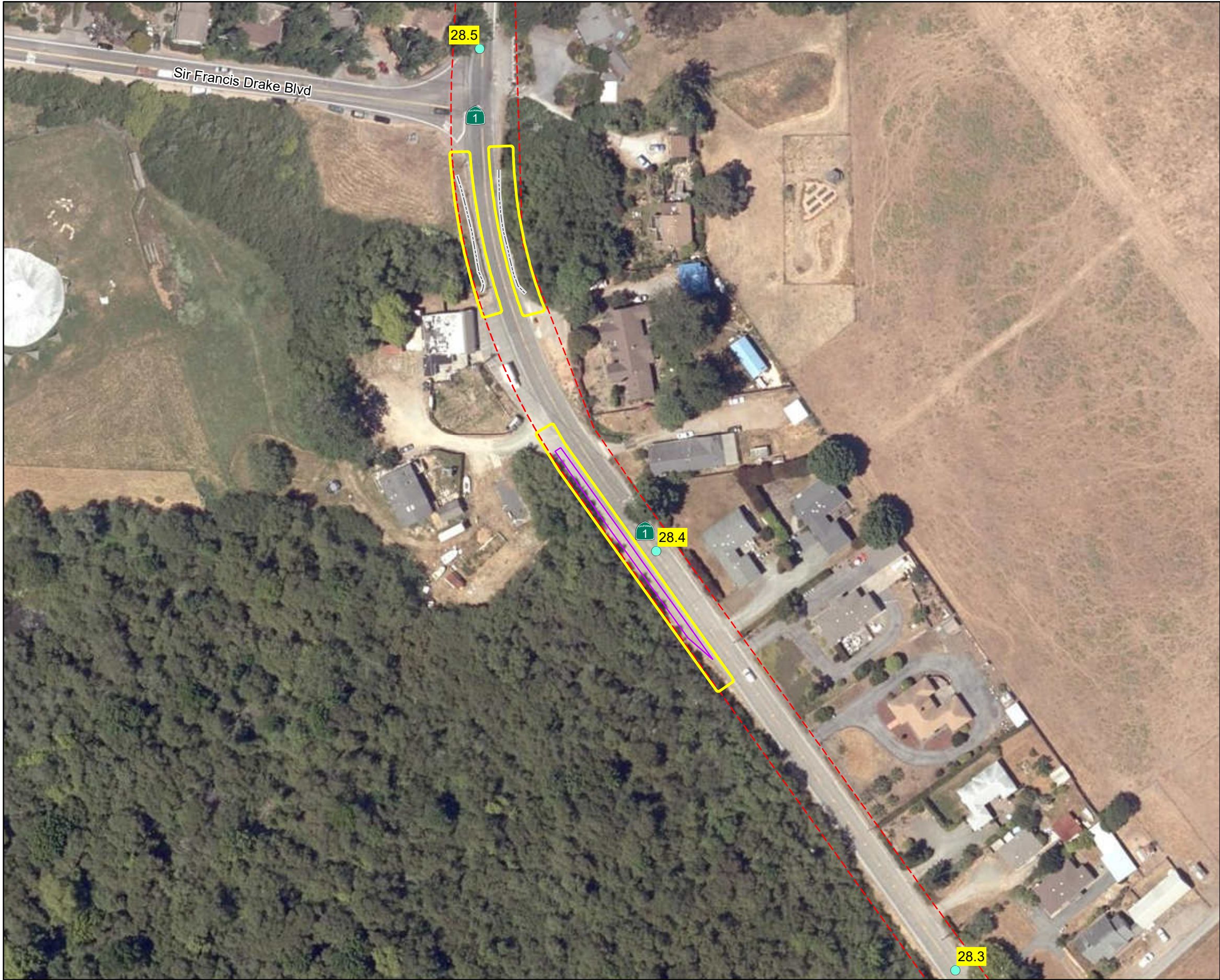
- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System
- Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

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Feet

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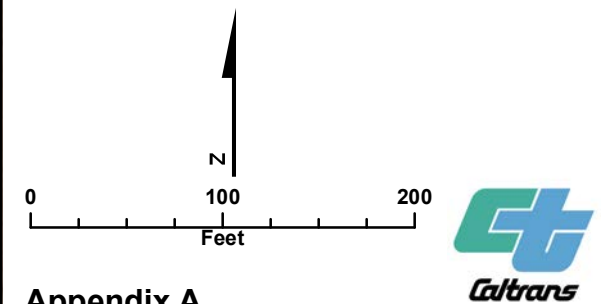
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



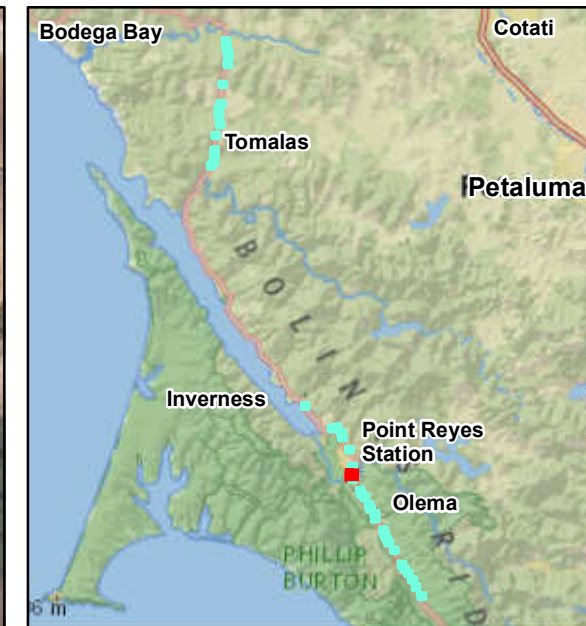
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



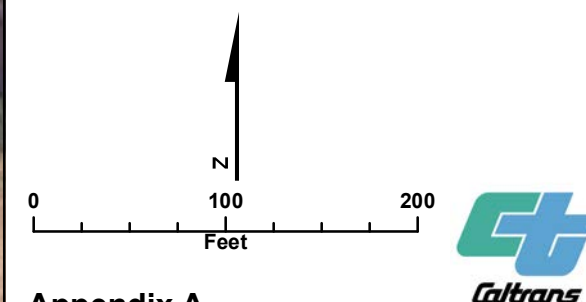
Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



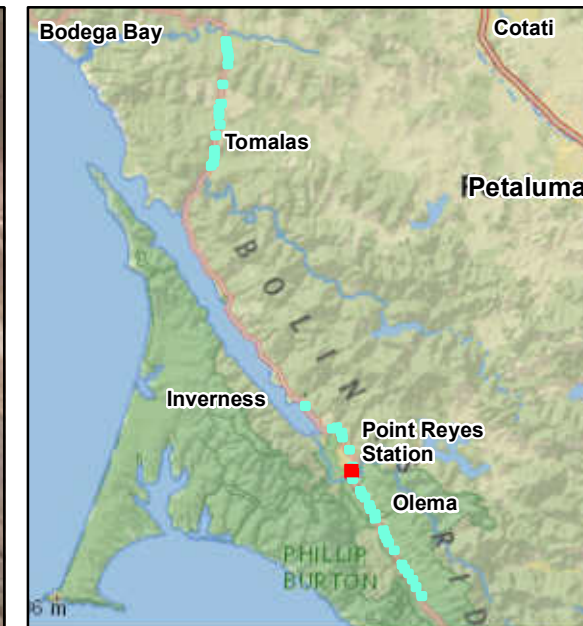
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System
- Upgrade Curb Ramps
- Gutter
- Detour Routes

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



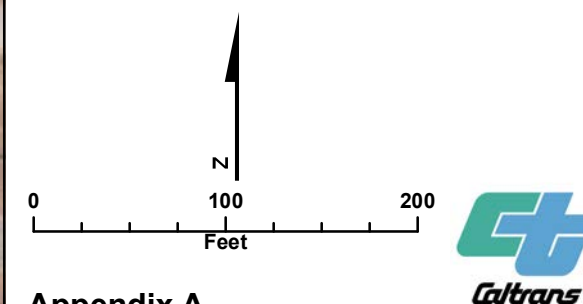
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



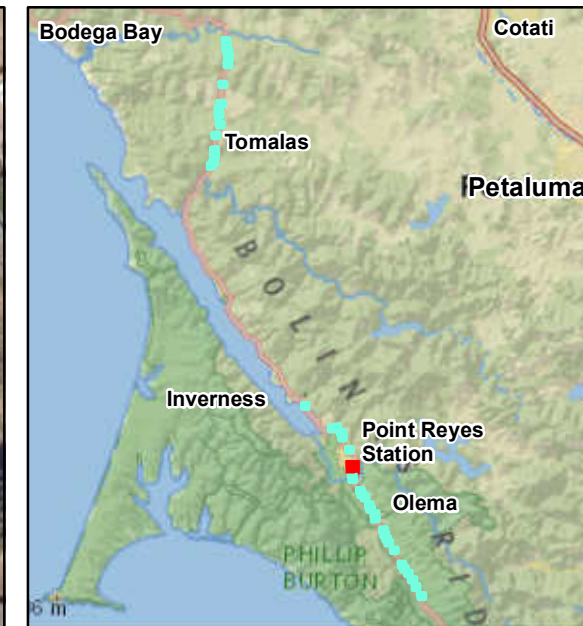
LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Upgrade Curb Ramps
- Gutter
- Drainage Inlet
- Upgrade Crosswalk
- Repair/Modify Sidewalk
- ➔ Detour Routes

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



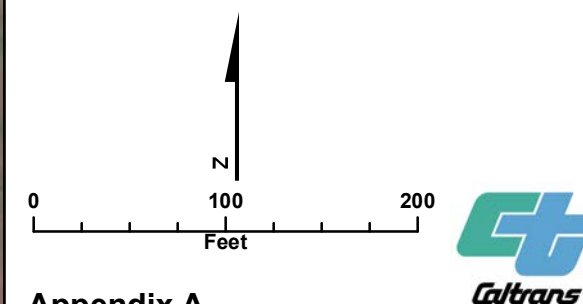
Appendix A
Map 21 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



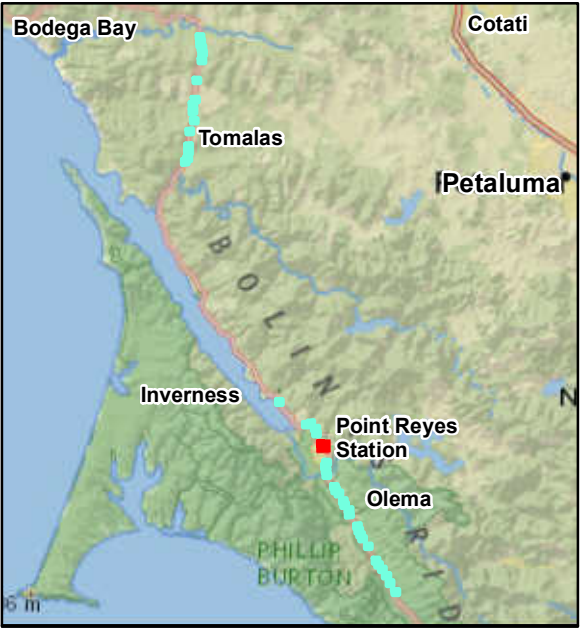
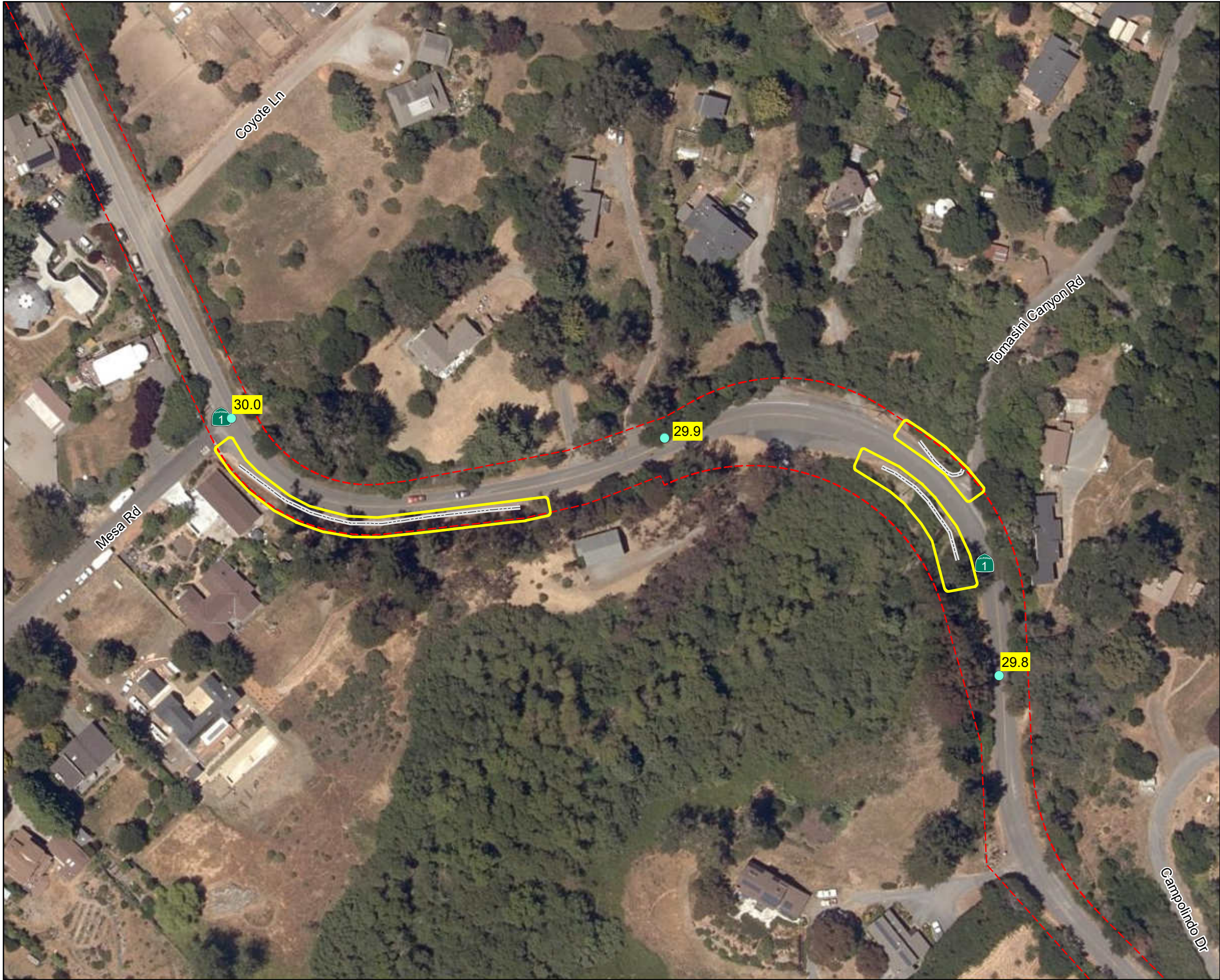
LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Upgrade Curb Ramps
- Gutter
- Upgrade Crosswalk
- Repair/Modify Sidewalk

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

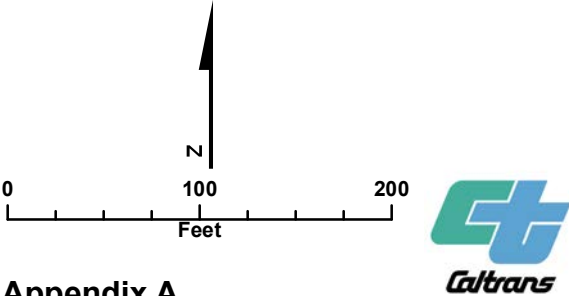


Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert

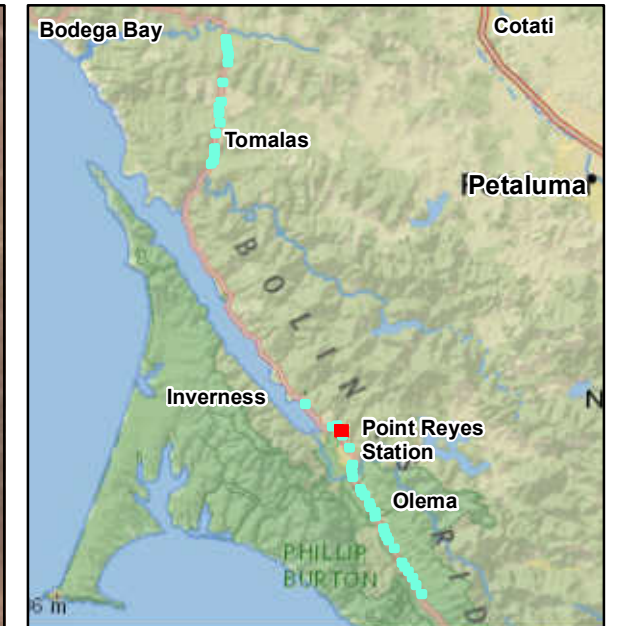
Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

0 100 200
Feet

N

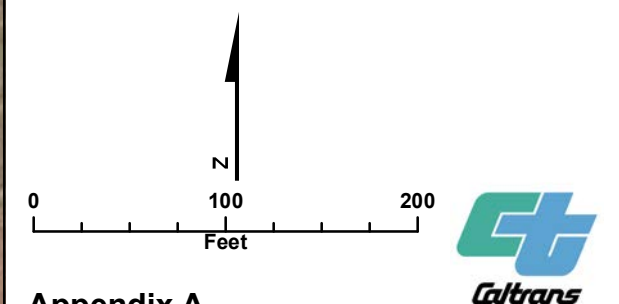
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



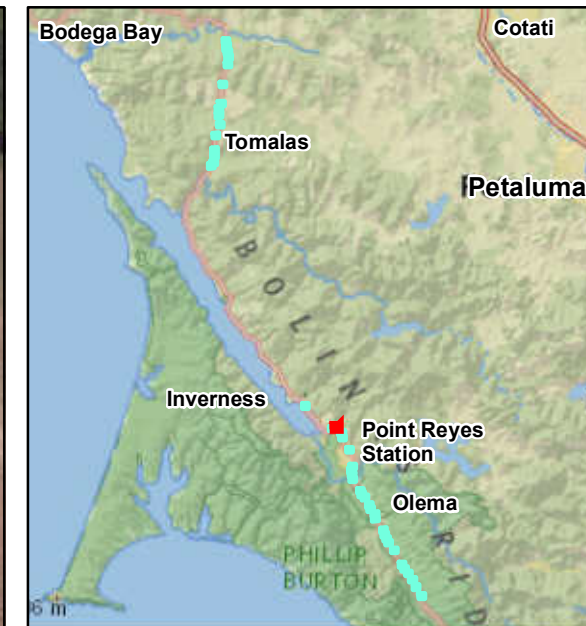
LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



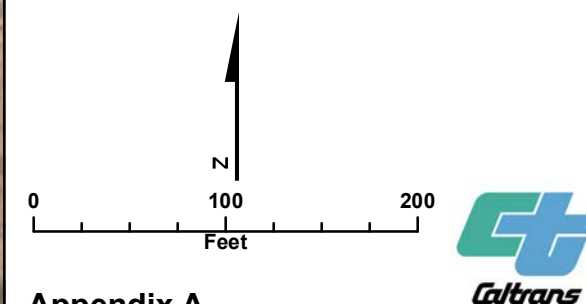
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



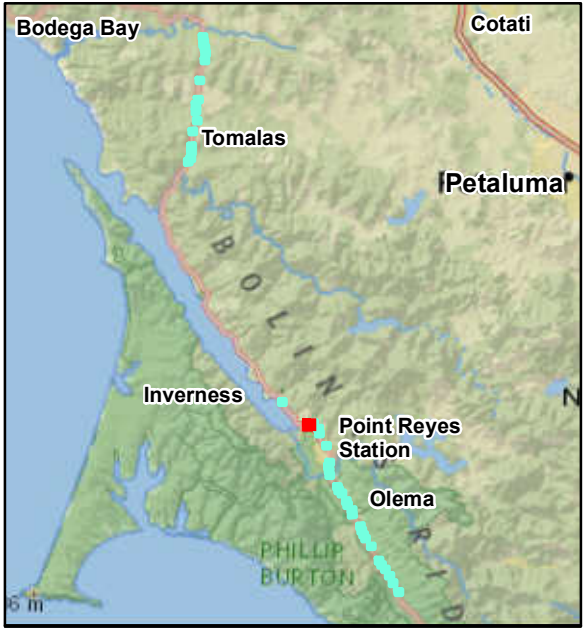
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

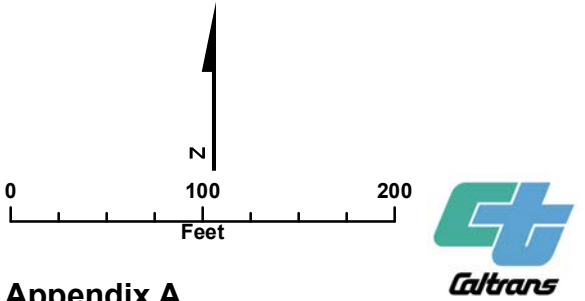


Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California

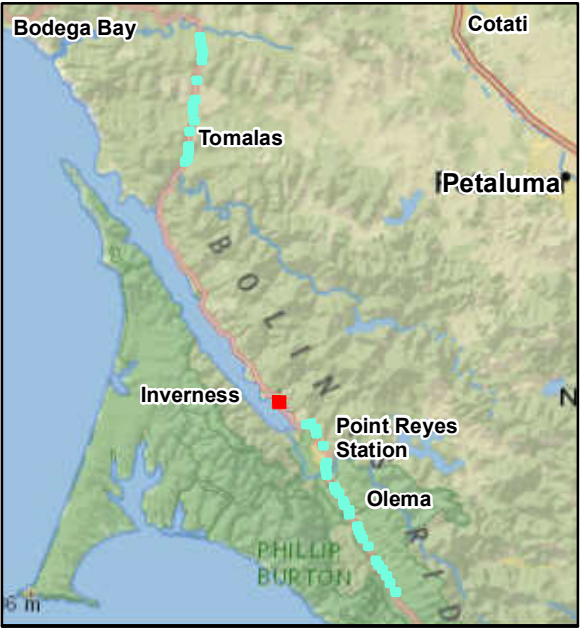


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

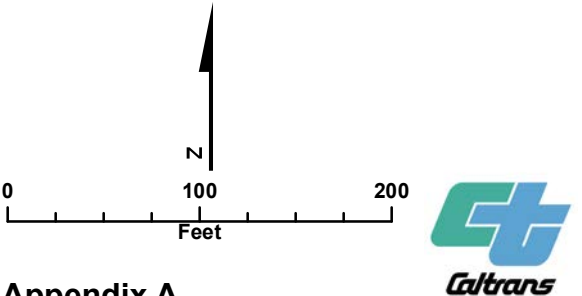


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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



- LEGEND**
- Limit of Work Area
 - Temporary Construction Easement
 - Right of Way
 - Post Mile
 - Replace Culvert

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



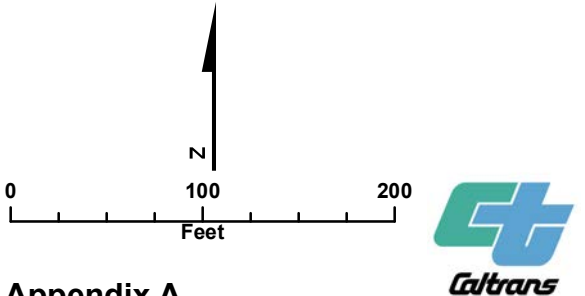
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



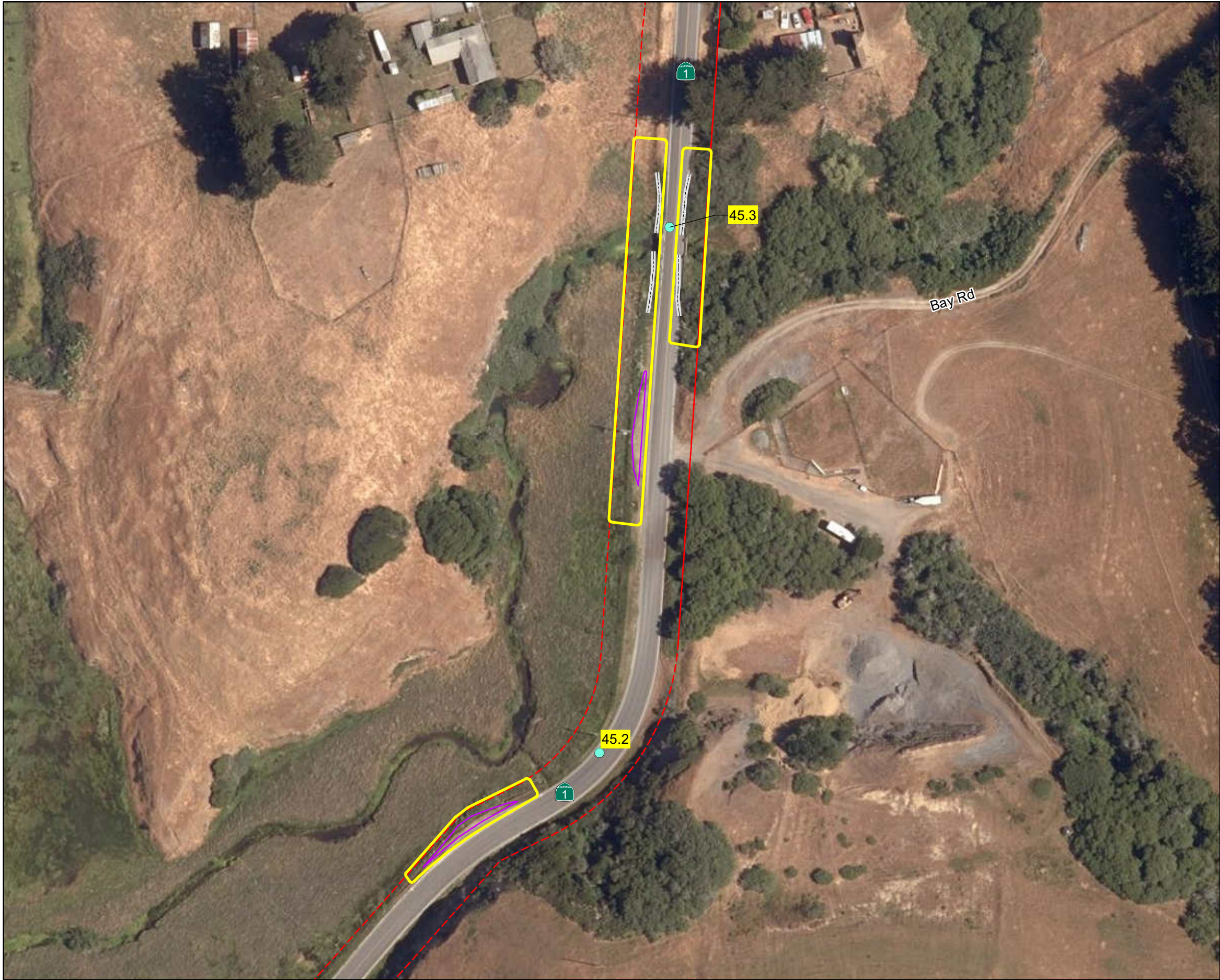
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

N
0 100 200
Feet

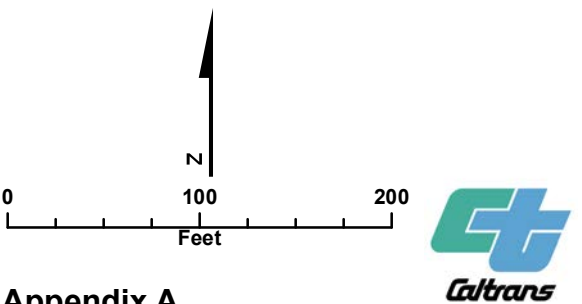
Appendix A
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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



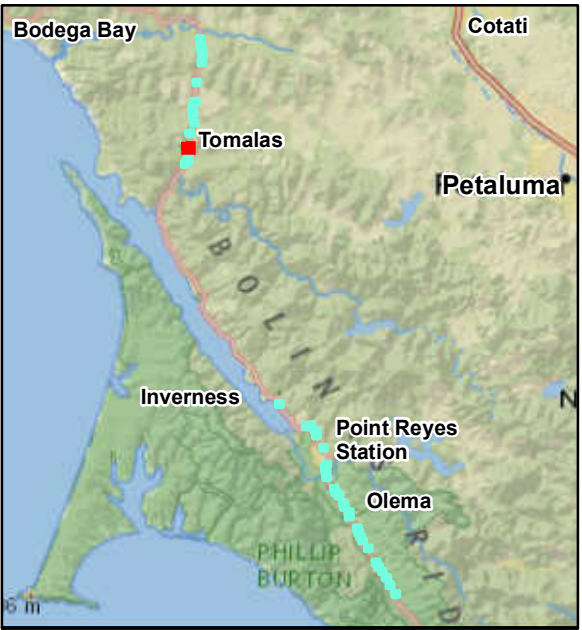
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Upgrade Curb Ramps
- Gutter
- Drainage Inlet
- Repair/Modify Sidewalk

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

0 100 200
Feet

N

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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

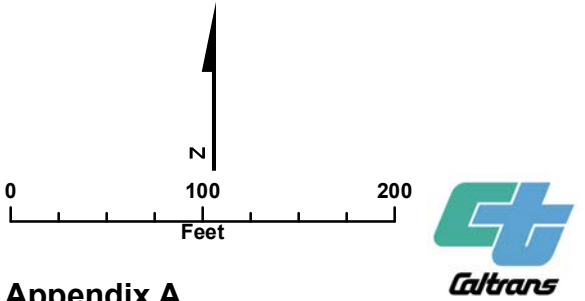


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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

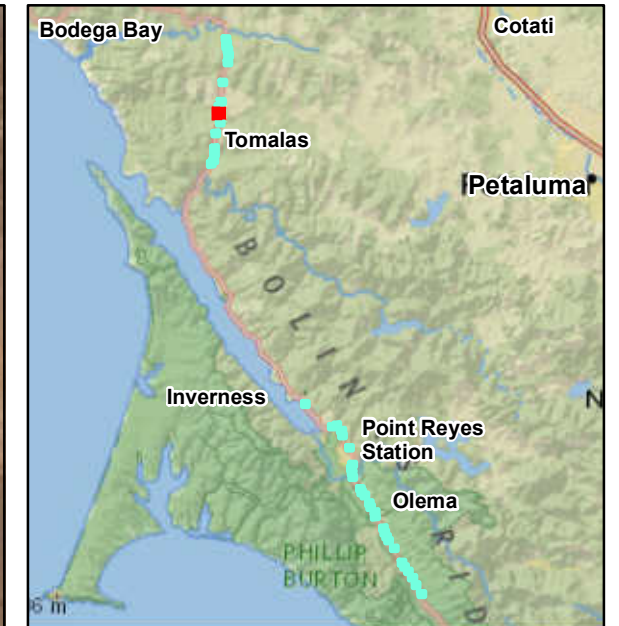
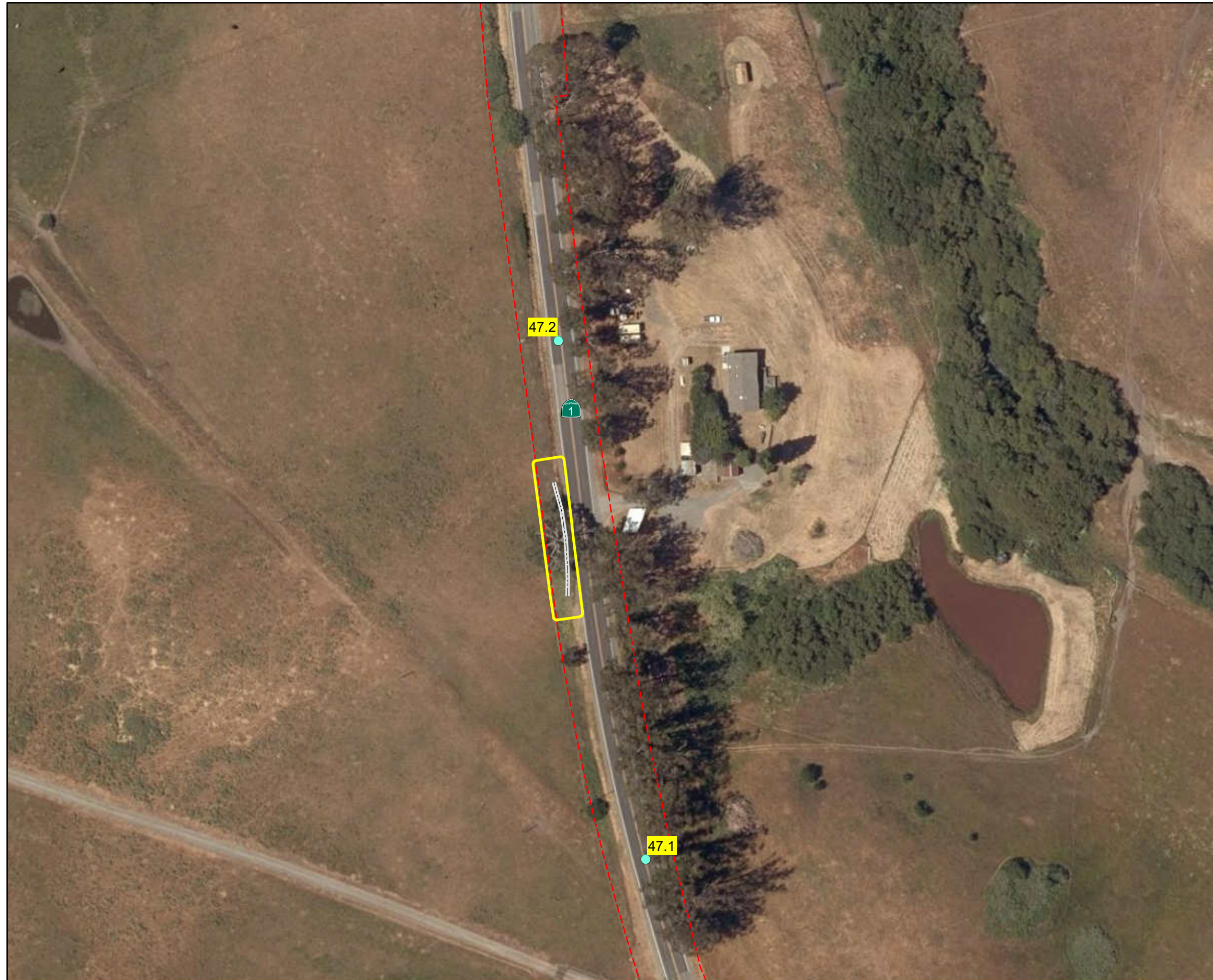


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County
of Marin, Golden Gate National Parks Conservancy.



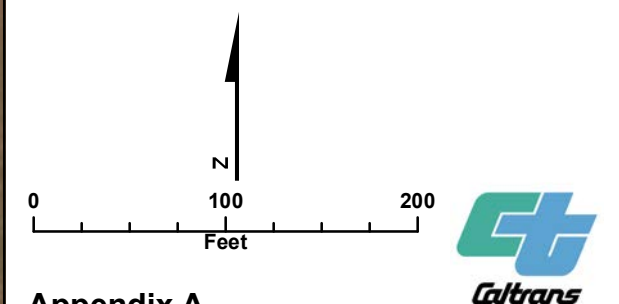
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Project Components
State Route 1 Capital Preventive Maintenance
(CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



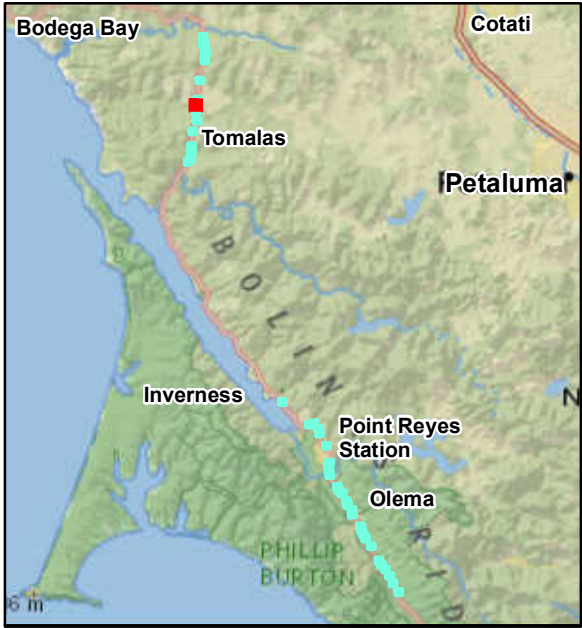
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Midwest Guardrail System

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

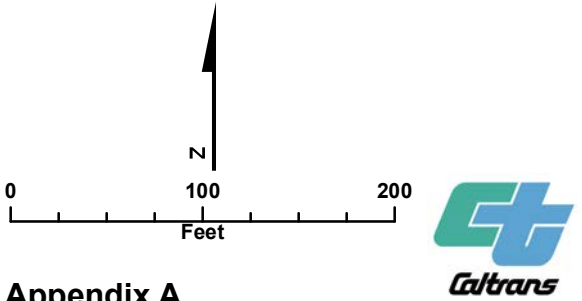


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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California

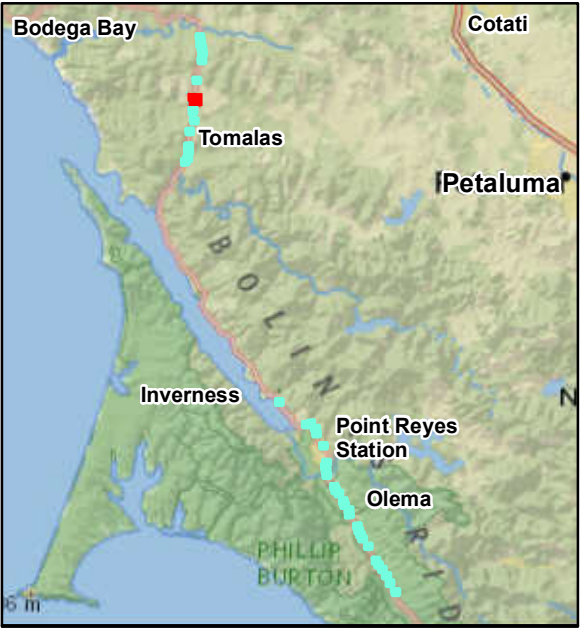
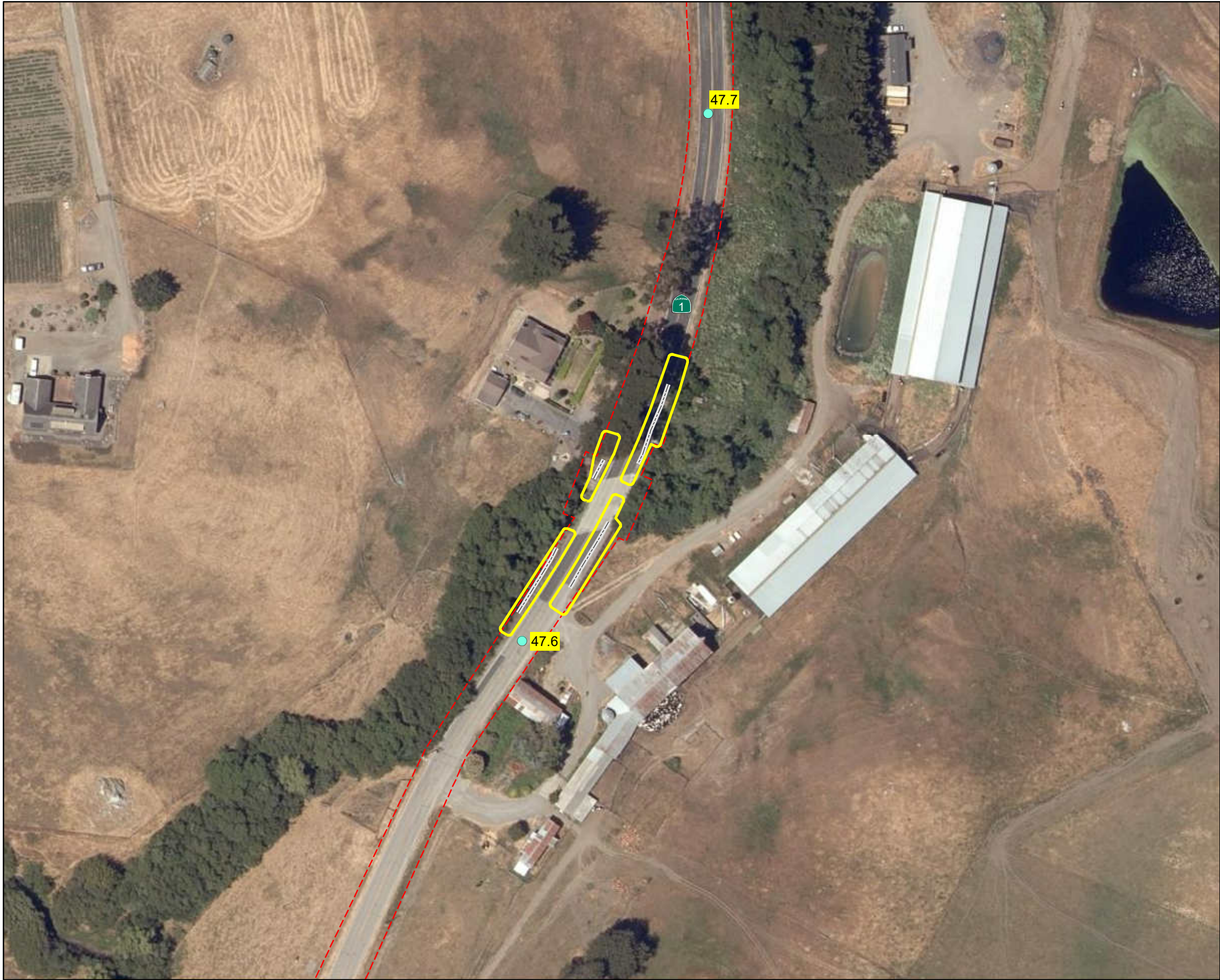


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

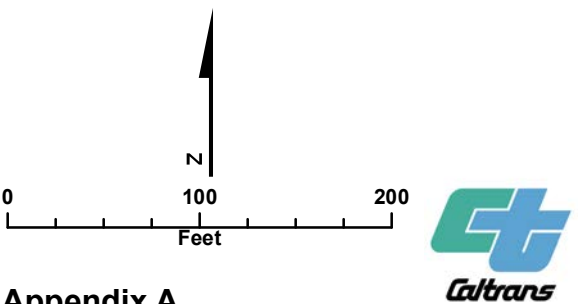


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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



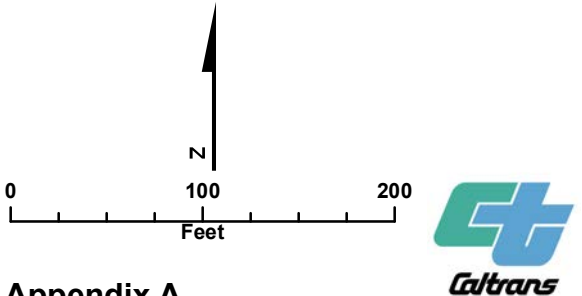
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



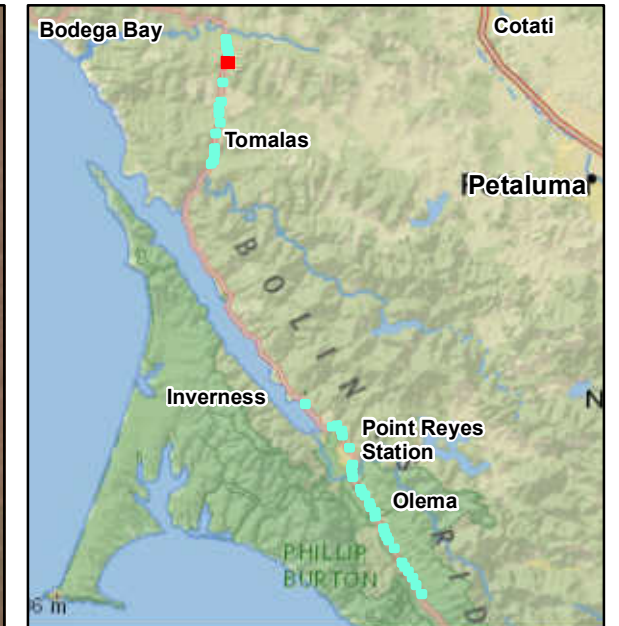
LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



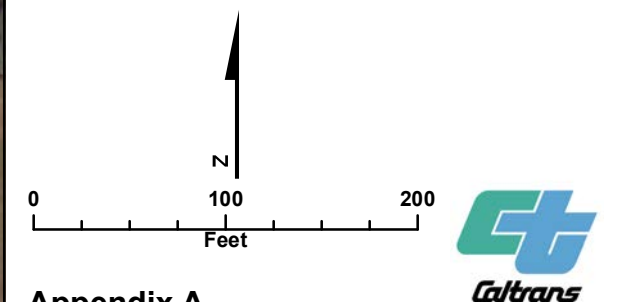
Appendix A
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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert
- Bicycle Pullout

Note:
 Caltrans Design from 08-28-2019
 updated culverts, curb and ramp 09-05-2019
 Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
 State Route 1 Capital Preventive Maintenance (CAPM)
 EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
 Marin County, California



LEGEND

- Limit of Work Area
- Temporary Construction Easement
- Right of Way
- Post Mile
- Replace Culvert

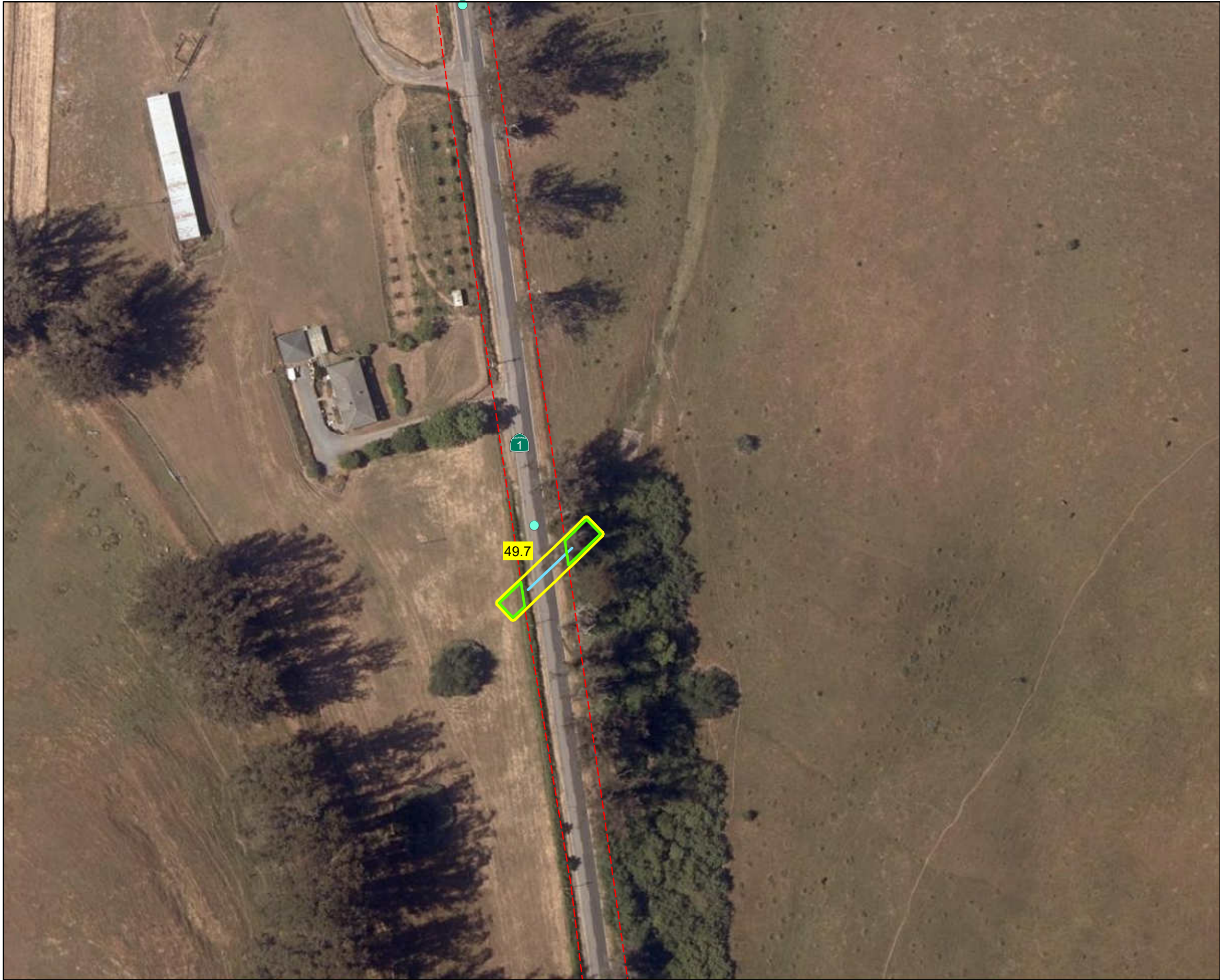
Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

0 100 200
Feet

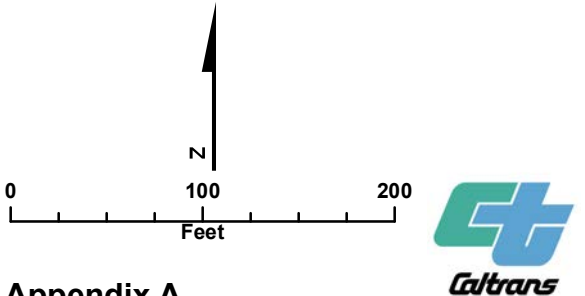
N

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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Temporary Construction Easement
 - Right of Way
 - Post Mile
 - Replace Culvert

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

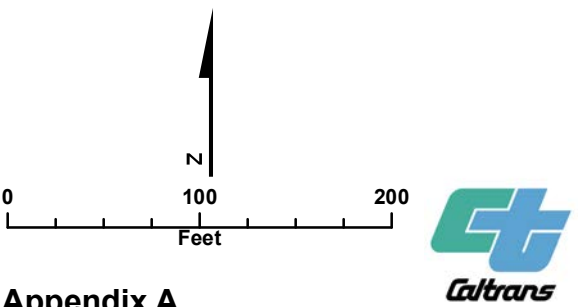


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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



- LEGEND**
- Limit of Work Area
 - Temporary Construction Easement
 - Right of Way
 - Post Mile
 - Replace Culvert

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

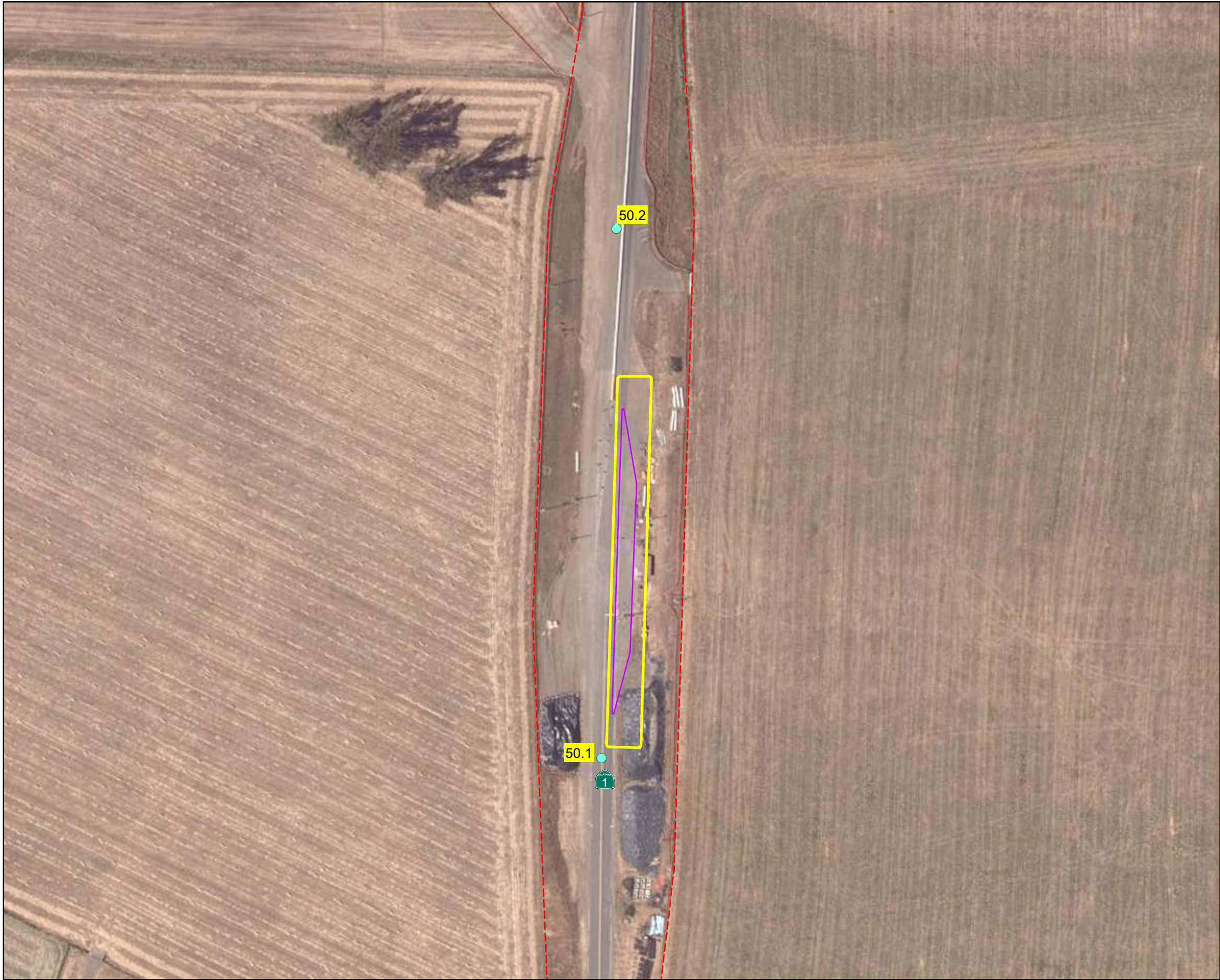


- LEGEND**
- Limit of Work Area
 - Right of Way
 - Post Mile
 - Replace Midwest Guardrail System




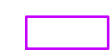
Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019
Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

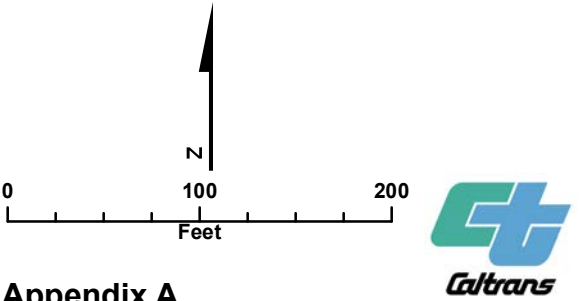


LEGEND

-  Limit of Work Area
-  Right of Way
-  Post Mile
-  Bicycle Pullout

Note:
Caltrans Design from 08-28-2019
updated culverts, curb and ramp 09-05-2019

Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.



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Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

Appendix B Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

November 2019

**NON-DISCRIMINATION
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:

<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a series of loops and a horizontal line.

Toks Omishakin
Director

Appendix C Summary of Project Features and Avoidance, Minimization, and Mitigation Measures

Project Features

Project Feature AQ-1: Control Measures for Construction Emissions of Fugitive Dust. Dust control measures would be implemented to minimize airborne dust and soil particles generated from construction. For disturbed soil areas, the use of tackifier to control dust emissions would be included in the construction contract. Any material stockpiles would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

Project Feature BIO-1: ESA Fencing. Prior to the start of construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) will be clearly delineated using high-visibility orange fencing. The ESA fencing will remain in place throughout the duration of the Project construction, preventing construction equipment or personnel from entering sensitive habitat areas. The final Project plans will depict all locations where ESA fencing will be installed and how it will be installed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within ESAs.

Project Feature BIO-2: Wildlife Exclusion Fencing. Prior to the start of construction, the Project footprint will be delineated with temporary, high-visibility wildlife exclusion fencing, as needed, to prevent the inadvertent encroachment of wildlife into the Project footprint. The fencing will be removed only when all construction equipment is removed from the job site. The final Project plans will depict the locations where the exclusion fencing will be installed, and the type of materials used.

Project Feature BIO-3: Construction Site Management Practices. The following site restrictions will be implemented to avoid or minimize potential effects on listed species and their habitats:

- a. Project-related vehicle traffic will be restricted to established roads and construction areas. Project vehicles will observe a 15-mile-per-hour speed limit while in the Project footprint, except on the current highway.
- b. Construction access, staging, storage, and parking areas will be located within Caltrans ROW, outside of any designated ESA or the ROW in areas environmentally cleared and permitted by the contractor. The following areas will be limited to the minimum necessary to construct the proposed Project: access routes, staging and storage areas, and contractor parking. Routes and boundaries of roadwork will be clearly marked prior to initiating construction or grading.
- c. Any borrow material will be certified, to the maximum extent practicable, as being non-toxic and weed free.
- d. All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed at least once daily from the Project footprint.
- e. All pets will be prohibited from entering the Project area during construction.
- f. Firearms will be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.
- g. All equipment will be maintained to prevent the leakage of vehicle fluids, such as gasoline, oils, or solvents. A spill response plan would be developed. Hazardous materials, such as fuels, oils, and solvents, will be stored in sealable containers, in a designated location that is at least 50 feet from wetlands and aquatic habitats.
- h. Vehicles and construction equipment will be serviced, including fueling, cleaning, and maintenance, at least 50 feet from any aquatic habitat unless the activity is separated by topographic or drainage barrier.

Project Feature BIO-4: Dewatering. Dewatering and discharging activities will be conducted according to standard Caltrans requirements.

Project Feature BIO-5: Seasonal Avoidance. Constrain construction, below top of bank, to occur during the dry season, during creek low flows (starting June 15 and ending October 31). Limit work in the creek to when the creek is dry or mostly dry, as much as practicable, or when the creek diversion has been installed. Caltrans will

complete advanced tree removal activities outside of the California red-legged frog-breeding season and bird nesting season at the bridge locations.

Project Feature BIO-6: Night Work. During the work that needs to occur at nighttime, direct all lighting downward and toward the active construction area.

Project Feature BIO-7: Agency Site Access. If requested, before, during, or upon completion of groundbreaking and any construction activities, Caltrans will allow access by agency personnel into the Project footprint to inspect the Project and its activities. Caltrans requests that all agency representatives contact the resident engineer (RE) prior to accessing the work site and review and sign the Safe Work Code of Practices, prior to accessing the work site for the first time.

Project Feature BIO-8: Migratory Birds and Nest Avoidance. During the nesting season (February 1 through September 30), a qualified biologist would conduct pre-construction surveys for nesting birds no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active non-game bird nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. To minimize and avoid take of migratory birds, their nests, and their young, Caltrans will conduct vegetation and tree trimming outside of the bird nesting season, prior to construction.

Project Feature BIO-9: Vegetation Removal. Clear any vegetation within the cut-and-fill line or growing in locations where permanent structures will be placed (such as MGS and culvert replacements). Clear vegetation only where necessary and cut above soil level, except in areas that will be excavated for construction. All clearing and grubbing of woody vegetation will occur by hand or using construction equipment, such as mowers, backhoes, and excavators.

Project Feature BIO-10: Erosion Control Matting. Plastic monofilament netting (that is, erosion control matting), rock slope protection filter fabric, geo-textile or similar material will not be used. Acceptable substitutes would include coconut coir matting or tackifying hydroseeding compounds.

Project Feature BIO-11: Replant, Reseed, and Restore Disturbed Areas. Caltrans will restore temporarily disturbed areas to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native grasses and shrubs to stabilize

and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native tree and woody shrub species will be replanted, based on locally sourced native species and the local species composition.

Project Feature BIO-12: Reduce Spread of Invasive Species. To reduce the spread of invasive, nonnative plant species and minimize the potential decrease of palatable vegetation for wildlife species, comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. In the event that noxious weeds are disturbed or removed during construction-related activities, the contractor will be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project area will be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

Project Feature BIO-13: Prevention of Entrapment. At the close of each working day, to prevent the inadvertent entrapment of the California red-legged frog, cover all excavated, steep-walled holes or trenches more than 1 foot deep with plywood or similar materials. If covering an excavation is not feasible, then install one or more escape ramps constructed of earthen fill or wooden planks. Before such holes or trenches are filled, thoroughly inspect them for trapped animals. If at any time a trapped listed animal is discovered, the biologist will immediately place escape ramps or other appropriate structures to allow the animal to escape, or USFWS will be contacted by telephone for guidance. The USFWS will be notified of the incident by telephone and electronic mail within one working day.

Project Feature CULT-1: Discovery of Cultural Materials. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.

Project Feature CULT-2: Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery will halt and Caltrans Cultural Resource Studies Office will be called. Caltrans Cultural Resources Studies Office Staff would assess the remains and, if they are determined to be

human, will contact the County Coroner, per Public Resources Code (PRC) Sections 5097.98, 5097.99, and 7050.5 of the California Health and Safety Code. If the Coroner determines the remains to be Native American, then the Coroner will contact the Native American Heritage Commission, which would assign a Most Likely Descendant. Caltrans will consult with the Most Likely Descendant on treatment and reburial of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Project Feature GHG-1: Control Measures for Greenhouse Gases. Measures would be determined during the later Project phases and implemented during construction to: (1) ensure regular construction maintenance of construction vehicle and equipment; (2) limit idling of vehicles and equipment onsite; (3) recycle nonhazardous waste and excess material if practicable; and (4) use solar-powered signal boards, if feasible.

Project Feature WQ-1: Stormwater Pollution Prevention Plan. To comply with the CGP, the Project contractor is required to implement a SWPPP containing BMPs for stormwater pollution control. The SWPPP would be prepared by the contractor and approved by Caltrans, and detail the implementation of temporary construction site BMPs during all phases of construction to avoid or minimize stormwater and water quality effects to surface water, groundwater, or domestic water supplies. The SWPPP will include erosion control BMPs implemented, to minimize wind- or water-related erosion. These prevention measures will also fulfill the requirements of the San Francisco RWQCB. The Caltrans BMP Guidance Handbook will provide the design staff with guidance for including appropriate provisions in the construction contract that will prevent or minimize stormwater and non-stormwater discharges and protect sensitive areas. At a minimum, protective measures will include the following:

- Any discharging of pollutants from vehicle and equipment cleaning into any storm drains or watercourses will be disallowed.
- Vehicle and equipment fueling and maintenance operations will be kept at least 50 feet away from watercourses, except at established commercial gas stations or an established vehicle maintenance facility.
- All grindings and asphaltic-concrete waste will be stored within previously disturbed areas absent of habitat and at a minimum of 50 feet from any downstream riparian habitat, aquatic habitat, culvert, or drainage feature.

- Dedicated fueling and refueling practices will be designated as part of the approved SWPPP. Dedicated fueling areas will be protected from stormwater runoff and be located at least 50 feet from downslope drainage facilities and water courses.
- Fueling must be performed on level-grade areas. Onsite fueling will only be used when and where sending vehicles and equipment offsite for fueling is impractical. When fueling must occur onsite, the contractor will designate an area to be used subject to the approval of the RE representing Caltrans. Drip pans or absorbent pads will be used during onsite vehicle and equipment fueling.
- Spill containment kits will be maintained onsite at all times during construction operations and/or staging or fueling of equipment.
- Dust control measures will be implemented. These will consist of regular truck watering of construction access areas and disturbed soil areas, including the use of organic soil stabilizers, if required, to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of tackifier to control dust emissions blowing off of the ROW or out of the construction area during construction will be included in the construction contract. Watering guidelines will be established to avoid any excessive runoff that may flow into contiguous areas. Any material stockpiles will be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion. All of these efforts will be consistent with the RWQCB or approved SWPPP. Dust control will be addressed during the environmental education session.
- Coir rolls or straw wattles will be installed along or at the base of slopes during construction to capture sediment.
- Graded areas will be protected from erosion using a combination of silt fences, fiber rolls along toes of slopes or along edges of designated staging areas, and erosion control netting (such as jute or coir) as appropriate on sloped areas.

Project Feature WQ-2: Construction Site BMPs. To prevent or reduce impacts to water quality during construction, construction site BMPs would be deployed for sediment control and material management. These include:

- **Job Site Management:** This non-stormwater discharge and waste management practice includes considerations for operations, illicit discharge detention and

reporting, vehicle and equipment cleaning, vehicle and equipment fueling, and material use.

- **Temporary Fiber Rolls:** A fiber roll consists of straw or other similar materials placed on the face of the slopes at regular intervals to intercept runoff, reduce its flow velocity, release the runoff as sheet flow, and provide removal of sediment from the runoff.
- **Silt Fence:** A silt fence is a temporary linear sediment barrier of permeable fabric designed to intercept and slow the flow of sediment-laden sheet flow runoff. Silt fences allow sediment to settle from runoff before water leaves the construction site. Silt fences are placed below the toe of exposed and erodible slopes, downslope of exposed soil areas, around temporary stockpiles and along streams and channels. Silt fences should not be used to divert flow or in streams, channels, or anywhere flow is concentrated.
- **Drainage Inlet Protection:** Drainage inlet protection is a practice to reduce sediment from stormwater runoff discharging from the construction site prior to entering the storm drainage system. Effective drainage inlet protection allows sediment to settle out of stormwater or filters sediment from the stormwater before it enters the drain inlet. Drainage inlet protection is the last line of sediment control defense prior to stormwater leaving the construction site.
- **Portable Concrete Washout:** This waste management BMP contains procedures and practices that would minimize or eliminate the discharge of concrete waste materials to the storm drain systems or watercourses.
- **Temporary Cover:** This BMP involves the placement of geosynthetic fabrics (geotextiles), plastic covers, or erosion control blankets/mats to stabilize DSAs and protect soil from erosion by wind or water.
- **Stockpile Management:** This BMP consists of procedures and practices to eliminate pollution of stormwater from stockpiles of soil and paving materials (such as concrete rubble, aggregate, and asphalt concrete). These procedures include locating stockpiles away from drainages, and providing perimeter sediment barriers, soil stabilization, and wind erosion control measures.
- **Solid Waste Management:** This BMP consists of procedures and practices to minimize or eliminate the discharge of pollutants to storm drain systems or

watercourses as a result of creation, stockpiling, or removal of construction site wastes. Measures include education as well as collection, storage, and disposal practices (such as, plywood and tarp directly on streambed).

- **Stream Diversion System:** The system consists of upstream and downstream berms, with a pipe conveying runoff to create a dry working environment for temporary access. The system would be required at specific culvert locations and used during the summer months for one or both summers of the construction period. Each stream diversion system would be removed immediately after in-stream work is completed at the location, and would not be left in place during the wet season (typically beginning October 15). A risk analysis would be done to determine the design flow for the stream diversion system.

Project Feature WQ-3: Permanent Treatment BMPs. Permanent treatment BMPs are as follows:

- **Design Pollution Prevention BMP Strategy:** The goal of an effective erosion control strategy is to maintain natural pre-construction conditions. Existing vegetation would be preserved to the maximum extent practicable, and areas disturbed by construction activities would be minimized using construction site BMPs. Preservation involves the identification and protection of desirable vegetation to provide erosion and sediment control benefits.
- **Treatment BMP Strategy:** Treatment BMPs would address the post-construction water quality impacts and remove pollutants from stormwater runoff before discharging to receiving waters. The Project currently proposes the use of biofiltration strips as the stormwater treatment devices to meet Project requirements. The locations for the biofiltration strips would be determined during later Project phases.
- Do not deliver equipment and materials or dispose of spoils/construction waste between 9:00 p.m. and 6:00 a.m.
- Use quieter alternative methods or equipment (like electricity instead of generator), if feasible.
- Avoid idling of equipment near sensitive receptors.

- Confirm that all equipment used on the construction site, including jackhammers, has exhaust systems and mufflers recommended by the manufacturer as having the lowest noise.

Project Feature UTI-1: Trash Management. All food-related trash items, such as wrappers, cans, bottles, and food scraps, would be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per Caltrans Statewide National Pollution Discharge Elimination System Permit and San Francisco RWQCB Cease and Desist Order.

Project Feature UTI-2: Treated Wood Waste. Wood removed from metal beam guardrails will be considered treated wood waste, and must be disposed of by the contractor pursuant to Caltrans standard specifications.

Avoidance and Minimization Measures

AMM AES-1: Rural Village Curb Ramps. DIB 82-06 allows for alternative color selection, for detectable warnings at curb ramps, with colors that suitably contrast with adjacent paving. Select a muted color (such as brick red or brown) with an adequate level of adjacent surface contrast to ADA-compliant upgrades, to minimize visual change within the rural villages of Point Reyes Station and Tomales.

AMM AES-2: Rural Village Concrete Features. Exposed concrete (including pedestrian paving, curb ramps, curbs and gutters), shall be colored and textured to minimize visual changes relative to adjacent existing pavement within the rural villages of Point Reyes Station and Tomales.

AMM AES-3: Conceal drainage features. Color drainage features (including associated concrete) to match adjacent earth tones where they are not permanently hidden from view. To the extent practicable, screen with locally native vegetation, appropriate to the location.

AMM AES-4: Selection of Attenuators and Crash Cushions. Select attenuators and crash cushions that are visually consistent with MGS metal railings, to the maximum extent feasible.

AMM AES-5: Aesthetically Treat Concrete Blocks. Aesthetically treat MGS terminal blocks adjacent to existing see-through concrete railings to minimize character change. Locations are: PM 22.8/22.91, PM 23.21/23.34, and PM 28.55.

AMM AES-6: Color Concrete Structures. Color concrete structures to minimize visual dissimilarity when compared to existing concrete barriers and other structures.

AMM AES-7: Minimize Construction Appearance. Minimize appearance of construction equipment and staging areas locations to the extent feasible.

AMM AES-8: Culvert Footprints. Minimize culvert footprints.

AMM AES-9: Treatments at MVPs and Turnouts. Use non-pavement treatments at MVPs and turnouts. Per Marin SR 1 Repair Guidelines, paving beyond a 4-foot-wide shoulder should be limited.

AMM AES-10: Revegetation of Disturbed Areas. Revegetate disturbed soils using locally native plants and plant seeds.

AMM AES-11: Protect Existing Trees. Avoid impacts to existing trees and shrubs, including associated tree roots, where feasible. Caltrans Landscape Architecture and Biological Resources offices will identify specific locations and BMPs during later Project phases and include appropriate information in the plans and specifications.

AMM AES-12: Limit Construction Lighting. Limit construction lighting to the specific areas under construction along the Project corridor and avoid light trespass with the use of directional lighting, shielding, and other measures as needed.

AMM BIO-1: Approved Biologist. Submit the names and qualifications of the proposed biomonitor(s) to the USFWS and CDFW for approval at least 30 calendar days prior to the start of construction.

- a. Prior to working on the site, the approved biomonitor(s) will submit a letter to the USFWS and CDFW verifying that they possess a copy of the BO, Streambed Alteration Agreement, and other relevant permits for the Project, and understand the *Terms and Conditions*.
- b. The biomonitor(s) will keep a copy of the BO, Streambed Alteration Agreement, and other relevant permit materials in their possession when onsite.
- c. The biomonitor(s) will be onsite during all work that could reasonably result in take of special-status wildlife.
- d. In coordination with the Caltrans RE, the biomonitor(s) will have the authority to stop work that may result in the unauthorized take of special-status species. If the

- biomonitor(s) exercises this authority, the USFWS or CDFW will be notified by telephone and email within one working day.
- e. At least 30 days prior to the onset of activities, submit to the USFWS and CDFW the name(s) and credentials of biologists who will conduct preconstruction surveys and relocation activities for the listed species. No Project activities will begin until the proponent has received written approval from the agencies that he/she is approved to conduct the work. An agency-approved biologist will be present onsite during the construction of any erosion control fencing or cofferdams, and prior to and during the dewatering activities to monitor for the California red-legged frog. Through communication with the RE or his/her designee, the agency-approved biologist may stop work, if deemed necessary, for any reason to protect listed species; the biologist will advise the RE or designee on how to proceed accordingly.
 - f. The RE (or designee) will do the following tasks: (1) Send a letter to the USFWS and CDFW verifying that they possess a copy of the BO and Lake and Streambed Alteration Agreement and understands the *Terms and Conditions*. (2) Maintain a copy of the BO, Lake and Streambed Alteration Agreement, and other relevant permits onsite whenever construction is taking place. (3) Immediately contact the agency-approved biological monitor when a California red-legged frog is observed within the construction zone. Construction activities will be suspended within a 50-foot radius of the California red-legged frog until the animal leaves the site voluntarily or is relocated by the agency-approved biological monitor. The agency-approved biological monitor will follow established California red-legged frog protocols for relocation of the California red-legged frog.

AMM BIO-2: Worker Environmental Awareness Training. Prior to ground-disturbing activities, have an agency-approved biologist conduct an education program for all construction personnel. At a minimum, the training will include: a description of special-status species, migratory birds, and their habitats; how the species might be encountered within the Project area; an explanation of the status of these species and protection under the federal and state regulations; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; boundaries within which construction may occur; and how to best avoid the incidental take of listed species. The field meeting will include topics on species identification, life history, descriptions, and habitat requirements during various life stages. Emphasis will be placed on the importance of the habitat and life stage

requirements within the context of Project maps showing areas where AMMs are to be implemented. The program will include an explanation of applicable federal and state laws protecting endangered species, as well as the importance of compliance with Caltrans and various resource agency conditions.

AMM BIO-3: Pre-Construction California Red-Legged Frog Surveys. An agency-approved biologist will conduct pre-construction surveys for the California red-legged frog no more than 20 calendar days prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) beyond the existing pavement. These efforts will consist of walking surveys within the area of ground disturbance and, if possible, accessible adjacent areas within at least 50 feet of the Project limits. The agency-approved biologist will investigate potential cover sites when such investigation is feasible and safe. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the Project limits will be documented and relocated to an adequate cover site in the vicinity. Safety permitting, the agency-approved biologist(s) will investigate areas of disturbed soil for signs of California red-legged frogs within 30 minutes following initial disturbance of the given area.

AMM BIO-4 Protocol for Species Relocation and Reporting. Follow these procedures if California red-legged frogs are encountered in the immediate work area:

- a. If a frog is discovered during surveys or Project activities, the RE and agency-approved biologist will be immediately informed. If a frog gains access to a construction zone, work will be halted immediately within 50 feet, until the animal leaves the construction zone or is removed by the agency-approved biologist. The captured frog will be released within appropriate habitat outside of the construction zone within the creek riparian corridor. The release habitat will be determined by the agency-approved biologist.
- b. The agency-approved biologist will have the authority to halt work through coordination with the RE if a frog is discovered within the Project footprint. The RE will ensure construction activities remain suspended in any construction area where the qualified biologist has determined that a potential take of the frog could occur. Work will resume once the animal leaves the site voluntarily, or is removed by the biologist(s) to a release site using USFWS-approved handling techniques, or if it is determined that the frog is not being harassed by

- construction activities. If take occurs, the biologist(s) will notify the USFWS contact by telephone and electronic mail within one working day.
- c. The biological monitor(s) will take precautions to prevent introduction of amphibian diseases in accordance with the *Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog* (USFWS 2005).
 - d. An agency-approved biologist or a licensed veterinarian will care for injured frogs, if necessary. Dead frogs will be preserved according to standard museum techniques and held in a secure location. The USFWS will be notified within one working day of the discovery of a death or injury of frog(s) resulting from Project-related activities or if a frog is observed at the Project site. Notification will include the date, time, location, and any other pertinent information related to the incident or the finding of a dead or injured animal, clearly indicated on a USGS 7.5-minute quadrangle and other maps at a finer scale, as requested by the USFWS.
 - e. Caltrans will submit post-construction compliance reports prepared by the biologist to the USFWS within 60 calendar days following completion of Project activities, or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report will detail: (1) dates that relevant Project activities occurred; (2) pertinent information concerning the success of the Project in implementing AMMs for listed species; (3) an explanation of failure to meet such measures, if any; (4) known Project effects on the frog, if any; (5) occurrences of incidental take of listed species; (6) documentation of employee environmental education; and (7) other pertinent information.

AMM BIO-5: Vegetation Removal Avoidance for Northern Spotted Owl. To the extent feasible, conduct all major tree removal between October 1 and January 31, prior to the onset of winter rains, outside the northern spotted owl nesting season and during the later portion of the northern spotted owl's breeding season (February 1 to September 30) and one year prior to the start of construction activities. Trees will be stumped and roots left in place until construction commences the following year. Should vegetation removal occur during the northern spotted owl's breeding season, an agency-approved biologist will conduct protocol surveys following the USFWS northern spotted owl survey protocols (USFWS 2012) or most current protocol.

AMM BIO-6: Avoidance for Roosting Bats. An agency-approved biologist will conduct a habitat assessment for potentially suitable bat roosting habitat, within

potential tree habitat and anthropogenic structures between March 1 to April 1, or August 31 to October 15, prior to tree removal or construction-related activities. If the habitat assessment reveals a given location has suitable roosting habitat, then the appropriate exclusionary measures will be implemented prior to construction, between March 1 to April 15 or August 31 to October 15.

Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or Project staging to avoid bat roosting habitat. If the habitat assessment reveals suitable bat roosting habitat in trees and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys will be conducted 2 to 3 days prior to any tree removal or trimming.

If presence/absence surveys are negative, then tree removal may be conducted by following a two-phased tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees will only be removed from March 1 through April 15 and/or August 31 through October 15, by following the two-phased tree removal system. The two-phase system will be conducted over two consecutive days. On the first day (in the afternoon), limbs and branches will be removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures will be avoided and only branches or limbs without those features will be removed. On the second day, the entire tree will be removed. Bats will not be disturbed without specific notice to and consultation with CDFW. If bats are found within trees or anthropogenic structures that are set for removal, new bat roosting habitat will be incorporated into the Project design in consultation with CDFW.

AMM BIO-7: Occupied Northern Spotted Owl (NSO) Habitat. If Project activities occur during the NSO nesting season (February 1 to July 31), then an agency-approved biologist will conduct surveys for NSO following the USFWS's *Protocol for Surveying Proposed Management Activities That May Impact Northern Spotted Owls*, revised January 9, 2012 (or as updated). Surveys will be conducted in accordance with Section 9 of the survey protocol, Surveys for Disturbance-Only Projects. If NSO are detected during surveys, Project activities within 0.25 mile of a nest site will be avoided until the end of the breeding season or until an agency-approved biologist determines the nest is no longer active. An agency-approved biologist should be familiar with NSO ecology, have proven success identifying NSO aurally and visually, and have at least two seasons of experience surveying for NSO using the USFWS protocol.

If Project-generated sound does not exceed ambient nest conditions by over 20 decibels, and total combined sound (ambient and Project-generated) during Project activities does not exceed 90 decibels, then noise impacts would likely be less than significant and surveys may not be necessary (USFWS 2006). Pre-Project sound conditions will be accurately measured and documented to justify a no-survey outcome. Also, the method of sound monitoring to determine whether levels exceed 90 decibels will be adequately described to allow CDFW to comment on the methods.

If take of any species listed under the CESA cannot be avoided, either during Project activities or over the life of the Project, then a CESA Incidental Take Permit will be warranted (pursuant to Fish and Game Code, Section 2080 et seq.).

AMM BIO-8: Special-Status Plant Surveys. During the season prior to the start of construction, an agency-approved biologist will conduct a survey during the appropriate blooming period for all special-status plants that have the potential to occur within the Project site. Surveys will be conducted following *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities*, prepared by CDFW, dated March 20, 2018. If special-status plants are found during surveys, then the Project would be re-designed to avoid impacts to special-status plants, to the greatest extent feasible. If impacts to special-status plants cannot be avoided completely during construction, then compensatory mitigation will be proposed and the plan will be provided to CDFW for review and approval.

Surveys would be conducted by an agency-approved biologist knowledgeable about plant taxonomy, familiar with plants of the region, with experience conducting botanical field surveys according to vetted protocols.

If take of any species listed under CESA cannot be avoided, either during Project activities or over the life of the Project, then a CESA Incidental Take Permit will be warranted (pursuant to Fish and Game Code, Section 2080 et seq.).

AMM Noise-1: Noise Levels During Construction. Noise from construction activities is not to exceed 86 dBA L_{max}³ at 50 feet from the Project site from 9:00 p.m. to 6:00 a.m. per 2018 Caltrans Standard Specifications, Section 14-8.02.

³ L_{max} noise descriptor is the highest instantaneous noise level during a specified period, in the noise analysis 1 hour.

AMM Noise-2: Noise Best Management Practices. The following BMPs would be implemented during all phases of construction activities to reduce noise:

- Provide public outreach/communication plan throughout the Project for residents to have a source of accurate information, including social media, on Project information and schedules.
- Inform West Marin Elementary School of the construction schedule at their location and to use classrooms at least 100 feet away from SR 1 during construction located adjacent to the school.
- Locate staging and storage areas away from sensitive receptors (especially residences).
- Enclose staging and storage areas, if feasible. Use natural barriers (like situating idling equipment behind hills at Valley Ford), when available.
- Consider reducing impact of detours through public information and choosing detours away from residences.
- Do not deliver equipment and materials or dispose of spoils/construction waste between 9:00 p.m. and 6:00 a.m.
- Use quieter alternative methods or equipment (like electricity instead of generator), if feasible.
- Avoid idling of equipment near sensitive receptors.
- Confirm that all equipment used on the construction site, including jackhammers, has exhaust systems and mufflers recommended by the manufacturer as having the lowest noise.

AMM Noise-3: Vibration Control Measures: (1) At locations where structures are 30 feet or less from SR 1, schedule activities (such as, paving, curb/sidewalk replacement and sign replacement/installation) separately. (2) Prevent idling of other equipment within 100 feet of structures.

AMM TRANS-1: Traffic Management Plan: To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP would be developed by Caltrans and implemented throughout construction. The TMP would include public information, motorist information, incident management,

construction, and alternate routes or detours. The TMP would also include elements, such as detour and haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing, to reduce impacts to local residents as much as feasible and maintain access to businesses in the local area. The TMP would also provide access for police, fire, and medical services in the local area. Detour routes would be planned in coordination with Caltrans and Marin County, and would include notices to emergency service providers, transit operators, and the public in advance.

Mitigation Measures

Mitigation Measure BIO-1: Riparian Tree Replacement. Riparian trees that are removed as a result of this Project will be replanted onsite, at a ratio of 3:1, upon Project construction completion.

Mitigation Measure BIO-2: Wetlands and Waters Restoration. Mitigation for temporary impacts to wetlands and waters within the California Coastal Zone will be accomplished through onsite restoration, upon Project construction completion.

Appendix D Species Lists

Table D-1 Special-Status Plant Species and their Potential to Occur in the BSA

Common Name Scientific Name ^a	Listing Status ^b			Flowering Period ^c	Habitat Preferences and Range ^c	Potential to Occur
	Federal	State CA	CNPS			
<i>Abronia umbellata</i> var. <i>breviflora</i> pink sand-verbena	-	-	1B.1	June-October	Coastal dunes and coastal strand close to the ocean from 0-75 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Agrostis blasdalei</i> Blasdale's bent grass	-	-	1B.2	May-July	Coastal dunes, coastal bluff scrub, coastal prairie in sandy or gravelly soil close to rocks. Often in nutrient-poor soil with sparse vegetation from 5-365 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Alopecurus aequalis</i> var. <i>sonomensis</i> Sonoma alopecurus	FE	-	1B.1	May-July	Freshwater marshes and swamps, riparian scrub. Wet areas, marshes, and riparian banks between 3-360 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Amorpha californica</i> var. <i>napensis</i> Napa false indigo	-	-	1B.2	April-July	In openings in broadleafed upland forest, chaparral, and cismontane woodland between 30-735 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	-	-	1B.2	March-June	Cismontane woodland, valley and foothill grassland, and coastal bluff scrub between 3-795 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Arabis blepharophylla</i> coast rockcress	-	-	4.3	February-May	Rocky areas in broadleafed upland forest, coastal bluff scrub, coastal prairie, and coastal scrub between 3-1,100 meters.	Species observed during the surveys. Suitable habitat present.
<i>Arctostaphylos montana</i> ssp. <i>montana</i> Mt. Tamalpais manzanita	-	-	1B.3	February-April	Serpentine slopes in chaparral and valley and foothill grassland between 150-680 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Arctostaphylos virgata</i> Marin manzanita	-	-	1B.2	January-March	Broadleafed upland forest, closed-cone coniferous forest, chaparral, north coast coniferous forest. On sandstone or granitic soil between 1-800 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Astragalus breweri</i> Brewer's milk-vetch	-	-	4.2	April-June	Often serpentinite, volcanic substrates in chaparral, cismontane woodland, meadows and seeps, valley and foothill grassland (open, often gravelly) between 90-730 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Astragalus pycnostachyus</i> var. <i>pycnostachyus</i> coastal marsh milk-vetch	-	-	1B.2	April-October	Mesic sites in coastal dunes, salt marshes, swamps, coastal scrub, and along coastal streams (in adjacent sand) between 0-155 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Blennosperma bakeri</i> Sonoma sunshine	FE	SE	1B.1	February-April	Vernal pools and swales in valley and foothill grassland between 10-290 meters.	Marginal suitable habitat present (mesic disturbed grasslands). However, most occurrences are east of the BSA and this species is unlikely to occur. Species not found during floristic surveys.
<i>Blennosperma nanum</i> var. <i>robustum</i> Point Reyes blennosperma	-	SR	1B.2	February-April	On open coastal hills in sandy soil in coastal prairie, coastal scrub habitats between 5-125 meters.	Suitable habitat absent. Nearby populations found in sandy soil on the Point Reyes peninsula closer to the ocean. Species not found during floristic surveys and not expected to occur.
<i>Calamagrostis bolanderi</i> Bolander's reed grass	-	-	4.2	May-August	Mesic areas in broadleafed upland forest, closed-cone coniferous forest, coastal scrub, meadows and seeps (mesic), North Coast coniferous forest, marshes and swamps (freshwater) between 0-455 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Calamagrostis ophitidis</i> serpentine reed grass	-	-	4.3	April-July	Rocky (serpentine) areas in chaparral (open, often north-facing slopes), lower montane coniferous forest, meadows and seeps, valley and foothill grassland between 90-1,065 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Calochortus umbellatus</i> Oakland star-tulip	-	-	4.2	March-May	In broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland (often on serpentine). Found between 100-700 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Calystegia purpurata</i> ssp. <i>saxicola</i> coastal bluff morning-glory	-	-	1B.2	May-September	Coastal dunes, coastal scrub, coastal bluff scrub, north coast coniferous forest between 4-165 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Campanula californica</i> swamp harebell	-	-	1B.2	June-October	Bogs and marshes in a variety of habitats, including, fens, closed-cone coniferous forest, coastal prairie, meadows and seeps, freshwater marsh, north coast coniferous forest; uncommon where it occurs. Found between 1-520 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Cardamine angulata</i> seaside bittercress	-	-	2B.1	April-June	Wet areas, streambanks in North coast coniferous forest, lower montane coniferous forest, between 5-515 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.

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<i>Carex lyngbyei</i> Lyngbye's sedge	-	-	2B.2	April-August	Marshes and swamps (brackish or freshwater) between 0-200 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Castilleja affinis</i> ssp. <i>neglecta</i> Tiburon paintbrush	FE	ST	1B.2	April-June	Rocky, open, serpentine sites in valley and foothill grassland between 120-400 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Castilleja ambigua</i> var. <i>ambigua</i> johnny-nip	-	-	4.2	March-August	Coastal bluff scrub, Coastal prairie, Coastal scrub, Marshes and swamps, Valley and foothill grassland, Vernal pools margins between 0-435 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Castilleja ambigua</i> var. <i>humboldtensis</i> Humboldt Bay owl's-clover	-	-	1B.2	April-June	In coastal saltmarshes with <i>Spartina</i> , <i>Distichlis</i> , <i>Salicornia</i> , and <i>Jaumea</i> between 0-20 meters.	Suitable habitat absent; therefore, this species is not expected to occur. Species not found during floristic surveys.
<i>Castilleja lescheana</i> Point Reyes paintbrush	-	-	1A	Likely April-June	Marshes and swamps (coastal) between 0-25 meters.	Suitable habitat absent; therefore, this species is not expected to occur. Most current Jepson Interchange notes that this species does not occur in California.
<i>Ceanothus decornutus</i> Nicasio ceanothus	-	-	1B.2	March-May	Maritime chaparral; serpentinite, rocky, sometimes clay between 235-290 meters.	Suitable habitat absent; therefore, this species is not expected to occur but was not found during floristic surveys.
<i>Ceanothus gloriosus</i> var. <i>exaltatus</i> glory brush	-	-	4.3	March-June (August)	Chaparral between 30-610 meters.	Suitable habitat absent; therefore, this species is not expected to occur. Species not found during floristic surveys.
<i>Ceanothus gloriosus</i> var. <i>gloriosus</i> Point Reyes ceanothus	-	-	4.3	March-May	Sandy areas in coastal bluff scrub, closed-cone coniferous forest, coastal dunes, coastal scrub between 5-520 meters.	Suitable habitat absent; therefore, this species is not expected to occur. Species not found during floristic surveys.
<i>Ceanothus gloriosus</i> var. <i>porrectus</i> Mt. Vision ceanothus	-	-	1B.3	February-May	Closed-cone coniferous forest, coastal prairie, coastal scrub, valley and foothill grassland. Known to occur in sandy soils between 10-335 meters.	Suitable habitat absent. Occurrences are known from the Point Reyes peninsula. Species is not expected to occur.
<i>Ceanothus masonii</i> Mason's ceanothus	-	SR	1B.2	March-April	Serpentine ridges or slopes in chaparral or transition zone. Found between 180-460 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Ceanothus rigidus</i> Monterey ceanothus	-	-	4.2	February-April (June)	Sandy areas in closed-cone coniferous forest, chaparral, coastal scrub between 3-550 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Chloropyron maritimum</i> ssp. <i>palustre</i> Point Reyes salty bird's-beak	-	-	1B.2	June-October	In coastal saltmarsh with <i>Salicornia</i> , <i>Distichlis</i> , <i>Jaumea</i> , and <i>Spartina</i> from 0-115 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i> San Francisco Bay spineflower	-	-	1B.2	April-July	Sandy soil on terraces and slopes in valley coastal bluff scrub, coastal dunes, coastal prairie, and coastal scrub between 2-550 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Chorizanthe cuspidata</i> var. <i>villosa</i> woolly-headed spineflower	-	-	1B.2	May-July	Sandy places near the beach in coastal scrub, coastal dunes, and coastal prairie between 5-60 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	FE	-	1B.1	April-September	Sandy or gravelly areas in chaparral (maritime), cismontane woodland (openings), coastal dunes, and coastal scrub between 3-300 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Cicuta maculata</i> var. <i>bolanderi</i> Bolander's water-hemlock	-	-	2B.1	July-September	In freshwater or brackish marshes and swamps, between 0-20 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Cirsium andrewsii</i> Franciscan thistle	-	-	1B.2	March-July	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland, often on serpentine.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Cirsium hydrophilum</i> var. <i>vaseyi</i> Mt. Tamalpais thistle	-	-	1B.2	May-August	Serpentine seeps, meadows, and streams in broadleafed upland forest and chaparral between 180-610 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Clarkia concinna</i> ssp. <i>raichei</i> Raiche's red ribbons	-	-	1B.1	April-May	Highly exposed rocky bluffs in coastal bluff scrub with a near-vertical slope between 0-100 meters.	Suitable habitat present. Known occurrence is approximately 1 mile from one of the study areas in the BSA.
<i>Collinsia corymbosa</i> round-headed Chinese-houses	-	-	1B.2	April-June	Coastal dunes between 0-30 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Delphinium bakeri</i> Baker's larkspur	FE	SE	1B.1	March-May	Broadleafed upland forest, coastal scrub, valley and foothill grassland. Only site occurs on NW-facing slope, on decomposed shale. Historically known from grassy areas along fence lines too from between 105-205 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Delphinium luteum</i> golden larkspur	FE	SR	1B.1	March-May	North-facing rocky slopes in chaparral, coastal prairie, and coastal scrub between 5-100 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.

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<i>Dirca occidentalis</i> western leatherwood	-	-	1B.2	January-March	On brushy slopes, mesic sites; mostly in mixed evergreen and foothill woodland communities between 20-640 meters. Also found in broadleafed upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian forest, riparian woodland.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Elymus californicus</i> California bottle-brush grass	-	-	4.3	May-August (November)	Broadleafed upland forest, cismontane woodland, North Coast coniferous forest, riparian woodland between 15-470 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Entosthodon kochii</i> Koch's cord moss	-	-	1B.3	NA	Cismontane woodland. Found on river banks on newly exposed soil at moderate elevations (Flora of North America 2019 (soil)).	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Eriogonum luteolum</i> var. <i>caninum</i> Tiburon buckwheat	-	-	1B.2	May-September	Serpentine soils and sandy to gravelly sites in chaparral, valley and foothill grassland, cismontane woodland, and coastal prairie between 60-640 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Erysimum concinnum</i> bluff wallflower	-	-	1B.2	March-May	Coastal dunes, coastal bluff scrub, coastal prairie between 3-60 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Fritillaria lanceolata</i> var. <i>tristulis</i> Marin checker lily	-	-	1B.1	February-May	Coastal bluff scrub, coastal scrub, coastal prairie. Occurrences reported from canyons and riparian areas as well as rock outcrops; often on serpentine; found between 5-305 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Fritillaria liliacea</i> fragrant fritillary	-	-	1B.2	February-April	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported though usually on clay, in grassland, known from between 3-385 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Gilia capitata</i> ssp. <i>chamissonis</i> blue coast gilia	-	-	1B.1	April-July	Coastal dunes, coastal scrub between 3-200 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Gilia capitata</i> ssp. <i>tomentosa</i> woolly-headed gilia	-	-	1B.1	May-July	Coastal bluff scrub, valley and foothill grassland. Rocky outcrops on the coast, serpentine. Known from between 20-125 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Gilia millefoliata</i> dark-eyed gilia	-	-	1B.2	April-July	Coastal dunes from 1-60 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Grindelia hirsutula</i> var. <i>maritima</i> San Francisco gumplant	-	-	3.2	June-September	Sandy or serpentine substrates in coastal bluff scrub, coastal scrub, valley and foothill grassland between 15-400 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Hemizonia congesta</i> ssp. <i>congesta</i> congested-headed hayfield tarplant	-	-	1B.2	April-November	Valley and foothill grassland. Grassy valleys and hills, often in fallow fields, sometimes along roadsides, between 5-520 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Hesperervax sparsiflora</i> var. <i>brevifolia</i> short-leaved evax	-	-	1B.2	March-June	Sandy bluffs and flats in coastal bluff scrub, coastal dunes, and coastal prairie in sandy bluffs and flats between 0-640 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Hesperolinon congestum</i> Marin western flax	FT	ST	1B.1	April-July	In serpentine barrens and in serpentine grassland and chaparral between 60-400 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Heteranthera dubia</i> water star-grass	-	-	2B.2	July-August	Alkaline marshes and swamps with still or slow-moving water between 15-1510 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	-	-	1B.1	February-July	Old dunes, coastal sandhills, and openings with sandy or gravelly soils. Closed-cone coniferous forest, coastal scrub, coastal dunes, and chaparral between 5-430 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Horkelia marinensis</i> Point Reyes horkelia	-	-	1B.2	May-September	Sandy flats and dunes near coast. In grassland or scrub plant communities between 2-775 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Horkelia tenuiloba</i> thin-lobed horkelia	-	-	1B.2	May-July	Sandy soils; mesic openings in broadleafed upland forest, chaparral, valley and foothill grassland between 45-640 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Hosackia gracilis</i> harlequin lotus	-	-	4.2	March-July	Wetlands, sometimes roadsides, in broadleafed upland forest, coastal bluff scrub, closed-cone coniferous forest, cismontane woodland, coastal prairie, coastal scrub, meadows and seeps, marshes and swamps, North Coast coniferous forest, valley and foothill grassland between 0-700 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Hypogymnia schizidiata</i> island tube lichen	-	-	1B.3	NA	On bark and wood of hardwoods and conifers in closed-cone coniferous forest and chaparral between 360-405 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.

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<i>Iris longipetala</i> coast iris	-	-	4.2	March-May	Mesic areas in coastal prairie, lower montane coniferous forest, meadows and seeps between 0-600 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Kopsiopsis hookeri</i> small groundcone	-	-	2B.3	April-August	North Coast coniferous forest	Suitable habitat absent; therefore, species is not expected to occur.
<i>Lasthenia californica</i> ssp. <i>bakeri</i> Baker's goldfields	-	-	1B.2	April-October	Openings in closed-cone coniferous forest, coastal scrub, meadows and seeps, marshes and swamps between 60-520 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Lasthenia californica</i> ssp. <i>macrantha</i> perennial goldfields	-	-	1B.2	May-September	Coastal bluff scrub, coastal dunes, coastal scrub between 5-185 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Lasthenia conjugens</i> Contra Costa goldfields	FE	-	1B.1	March-June	Vernal pools, swales, low depressions, in open grassy areas in valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland between 1-450 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Layia carnosa</i> beach layia	FE	SE	1B.1	March-July	On sparsely vegetated, semi-stabilized dunes, usually behind foredunes in coastal dunes and coastal scrub between 3-30 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Leptosiphon acicularis</i> bristly leptosiphon	-	-	4.2	April-July	Chaparral, cismontane woodland, coastal prairie, valley and foothill grassland between 55-1,500 m.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Leptosiphon croceus</i> coast yellow leptosiphon	-	SE	1B.1	April-June	Coastal bluff scrub and coastal prairie between 10-150 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Leptosiphon grandiflorus</i> large-flowered leptosiphon	-	-	4.2	April-August	Sandy areas (usually) in coastal bluff scrub, closed-cone coniferous forest, cismontane woodland, coastal dunes, coastal prairie, coastal scrub, valley and foothill grassland between 5-1,220 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Leptosiphon rosaceus</i> rose leptosiphon	-	-	1B.1	April-July	Coastal bluff scrub between 10-140 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Lessingia hololeuca</i> woolly-headed lessingia	-	-	3	June-October	On serpentine or clay soils in broadleafed upland forest, coastal scrub, lower montane coniferous forest, valley and foothill grassland between 15-305 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Lessingia micradenia</i> var. <i>micradenia</i> Tamalpais lessingia	-	-	1B.2	July-October	Usually on serpentine, in serpentine grassland or serpentine chaparral, valley and foothill grassland (serpentine). Often on roadsides. 60-305 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	-	SR	1B.1	April-November	Tidal zones, in muddy or silty soil formed through river deposition or river bank erosion. In brackish or freshwater. 0-10 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Lilium maritimum</i> coast lily	-	-	1B.1	May-August	Historically in sandy soil, on raised hummocks or bogs but today mostly in roadside ditches in closed-cone coniferous forest, coastal prairie, coastal scrub, broadleafed upland forest, north coast coniferous forest, marshes and swamps between 4-490 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Lilium pardalinum</i> ssp. <i>pitkinense</i> Pitkin Marsh lily	FE	SE	1B.1	June-July	In saturated, sandy soils with grasses and shrubs in cismontane woodland, meadows and seeps, marshes and swamps between 45-65 meters.	Marginal suitable habitat present; however, extant occurrences found only in Sonoma County. Species not expected to occur. Species not found during floristic surveys.
<i>Limnanthes vinculans</i> Sebastopol meadowfoam	FE	SE	1B.1	April-May	Vernal pools, swales, wet meadows, and marshy areas in valley oak savanna; on poorly drained soils of clays and sandy loam. Found at 15-115 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Lupinus tidestromii</i> Tidestrom's lupine	FE	SE	1B.1	April-June	Partially stabilized coastal dunes, immediately near the ocean, 4-25 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Micropus amphibolus</i> Mt. Diablo cottonweed	-	-	3.2	March-May	Rocky areas in broadleafed upland forest, chaparral, cismontane woodland, valley and foothill grassland between 45-825 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Microseris paludosa</i> marsh microseris	-	-	1B.2	April-June (July)	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland between 3-610 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Mielichhoferia elongata</i> elongate copper moss	-	-	4.3	NA	Metamorphic rock, usually acidic, usually vernaly mesic, often roadsides, sometimes carbonate. In broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, subalpine coniferous forest between 0-1,960 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.

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<i>Monardella sinuata</i> ssp. <i>nigrescens</i> northern curly-leaved monardella	-	-	1B.2	May-July	Sandy soils in coastal dunes, coastal scrub, chaparral, lower montane coniferous forest between 10-245 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Navarretia rosulata</i> Marin County navarretia	-	-	1B.2	May-July	Dry, open rocky places; can occur on serpentine in closed-cone coniferous forest and chaparral between 185-640 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Perideridia gairdneri</i> ssp. <i>gairdneri</i> Gairdner's yampah	-	-	4.2	June-October	Vernally mesic areas in broadleafed upland forest, chaparral, coastal prairie, valley and foothill grassland, and vernal pools between 0-610 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Phacelia insularis</i> var. <i>continentis</i> North Coast phacelia	-	-	1B.2	March-May	Open maritime bluffs, sandy soil, sometimes rocky habitats in coastal bluff scrub, coastal dunes between 0-155 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Piperia michaelii</i> Michael's rein orchid	-	-	4.2	April-August	Coastal bluff scrub, closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest between 3-915 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Pleuropogon hooverianus</i> North Coast semaphore grass	-	ST	1B.1	April-June	Wet grassy, usually shady areas, sometimes freshwater marsh in broadleafed upland forest, meadows and seeps, north coast coniferous forest between 45-1160 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Pleuropogon refractus</i> nodding semaphore grass	-	-	4.2	(March) April-August	Mesic areas in lower montane coniferous forest, meadows and seeps, North Coast coniferous forest, and riparian forest between 0-1,600 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Polygonum marinense</i> Marin knotweed	-	-	3.1	May-August	Coastal salt marshes and brackish marshes. 0-10 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Potentilla uliginosa</i> Cunningham Marsh cinquefoil	-	-	1A	May-August	Freshwater marshes and swamps. Found in permanent, oligotrophic wetlands between 30-40 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Quercus parvula</i> var. <i>tamalpaisensis</i> Tamalpais oak	-	-	1B.3	March-April	Lower montane coniferous forest between 150-610 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Ranunculus lobbii</i> Lobb's aquatic buttercup	-	-	4.2	February-May	Mesic areas in cismontane woodland, North Coast coniferous forest, valley and foothill grassland and vernal pools between 15-470 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Rhynchospora californica</i> California beaked-rush	-	-	1B.1	May-July	Bogs and fens, marshes and swamps, lower montane coniferous forest, meadows and seeps. Freshwater seeps and open marshy areas. 45-270 meters.	Suitable habitat is present. Species potentially could occur but was not found during floristic surveys.
<i>Rhynchospora globularis</i> round-headed beaked-rush	-	-	2B.1	July-August	Marshes and swamps (freshwater) between 45-60 meters.	Suitable habitat is present. Species potentially could occur but was not found during floristic surveys.
<i>Ribes victoris</i> Victor's gooseberry	-	-	4.3	March-April	Mesic, shaded areas in broadleafed upland forest and chaparral between 100-750 meters.	Suitable habitat is present. Species potentially could occur but was not found during floristic surveys.
<i>Sagittaria sanfordii</i> Sanford's arrowhead	-	-	1B.2	May-October	In standing or slow-moving freshwater ponds, marshes, and ditches between 0-605 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Sidalcea calycosa</i> ssp. <i>rhizomata</i> Point Reyes checkerbloom	-	-	1B.2	April-September	Freshwater marshes near the coast between 5-95 meters.	Marginal suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Sidalcea hickmanii</i> ssp. <i>viridis</i> Marin checkerbloom	-	-	1B.1	May-June	Chaparral. Serpentine or volcanic soils; sometimes appears after burns, between 1-425 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Sidalcea malviflora</i> ssp. <i>purpurea</i> purple-stemmed checkerbloom	-	-	1B.2	May-June	Broadleafed upland forest, coastal prairie between 15-85 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Silene scouleri</i> ssp. <i>scouleri</i> Scouler's catchfly	-	-	2B.2	May-July	Coastal bluff scrub, coastal prairie, valley and foothill grassland between 5-315 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	-	-	1B.2	April-May	Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. Found in broadleafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland between 90-750 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.

Common Name Scientific Name ^a	Listing Status ^b			Flowering Period ^c	Habitat Preferences and Range ^c	Potential to Occur
	Federal	State CA	CNPS			
<i>Streptanthus batrachopus</i> Tamalpais jewelflower	-	-	1B.3	April-July	Talus serpentine outcrops in closed-cone coniferous forest and chaparral between 335-670 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Streptanthus glandulosus</i> ssp. <i>pulchellus</i> Mt. Tamalpais bristly jewelflower	-	-	1B.2	May-July	Serpentine slopes in chaparral, valley and foothill grassland between 125-670 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Thamnia vermicularis</i> whiteworm lichen	-	-	2B.1	NA	On rocks derived from Wilson Ranch formation sandstone in chaparral, valley and foothill grassland.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
<i>Trifolium amoenum</i> two-fork clover	FE	-	1B.1	April-June	Sometimes on serpentine soil, open sunny sites, swales. Most recently cited on roadside and eroding cliff face. Valley and foothill grassland, coastal bluff scrub between 5-310 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Trifolium buckwestiorum</i> Santa Cruz clover	-	-	1B.1	April-October	Gravelly margins of moist grassland in coastal prairie, broadleafed upland forest, and cismontane woodland between 30-805 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Triphysaria floribunda</i> San Francisco owl's-clover	-	-	1B.2	April-June	On serpentine and non-serpentine substrate in coastal prairie, coastal scrub, valley and foothill grassland between 1-150 meters.	Suitable habitat present. Species potentially could occur but was not found during floristic surveys.
<i>Triquetrella californica</i> coastal triquetrella	-	-	1B.2	NA	Coastal bluff scrub, coastal scrub. Grows within 30 m from the coast in coastal scrub, grasslands and in open gravels on roadsides, hillsides, rocky slopes, and fields. On gravel or thin soil over outcrops between 10-100 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.

Notes:
^a Scientific nomenclature based on the California Natural Diversity Data Base (CNDDDB; CDFW 2019a); common names from CNDDDB and other sources.
^b Conservation status definitions are as follows:

- United States Fish and Wildlife Service Designations
FE Endangered: any species in danger of extinction throughout all or a significant portion of its range.
FT threatened: any species likely to become endangered within the foreseeable future.
California Department of Fish and Wildlife Designations
SE Endangered: any species in danger of extinction throughout all or a significant portion of its range.
ST Threatened: any species likely to become endangered within the foreseeable future.
California Native Plant Society Rankings
1A Plant presumed extinct in California
1B Plants rare, threatened or endangered in California and elsewhere.
2 Plants rare, threatened or endangered in California, but more common elsewhere.
3 Plants for which more information is needed – a review list.
4 Plants of limited distribution
CNPS threat categories:
 .1 Seriously endangered in California.
 .2 Fairly endangered in California.
 .3 Not very endangered in California

^c Blooming period and habitat information from CNPS (2019).
Sources:
CDFW. 2019a. *California Natural Diversity Database (CNDDDB) Rarefind 3*: Habitat Conservation Division. Sacramento, California.
CNPS. 2019. *The California Native Plant Society's Inventory of Rare and Endangered Plants of California* (Online edition, version 7.7). <http://www.rareplants.cnps.org>

Table D-2 Special-Status Wildlife Species and their Potential to Occur in the BSA

	Common Name Scientific Name ^a	Listing Status ^b			Habitat Preferences and Range ^c	Habitat Present/ Absent within the BSA	Potential to Occur in BSA
		Federal	State CA	CDFW			
Invertebrates	California freshwater shrimp (<i>Syncaris pacifica</i>)	FE	SE	-	General: Endemic to Marin, Napa, and Sonoma Counties. Found in low elevation, low gradient streams where riparian cover is moderate to heavy. Micro Habitat: Shallow pools away from main streamflow. Winter undercut banks with exposed roots. Summer leafy branches touching water.	Present	Low potential to occur. Habitat assessment on 11/1/2019 indicated lack of suitable habitat within the BSA. Species removed from further consideration. There are ten CNDDDB occurrences within 5 miles of the BSA: CNDDDB Occurrence #13: California freshwater shrimp were captured in Stemple Creek and Fallon Creek during 1991 sampling and were again found in Fallon Creek during 1998 sampling. SR 1 crosses this creek at PM 47.6. Work in this location includes cold plane on the roadway and replacement of MGS. This work will not affect the creeks or associated riparian vegetation at this location. CNDDDB Occurrence #6: California freshwater shrimp were discovered in Walker Creek in 1982. None were found during 1988/89 survey. The closest project work is at PM 45.0, which is about 0.5 miles northeast of Walker Creek. The project would not result in impacts to Walker Creek. CNDDDB Occurrence #15: California freshwater shrimp were found in Olema Creek 0.5 mile upstream from Lagunitas Creek confluence. CNDDDB Occurrence #4 also documents observations in Lagunitas creek 1 mile upstream from Pt Reyes Station and upstream from SR 1. While project activities on SR are in close proximity to these occurrences, there will be no impact to Olema Creek, Lagunitas Creek, or associated riparian vegetation.
	Myrtle's silverspot butterfly (<i>Speyeria zerene myrtleae</i>)	FE	-	-	Restricted to the foggy, coastal dunes/hills of the Point Reyes peninsula; extirpated from coastal San Mateo County. Larval foodplant thought to be <i>Viola adunca</i> .	Absent	Low potential to occur. Suitable habitat and larval foodplant not present within the BSA. There are six CNDDDB occurrences within 5 miles of the BSA.
	San Bruno elfin butterfly <i>Callophrys mossii bayensis</i>	FE	--	--	Inhabits rocky outcrops and cliffs in coastal scrub on the San Francisco Peninsula, endemic to this habitat in California	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are no CNDDDB occurrences within 5 miles of the BSA.
Fish	Coho salmon - central California coast ESU (<i>Oncorhynchus kisutch</i> pop. 4)	FE	SE	-	Federal listing = pops between Punta Gorda and San Lorenzo River. State listing = pops south of Punta Gorda. Require beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water and sufficient dissolved oxygen.	Present	Low potential to occur. Suitable habitat is present at the downstream outlet of the culvert at PM 24.16. There are two CNDDDB occurrences within 5 miles of the BSA.
	Delta smelt <i>Hypomesus transpacificus</i>	FT	ST	--	Distributed from the Suisun Bay upstream through the Delta in Contra Costa, Sacramento, San Joaquin, and Solano Counties. Lives in the open water column away from the bottom and tolerant of a wide salinity range. Seldom found where sea water makes up more than 1/3 of the total water. Tied to freshwater side of the mixing zone. Mostly found at salinities < 2 ppt.	Absent	No Potential to occur. Suitable habitat is not present within the BSAs. Delta smelt are not known from Tomales Bay. There are no recorded CNDDDB recorded occurrences within 5 miles of the BSA.
	Longfin smelt (<i>Spirinchus thaleichthys</i>)	FC	ST	-	Euryhaline, nektonic and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt but can be found in completely freshwater to almost pure seawater.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are two CNDDDB occurrences within 5 miles of the BSA.
	Steelhead - central California coast DPS (<i>Oncorhynchus mykiss irideus</i> pop. 8)	FT	-	-	From Russian River, south to Soquel Creek and to, but not including, Pajaro River. Also San Francisco and San Pablo Bay basins.	Present	Low potential to occur. Suitable habitat is present at the downstream outlet of the culvert at PM 24.16. There are five CNDDDB occurrences within 5 miles of the BSA.
	Tidewater goby (<i>Eucyclogobius newberryi</i>)	FE	-	SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are four CNDDDB occurrences within 5 miles of the BSA.
	Tomales roach (<i>Lavinia symmetricus</i> ssp. 2)	-	-	SSC	Tributaries to Tomales Bay.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are four CNDDDB occurrences within 5 miles of the BSA.

	Common Name Scientific Name ^a	Listing Status ^b			Habitat Preferences and Range ^c	Habitat Present/ Absent within the BSA	Potential to Occur in BSA
		Federal	State CA	CDFW			
Amphibians and Reptiles	California giant salamander (<i>Dicamptodon ensatus</i>)	-	-	SSC	Known from wet coastal forests near streams and seeps from Mendocino County south to Monterey County, and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.	Present	Low potential to occur. BSA is within species known range. There are 15 CNDDDB occurrences within 5 miles of the BSA: CNDDDB Occurrence #175: larvae found in Olema Creek during snorkeling surveys. Closest occurrence to BSA.
	California red-legged frog (<i>Rana draytonii</i>)	FT	-	SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Present	Moderate potential to occur. Suitable habitat is present and BSA is within species known range. There are 100+ CNDDDB occurrences are within 5 miles of the BSA.
	Foothill yellow-legged frog (<i>Rana boylei</i>)	-	SC	SSC	Aquatic Chaparral Cismontane woodland Coastal scrub Klamath/North coast flowing waters Lower montane coniferous forest Meadow and seep Riparian forest Riparian woodland Sacramento/San Joaquin flowing waters. Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	Absent	Low potential to occur. Suitable habitat is adjacent to BSA but not within the project limits. There are 13 CNDDDB occurrences are within 5 miles of the BSA. Most recent records are several miles upstream within the Walker drainage system. There are no records of this species within the Olema Creek drainage system.
	Green sea turtle-East Pacific DPS <i>Chelonia mydas</i>	FT	--	--	Pelagic ocean environments and warmer embayments along the coast. Nests on tropical and semi-tropical sandy beaches.	Absent	No potential to occur. Suitable marine habitat is not present within the BSA. There are no CNDDDB occurrences within 5 miles of the BSA.
	Western pond turtle (<i>Emys marmorata</i>)	-	-	SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Present	Moderate potential to occur. Suitable habitat is present at the culvert at PM 24.16 within and adjacent to the BSA. There are 12 CNDDDB occurrences within 5 miles of the BSA.
Birds	Ashy storm-petrel (<i>Oceanodroma homochroa</i>)	-	-	SSC	Colonial nester on off-shore islands. Usually nests on driest part of islands. Forages over open ocean. Nest sites on islands are in crevices beneath loosely piled rocks or driftwood, or in caves.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	Black swift (<i>Cypseloides niger</i>)	-	-	SSC	Coastal belt of Santa Cruz and Monterey counties; central and southern Sierra Nevada; San Bernardino and San Jacinto mountains. Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are two CNDDDB occurrence within 5 miles of the BSA.
	Burrowing owl (<i>Athene cunicularia</i>)	-	-	SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are two CNDDDB occurrences within 5 miles of the BSA.
	California black rail (<i>Laterallus jamaicensis coturniculus</i>)	-	ST	FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are nine CNDDDB occurrences within 5 miles of the BSA.
	California brown pelican (<i>Pelecanus occidentalis californicus</i>)	-	-	FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	California least tern <i>Sterna antillarum browni</i>	FE	SE	--	Nests in colonies on bare or sparsely vegetated flat substrates near estuaries or bays where small fish are abundant.	Absent	No potential to occur. Suitable habitat not present within the BSA. There are no recorded CNDDDB occurrences within 5 miles of the project location.

	Common Name Scientific Name ^a	Listing Status ^b			Habitat Preferences and Range ^c	Habitat Present/ Absent within the BSA	Potential to Occur in BSA
		Federal	State CA	CDFW			
	California Ridgway's rail (<i>Rallus obsoletus obsoletus</i>)	FE	SE	FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed but feeds away from cover on invertebrates from mud-bottomed sloughs.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	Marbled murrelet <i>Brachyramphus marmoratus</i>	FT	--	--	Dense stands of tall conifers.	Absent	No potential to occur. Suitable habitat not present within the BSA. There are no recorded CNDDDB occurrences within 5 miles of the project location.
	Northern harrier (<i>Circus hudsonius</i>)	-	-	SSC	Coastal salt and freshwater marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	Northern spotted owl <i>Strix occidentalis caurina</i>	FT	--	--	Old-growth forests or mixed stands of old-growth and mature trees. Occasionally found in younger forests with patches of big trees but generally occurs in forests with high, multistory canopies dominated by big trees, many trees with cavities or broken tops, woody debris and space under canopy.	Present	Low potential to occur. Suitable habitat is present and adjacent to the BSA at PM 24.16. There are multiple CNDDDB occurrences within 5 miles of the BSA.
	Osprey (<i>Pandion haliaetus</i>)	-	-	WL	Ocean shore, bays, freshwater lakes, and larger streams. Large nests built in tree-tops within 15 miles of a good fish-producing body of water.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	Saltmarsh common yellowthroat (<i>Geothlypis trichas sinuosa</i>)	-	-	SSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are eight CNDDDB occurrences within 5 miles of the BSA.
	San Pablo song sparrow (<i>Melospiza melodia samuelis</i>)	-	-	SSC	Resident of salt marshes along the north side of San Francisco and San Pablo bays. Inhabits tidal sloughs in the Salicornia marshes; nests in Grindelia bordering slough channels.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	Short-tailed albatross <i>Diomedea albatrus</i>	FE	--	--	Breeds on rocky coastal offshore. Pacific rim islands	Absent	No potential to occur. Suitable habitat not present within the BSA. There are no recorded CNDDDB occurrences within 5 miles of the BSA.
	Tricolored blackbird (<i>Agelaius tricolor</i>)	-	ST	SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	Present	Moderate potential to occur. Suitable habitat is present adjacent to BSA. There are four CNDDDB occurrences within 5 miles of the BSA.
	Western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	FT	-	SSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are two CNDDDB occurrences within 5 miles of the BSA.
	Yellow-billed cuckoo (<i>Coccyzus americanus</i>)	FT	SE	-	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	Absent	No potential to occur. Suitable habitat not present within the BSA. There are no recorded CNDDDB occurrences within 5 miles of the BSA.
	Yellow rail (<i>Coturnicops noveboracensis</i>)	-	-	SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.
	Yellow warbler (<i>Setophaga petechia</i>)	-	-	SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There is one CNDDDB occurrence within 5 miles of the BSA.

	Common Name Scientific Name ^a	Listing Status ^b			Habitat Preferences and Range ^c	Habitat Present/ Absent within the BSA	Potential to Occur in BSA
		Federal	State CA	CDFW			
Mammals	American badger (<i>Taxidea taxus</i>)	-	-	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Present	Low potential to occur. May occur in grassland habitat adjacent to BSA. There are eight CNDDDB occurrences within 5 miles of the BSA.
	Pallid bat (<i>Antrozous pallidus</i>)	-	-	SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Present	Moderate potential to occur. Trees and/or bridges in the BSA may have suitable crevice roosting habitat. There are seven CNDDDB occurrences within 5 miles of the BSA. The closest is from 2003 when 12 adults were captured/released in the immediate vicinity of site PM 26.5 to 26.81 (Occurrence 98).
	Point Reyes jumping mouse (<i>Zapus trinotatus orarius</i>)	-	-	SSC	Primarily in bunch grass marshes on the uplands of Point Reyes. Also present in coastal scrub, grassland, and meadows. Eats mainly grass seeds w/ some insects and fruit taken. Builds grassy nests on ground under vegetation, burrows in winter.	Present	Low potential to occur. May occur in grassland habitat adjacent to BSA. There are two CNDDDB occurrences within 5 miles of the BSA, which are on the Pacific side of Point Reyes National Seashore.
	Point Reyes mountain beaver (<i>Aplodontia rufa phaea</i>)	-	-	SSC	Coastal area of Point Reyes in areas of springs or seepages. North-facing slopes of hills and gullies in areas overgrown with sword ferns and thimbleberries.	Absent	Low potential to occur. Suitable low-disturbance habitat not present. There are nine CNDDDB occurrences within 5 miles of the BSA.
	Sonoma tree vole (<i>Arborimus pomo</i>)	-	-	SSC	North coast fog belt from Oregon border to Sonoma County. In Douglas-fir, redwood and montane hardwood-conifer forests. Feeds almost exclusively on Douglas-fir needles. Occasionally takes needles of grand fir or spruce.	Absent	No potential to occur. BSA is outside species known range. There is one CNDDDB occurrence within 5 miles of the BSA; it is approximately 4.5 miles north of the BSA.
	Townsend's big-eared bat (<i>Corynorhinus townsendii</i>)	-	-	SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Absent	Low potential to occur. No abounded buildings, caves, mines, or other low-disturbance day roost habitat within the BSA. There are six CNDDDB occurrences within 5 miles of the BSA.
	Western red bat (<i>Lasiurus blossevillei</i>)	-	-	SSC	Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Present	Moderate potential to occur. Suitable habitat in tree foliage of BSA. There are two CNDDDB occurrences within 5 miles of the BSA.

Notes:

^a Scientific nomenclature and common names based on California Natural Diversity Data Base (CDFW 2019a).

^b Conservation status definitions are as follows:

United States Fish and Wildlife Service designations:

FC Candidate

FE Endangered: any species in danger of extinction throughout all or a significant portion of its range.

FT Threatened: any species likely to become endangered within the foreseeable future.

CDFW designations:

FP Fully Protected

SC Candidate

SE Endangered: any species in danger of extinction throughout all or a significant portion of its range.

SSC Species of Special Concern

ST Threatened: any species likely to become endangered within the foreseeable future.

WL Watch List

^c CDFW. 2019a. *California Natural Diversity Database (CNDDDB) Rarefind 5*. CDFG: Habitat Conservation Division. Sacramento, California. Accessed on multiple dates in May thru June 2019.

CDFW. 2019b. Biogeographic Information & Observation System (BIOS). *California Natural Diversity Database/Spotted Owl Viewer Database*. California Department of Fish and Game, Biogeographic Data Branch, Sacramento, CA. Accessed multiple dates between May 2019 and June 2019.

Appendix E List of Acronyms

AC	asphalt concrete
ADA	Americans with Disabilities Act
AES	aesthetics
AMM	avoidance and minimization measure
APE	area of potential effects
AQ	air quality
ASR	archaeological survey report
BIO	biology
BMP	best management practice
BO	biological opinion
BSA	biological study area
Caltrans	California Department of Transportation
CAPM	Capital Preventive Maintenance
CCA	California Coastal Act of 1976
CCC	California Coastal Commission
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CGP	Construction General Permit for construction activities (2009-0009-DWQ, CAS000002, as amended by 2010-0014-DWQ and 2012-0006-DWQ)

CH ₄	methane
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CSP	corrugated steel pipe
CSPA	corrugated steel pipe arc
CULT	cultural
dBA	A-weighted decibel
DSA	disturbed soil area
ESHA	environmentally sensitive habitat area
EIR	environmental impact report
FESA	federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HPSR	Historic Property Survey Report
HSA	Hydrologic Sub-Area
LCP	Local Coastal Program
MGS	Midwest Guardrail System
MTC	Metropolitan Transportation Commission
MVP	maintenance vehicle pullout

N ₂ O	nitrous oxide
National Register	National Register of Historic Places
NES	Natural Environment Study
NHPA	National Historic Preservation Act
NSO	northern spotted owl
PCS	pavement condition survey
PM	post mile
PPV	peak particle velocity
PRC	Public Resources Code
RE	resident engineer
ROW	right of way
RWQCB	Regional Water Quality Control Board
SHOPP	State Route Operation and Protection Program
SR	State Route
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAM	Transportation Authority of Marin
TCE	temporary construction easement
TMP	traffic management plan
TRANS	transportation and traffic
TTY	text telephone
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
UST	underground storage tank
VIA	visual impact assessment
WQ	water quality

Appendix F List of Technical Studies and References

Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). 2017. [Plan Bay Area 2040: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2017 to 2040](http://2040.planbayarea.org/cdn/ff/buje2Q801oUV3Vpib-FoJ6mkOfWC9S9sgrSgJrwFBgo/1510696833/public/2017-11/Final_Plan_Bay_Area_2040.pdf). Available at http://2040.planbayarea.org/cdn/ff/buje2Q801oUV3Vpib-FoJ6mkOfWC9S9sgrSgJrwFBgo/1510696833/public/2017-11/Final_Plan_Bay_Area_2040.pdf. Adopted July 25, 2017.

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Appendix G Responses to Comments

Responses to Comments: Agencies

No comments were received from federal agencies. Comments were received from the following State Agencies:

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State of California
Department of Fish and Wildlife



Memorandum

Date: March 24, 2020

To: Ms. Arnica MacCarthy
California Department of Transportation
District 4
111 Grand Avenue
Oakland, CA 94612

DocuSigned by:
 Gregg Erickson
From: Mr. Gregg Erickson, Regional Manager
California Department of Fish and Wildlife-Bay Delta Region, 2825 Cordelia Road, Suite 100, Fairfield, CA 94534

Subject: Marin State Route – 1 Capital Preventative Maintenance Project, Initial Study with Mitigated Negative Declaration, SCH #2020029081, Marin County

The California Department of Fish and Wildlife (CDFW) received a Notice of Completion of an Initial Study/Mitigated Negative Declaration (IS/MND) from the California Department of Transportation (Caltrans) for the Marin State Route – 1 Capital Preventative Maintenance Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is a Trustee Agency pursuant to CEQA Section 15386 and has authority to comment on projects that could impact fish, plant or wildlife resources. CDFW is also considered a Responsible Agency under CEQA Section 15381 if a project requires discretionary approval, such as permits issued under the California Endangered Species Act (CESA), Lake and Streambed Alteration (LSA) Program, and other provisions of the Fish and Game Code that afford protection to the State's fish and wildlife trust resources.

REGULATORY REQUIREMENTS

California Endangered Species Act

CESA prohibits unauthorized take of candidate, threatened, and endangered species. Therefore, if take¹ of any species listed under CESA cannot be avoided either during Project activities or over the life of the Project, a CESA Incidental Take Permit (ITP) is warranted (pursuant to Fish and Game Code Section 2080 *et seq.*). Issuance of a CESA ITP is subject to CEQA documentation; therefore, the CEQA document should specify impacts, mitigation

¹ Fish and Game Code §86: "Take" means hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.

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measures, and a mitigation monitoring and reporting program. If the proposed Project will impact any CESA-listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required to obtain a CESA ITP. More information on the CESA permitting process can be found on the CDFW website at <https://www.wildlife.ca.gov/Conservation/CESA>.

Lake and Streambed Alteration

CDFW requires an LSA Notification, pursuant to Fish and Game Code section 1600 et. seq., for Project activities affecting lakes or streams and associated riparian habitat. Notification is required for any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are subject to notification requirements. CDFW will consider the CEQA document for the Project and may issue an LSA Agreement. CDFW may not execute the final LSA Agreement (or ITP) until it has complied with CEQA as a Responsible Agency.

Migratory Birds and Raptors

CDFW also has jurisdiction over actions that may result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code Sections protecting birds, their eggs, and nests include 3503 (regarding unlawful take, possession or needless destruction of the nests or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird). Fully protected species may not be taken or possessed at any time (Fish and Game Code Section 3511). Migratory birds are also protected under the federal Migratory Bird Treaty Act.

PROJECT DESCRIPTION SUMMARY

Proponent: California Department of Transportation, District 4

Objective: The Project proposes to repair 27.8 noncontinuous miles of State Route (SR) -1 and is divided into two portions. The southern portion is located between post miles (PMs) 22.8 and 33.0. The northern portion is located between PM 45.0 and PM 50.5. The southern portion spans from Five Brooks to north of Point Reyes Station in unincorporated Marin County. The northern portion spans from the Town of Tomales to the Marin-Sonoma County line. The Project includes upgrades to existing SR-1 infrastructure, including pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales (to meet American with Disabilities Act (ADA) standards), replacement of guardrails and crash cushions, upgrading of drainage inlets, and replacement of aging culverts. The Project would also include improvements to crosswalks and signage in Point Reyes Station, and improvements to sidewalks in the town of Tomales. The purpose of this Project is to preserve and extend the life of the existing pavement on portions of SR-1 in Marin County.

Location: The Project is located along SR-1 in Marin County, California and is divided into two portions. The southern portion is located between post miles (PMs) 22.8 and 33.0. The northern portion is located between PM 45.0 and PM 50.5. The southern portion spans from Five Brooks to north of Point Reyes Station in unincorporated Marin County.

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1 | **Environmental Setting:** The northern portion of the 24.16 acre Biological Study Area (BSA) contains habitat which consists mainly of grassland and herbaceous vegetation species, with occasional stands of coast live oak (*Quercus agrifolia*) woodland, coyote brush (*Baccharis pilularis*), and thickets of wild rose and blackberry (*Rubus ursinus* and *R. armeniacus*). The grasslands in this region are grazed by livestock (primarily cattle or sheep) or are used for production of crops, such as hay. Olema Creek, Keys Creek, and Stemple Creek, as well as Estero de San Antonio cross or are adjacent to the BSA at several locations. Dense thickets of arroyo and red willow (*Salix lasiolepis* and *S. laevigata*) and other riparian species, including white alder (*Alnus rhombifolia*), California bay (*Umbellularia californica*), and blackberry, are adjacent to the creeks. Seasonal wetlands are next to or within the bed and banks of the creeks and Estero de San Antonio, and alongside SR-1, in roadside ditches and depressional terrain. The southern portion of the BSA is more heavily forested than the northern portion, with dense stands of coast live oak woodland, California bay, blackberry, poison oak (*Toxicodendron diversilobum*), and California hazelnut (*Corylus cornuta subsp. californica*). The IS/MND on page 3-20 notes that the Biological Resources Section provides a summary of the Natural Environmental Study (NES) but with the exception of a select group of special-status species, the summary does not provide enough detailed information on the methodology of protocol-level surveys for species with the potential to be present within the BSA. For example, page 3-28 notes dates and locations of surveys but does not describe the methodology used. CDFW recommends the protocols used to make determinations on the presence or absence of special-status plant and animal species be provided. Additionally, the IS/MND only includes a select group of special-status species and does not provide a complete list of all the species that have the potential to occur within the BSA of the Project or a rationale as to why the select group was chosen. In addition to the protocols and methodologies requested above, CDFW recommends that a list or table is used to note species common name, scientific name, state and federal listing status (as applicable), habitat type preference, and a determination on the potential to occur within the BSA.

2 |

Tree Removal

3 | Page 3-26 of the IS/MND describes the potential number of trees contained within the BSA that may be trimmed or removed as a result of the Project. Page 3-26 notes that the trees larger than 2 inches diameter at breast height (DBH) were included. CDFW does not have standard for the minimum DBH to use when documenting trees. In order to evaluate the full impact of the Project, an evaluation of all trees, regardless of DBH, should be provided for the current phase as well as later phases. Please note, consultation with the California Department of Forestry and Fire Protection and CDFW may be required depending on the size and scope of trees removed. More information can be found in the Forest Practice Act and Forest Practice Rules².

Erosion Control

4 | Project Feature BIO-10 on page 3-33 of the IS/MND states, "To avoid wildlife entrapment, use coconut coir matting or tackified hydroseeding compounds." CDFW recommends the measure is updated to include a prohibition on the use of plastic monofilament netting and rock slope protection filter fabric. Erosion control filter fabric should not be employed as method of erosion control as it has the potential to prevent larger woody vegetation and trees from taking root in riparian and upland areas. In addition, CDFW considers the placement of filter-fabric, geo-textile and rock slope protection as a permanent impact and if these materials are being considered for

² <https://www.fire.ca.gov/programs/resource-management/forest-practice/>

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the Project, the IS/MND should be updated to evaluate these materials as a permanent impact. In order to address these concerns, CDFW recommends updating Project Feature BIO-10 to:

Project Feature BIO-10: Erosion Control Matting: Plastic monofilament netting (i.e., erosion control matting), rock slope protection filter fabric, geo-textile or similar material will not be used. Acceptable substitutes would include coconut coir matting or tackifying hydroseeding compounds.

Northern Spotted Owl

The Biological Resources section of the IS/MND on page 3-24 identifies northern spotted owl (NSO) as a potential special-status species within the BSA and states that suitable NSO habitat is present within the southern portion of the Project area. The IS/MND also notes on page 3-24 that within 200 feet of post mile 23.2 known NSO occurrences have been recorded as recent as 2019. The Project may require over 220 working days to complete, with work occurring both day and night, and taking over 10 months to complete. The IS/MND should specifically describe the estimated number of work nights that could occur at specific locations where suitable NSO habitat has been identified. NSO is a threatened species pursuant to CESA and the federal Endangered Species Act. CDFW believes the Project will remove potential NSO habitat through tree removal and modification. These impacts are currently unidentified and not described adequately to determine if additional significant impacts will occur as a result of the Project. The IS/MND should determine the specific types of NSO habitat that will be impacted as a result of the Project, such as nesting, roosting and foraging habitat³. Foraging habitat impacts can also be considered significant because they have the potential to significantly reduced NSO's ability to forage and feed their young. The Project also has the potential to cause noise related construction activities within the BSA that could potentially disturb NSO during nesting season and interrupt breeding or lead to nest failure. Population levels and vital rates for NSO continue to decline⁴, so any reduction in successful nesting is a potentially significant impact.

CDFW recommends including a standalone measure for NSO that incorporates the following language to reduce potential impacts to NSO to less-than-significant:

Avoidance and Minimization Measure Occupied Northern Spotted Owl Habitat. If Project activities will occur during the NSO nesting season (February 1 to July 31), then a CDFW-approved Qualified Biologist shall conduct surveys for NSO following the U.S. Fish and Wildlife Service's (USFWS) *Protocol for Surveying Proposed Management Activities That May Impact Northern Spotted Owls*, dated (Revised) January 9, 2012⁵. Surveys shall be conducted in accordance with section 9 of the survey protocol, *Surveys for Disturbance-Only Projects*. If NSO are detected during surveys, Project activities within 0.25 miles of a nest site shall be avoided until the end of the breeding season or until a Qualified Biologist determines the nest is no longer active. A Qualified Biologist should be familiar with NSO

³ United States Fish and Wildlife Service's (USFWS) *Protocol for Surveying Proposed Management Activities That May Impact Northern Spotted Owls*, dated (Revised) January 9, 2012

⁴ California Department of Fish and Wildlife. 2016. Report to the Fish and Game Commission: A Status Review of the Northern Spotted Owl (*Strix occidentalis caurina*) in California.
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=116307&inline>

⁵ California Department of Fish and Wildlife. 2016. Report to the Fish and Game Commission: A Status Review of the Northern Spotted Owl (*Strix occidentalis caurina*) in California.
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=116307&inline>

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ecology, have proven success identifying NSO aurally and visually, and have at least two seasons of experience surveying for NSO using the USFWS protocol. If Project-generated sound will not exceed ambient nest conditions by over 20 decibels *and* total combined sound (ambient and Project-generated) during Project activities does not exceed 90 decibels, then noise impacts would likely be less-than-significant and surveys may not be necessary (USFWS 2006⁶). Pre-Project sound conditions should be accurately measured and documented to justify a no-survey outcome and the method of sound monitoring to determine if levels exceed 90 decibels should be adequately described to allow CDFW to comment on the methods.

If take of any species listed under CESA cannot be avoided either during Project activities or over the life of the Project, a CESA Incidental Take Permit (ITP) is warranted (pursuant to Fish and Game Code Section 2080 *et seq.*).

Bat Assessment

Page 3-25, 3-37 and C-13 of the IS/MND discusses the potential for bats to occur within the vicinity of the Project and includes AMM BIO-6: Vegetation Removal Avoidance for Bats. The proposed Mitigation Measure AMM BIO-6 appears to adequately reduce potential impacts to tree-roosting bats to less-than-significant. However, additional impacts to roosting bats could occur if culverts planned for replacement are utilized by bats, specifically the 5-foot by 3-foot reinforced concrete box culvert at PM 24.16 has the potential to provide roosting habitat. Bats may roost in small cracks, crevices and fissures within culverts. Culvert replacement could result in death or disturbance to bats if they are roosting within the structure, a potentially significant impact. Bats are especially vulnerable during the spring/summer when maternity colonies are raising their pups, and during the winter when resources are less available, and bats may hibernate. Disturbance to bats during these periods could result in death to pups or adults. Page 3-25 notes, additional and alternative habitat is present in areas surrounding culvert replacement locations but does not address how potential loss of roosting habitat shall be reduced to less-than-significant.

8

CDFW recommends updating AMM BIO-6: Vegetation Removal Avoidance for Bats to the following in order to reduce potential impacts to roosting bats to less-than-significant:

AMM BIO-6: Avoidance for Roosting Bats. A Qualified Biologist shall conduct a suitable habitat assessment for potentially suitable bat roosting habitat, within potential tree habitat and anthropogenic structures between March 1 to April 1 or August 31 to October 15 prior to tree removal or construction related activities. If the habitat assessment reveals a given location has suitable roosting habitat, the appropriate exclusionary measures will be implemented prior to construction during the period between March 1 to April 15 or August 31 to October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring and/or staging Project work to avoid bats.

If the habitat assessment reveals suitable bat habitat in trees and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys shall be conducted two to three days prior to any tree removal or trimming. If presence/absence surveys are negative, then tree removal may be conducted

⁶ Recovery Plan for the Northern Spotted Owl, USFWS, 2006
<https://www.fws.gov/pacific/ecoservices/endangered/recovery/pdf/NSO%20Final%20Rec%20Plan%20051408.pdf>

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by following a two phased tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees shall only be removed from March 1 through April 15 and/or August 31 through October 15 by following the two phased tree removal system. The two-phase system shall be conducted over two consecutive days. On the first day (in the afternoon), limbs and branches are removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures are avoided and only branches or limbs without those features are removed. On the second day, the entire tree shall be removed.

Bats shall not be disturbed without specific notice to and consultation with CDFW. If bats are found within trees or anthropogenic structures set for removal, new bat habitat shall be incorporated into the Project design in consultation with CDFW.

Fish Passage Assessment

The IS/MND, AMM BIO-7: Fish Passage Assessment on page 3-37 and page C-14 notes that during later phases of the Project a fish passage assessment will be conducted on the proposed culvert replacements to determine if the structure is a barrier to fish passage according to Senate Bill 857.

Senate Bill 857 (SB-857), which amended Fish and Game Code 5901 and added section 156 to the Streets and Highways Code states in section 156.3, "For any project using state or federal transportation funds programmed after January 1, 2006, [Caltrans] shall insure that, if the project affects a stream crossing on a stream where anadromous fish are, or historically were, found, an assessment of potential barriers to fish passage is done prior to commencing project design. [Caltrans] shall submit the assessment to the [Department of Fish and Wildlife] and add it to the CALFISH database. If any structural barrier to passage exists, remediation of the problem shall be designed into the project by the implementing agency. New projects shall be constructed so that they do not present a barrier to fish passage. When barriers to fish passage are being addressed, plans and projects shall be developed in consultation with the [Department of Fish and Wildlife]."

AMM BIO-7 states that a fish passage assessment will be conducted at a later phase. A fish passage discussion section should be included in the IS/MND to address potentially significant impacts to fish passage. Additionally, fish passage consideration may affect Project design and result in additional impacts to habitat that were not evaluated in the IS/MND. The assessment should discuss the current status of the eight culvert replacement locations as noted in the California Fish Passage Assessment Database, as well as, provide images of the upstream and downstream ends of the eight locations. The updated IS/MND should also reference findings in the California Fish Passage Assessment Database for nearby post-mile assessments because the post mile system may be imperfect and mile markers could be inaccurate up to distances of a quarter mile, so a given database location may not match the physical, on the ground mile marker system.

Special-Status Plants

The IS/MND notes on page 3-26 that suitable habitat is not present for special-status plant species within the currently proposed 15.7-mile, multi-segment Project corridor. Page 3-28 also notes that protocol level surveys were conducted but as previously mentioned in the Natural Environmental Study/Technical Studies section of this letter, the methods of those protocol level surveys have not been provided. CDFW recommends that the protocol is provided and the NES

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Ms. Arnica MacCarthy
California Department of Transportation

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March 24, 2020

be included as an appendix as it may contain much of the information requested by CDFW. Based on the IS/MND, it is difficult to conclude that special-status plants are absent. Potentially significant impacts to special-status plants, such as crushing and burying, are more likely to occur without sufficient survey information.

CDFW recommends including the following avoidance and minimization measure to reduce potential impacts to special-status plants to less-than-significant:

11

Avoidance and Minimization Measure Special-Status Plant Surveys. A Qualified Biologist shall conduct a survey during the appropriate blooming period for all special-status plants that have the potential to occur on the Project site the season prior to the start of construction. Surveys should be conducted following *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Sensitive Natural Communities*, prepared by CDFW, dated March 20, 2018⁷. If special-status plants are found during surveys, the IS/MND should outline how the Project would be re-designed to avoid impacts to special-status plants to the greatest extent feasible. If impacts to special-status plants cannot be avoided completely during construction, compensatory mitigation should be implemented and the plan provided for CDFW review and approval.

A Qualified Biologist in this context should be knowledgeable about plant taxonomy, familiar with plants of the region, and have experience conducting botanical field surveys according to vetted protocols.

If take of any species listed under CESA cannot be avoided either during Project activities or over the life of the Project, a CESA Incidental Take Permit (ITP) is warranted (pursuant to Fish and Game Code Section 2080 *et seq.*).

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data>. The completed form can be submitted online or emailed to CNDDB at the following email address: cnddb@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals>.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish and Game Code, § 711.4; Pub. Resources Code, § 21089).

⁷ <https://www.wildlife.ca.gov/Conservation/Survey-Protocols#377281280-plants>

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Ms. Arnica MacCarthy
California Department of Transportation

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March 24, 2020

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND to assist Caltrans in identifying and mitigating Project impacts on biological resources.

If you have any questions, please contact Mr. Robert Stanley, Senior Environmental Scientist (Specialist), at (707) 428-2093 or Robert.Stanley@wildlife.ca.gov; or Mr. Craig Weightman, Environmental Program Manager, at Craig.Weightman@wildlife.ca.gov.

cc: State Clearinghouse (SCH #2020029081)

Response to Comment SA_1, Department of Fish and Wildlife

Response to Comment 1:

Caltrans acknowledges CDFW's comment to provide detailed information regarding methodology of protocol-level surveys for species with potential for presence in the biological study area (BSA). Within the Initial Study, Caltrans includes the level of detail necessary to allow the reader to understanding the analysis of impacts, leaving the technical information in the technical reports prepared in support of the Initial Study. Caltrans has provided CDFW Staff Robert Stanley the natural environment study (NES) and rare plant survey report prepared for the Project via email on June 24, 2020, which appropriately outlines the methodology used while conducting surveys.

Response to Comment 2:

Caltrans notes CDFW's suggestion to include in the IS/MND a complete list of species with potential to occur within the BSA and has included updated plant and wildlife species lists in Appendix D of the IS/MND. These tables include: species common name; scientific name; state, federal, and California Native Plant Society's listing status (as applicable); habitat preference and range; and a determination on the potential of the species to occur within the BSA.

Response to Comment 3:

Caltrans notes CDFW's suggestion to provide an evaluation of all trees, regardless of diameter at breast height (DBH). Caltrans has determined that trees with a minimum of 2 inches DBH was an appropriate threshold for this Project analysis as young trees have shown a natural mortality before they reach 2 inches DBH, with survival improving and less variability of die off with a DBH over 2 inches. Caltrans will coordinate with CDFW regarding impacts to trees that would be affected by the Project during the next project phase. Caltrans would also coordinate with the California Department of Forestry and Fire Protection, if required, regarding tree removal during the next Project phase.

Response to Comment 4:

Caltrans acknowledges CDFW's suggestion and has updated the Project Feature regarding acceptable and unacceptable materials for erosion control matting in the IS/MND as recommended (Chapter 3, Section IV. Biological Resources, Project Feature BIO-9 Erosion Control Matting).

Response to Comment 5:

Caltrans notes CDFW's comment to describe the number of work nights and determine types of Northern Spotted Owl (NSO) habitat that would be affected as a result of the

Project. During later Project phases, Caltrans will determine the number of work nights required for Project construction, as well as location and numbers of trees that will be removed. Caltrans will then be able to make a determination regarding NSO foraging habitat that could be affected by the Project. In the IS/MND, Chapter 3, Section IV. Biological Resources, avoidance and minimization measures (AMM) BIO-5: Vegetation Removal for Avoidance Northern Spotted Owl, requires to the extent feasible, that Caltrans will conduct all major tree removal outside the NSO nesting season, and during the later portion of the NSO's breeding season to avoid and minimize impacts to all NSO habitat types and breeding/nesting success.

Response to Comment 6:

Based on the Construction Noise Analysis Report (Caltrans 2019l) conducted for the Project, ambient noise levels recorded in the Olema District range from 59.7 to 67.6 decibels ("very low" to "low" levels). Noise levels that would occur in the Olema District during construction of the Project are not anticipated to exceed 81 to 90 decibels ("high" decibel levels). Based on guidance from the U.S. Fish and Wildlife Service (USFWS) regarding impacts to NSO, and assuming the Project would result in "high" sound levels, the potential NSO harassment buffer would range from 165 to 330 feet (USFWS 2006). Therefore, it is anticipated that noise impacts would be less than significant, and surveys within this buffer range would not be necessary.

Response to Comment 7:

Caltrans acknowledges CDFW's recommendation for a standalone measure for NSO that incorporates language to reduce potential impacts to NSO and has updated the IS/MND as recommended (Chapter 3, Section IV. Biological Resources, AMM BIO-7 Occupied Northern Spotted Owl Habitat).

Response to Comment 8:

Caltrans acknowledges CDFW's comment regarding the potential for roosting bats to occupy small cracks, crevices, and fissures in culvert and areas surrounding culvert replacement locations. Caltrans accepted CDFW's recommended revisions and has updated the IS/MND as requested (Chapter 3, Section IV. Biological Resources, AMM BIO-6 Avoidance for Roosting Bats).

Response to Comment 9:

Caltrans notes CDFW's suggestion to include a fish passage discussion within the IS/MND. Caltrans conducted an analysis of the eight culverts included in this Project including a review of the California fish Passage Assessment Database. Caltrans

determined that there is no connectivity from creeks, rivers or streams at seven culvert locations; therefore, the likelihood for fish passage is unlikely and fish passage assessments at those locations will not be required. A fish passage assessment was completed on May 8, 2020, for the eighth culvert at PM 24.16 based on size, surrounding habitat, and proximity to Olema Creek. In the IS/MND, Chapter 3, Section IV. Biological Resources, text has been included regarding the fish passage assessment at culvert PM 24.16.

Response to Comment 10:

Caltrans acknowledges CDFW's recommendation that survey protocols be provided regarding special-status plants, and that the NES be included as an appendix to the IS/MND. Within the Initial Study, Caltrans includes the level of detail necessary to allow the reader to understand the analysis of impacts, leaving the technical information in the technical reports prepared in support of the IS/MND. Caltrans has provided CDFW Staff Robert Stanley the NES and rare plant survey report prepared for the Project via email on June 24, 2020, which appropriately outlines the methodology used while conducting surveys.

Response to Comment 11:

Caltrans acknowledges CDFW's comment to include a new AMM regarding special-status plant surveys and updated the IS/MND as requested (Chapter 3, Section IV. Biological Resources, AMM BIO-8 Special-Status Plant Surveys).

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STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY

GAVIN NEWSOM, GOVERNOR

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5260
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April 10, 2020

Arnica MacCarthy, Branch Chief
Office of Environmental Analysis
California Department of Transportation – District 4
111 Grand Avenue, MS:8B
Oakland, CA 94612

Subject: Marin State Route 1 Capital Preventive Maintenance Project
EA 04-1J960/0414000403, MRN-1-PM 22.8-33.0, 45.0-50.5

Dear Ms. MacCarthy:

Thank you for the opportunity to provide comments on the CEQA document Initial Study with Proposed Negative Declaration (January 2020) for the above-referenced Marin State Route 1 Capital Preventive Maintenance Project. The project proposes to make various infrastructure improvements to Highway 1 in two separate stretches of Marin County – roughly from the town of Tomales to Valley Ford Road and from the community of Five Brooks north through Point Reyes to the south end of Tomales Bay. The project area includes scenic stretches of Highway 1 and runs through or along Golden Gate National Recreation Area, Point Reyes National Seashore, and Tomales Bay.

This project is within areas governed by the certified Marin County Local Coastal Program (LCP). Thus, the standard of review for Coastal Development Permit (CDP) authorization here are the policies of the Marin LCP. However, the project locations do appear within our appeals jurisdiction and thus subject to potential appeals to the Commission. Moreover, the Coastal Commission retains jurisdiction over any development proposed or undertaken on any tidelands, submerged lands, or on public trust lands, whether filled or unfilled, lying within the coastal zone. Some of the construction activities also appear to be in the Commission's retained jurisdiction and a CDP will be required from the Coastal Commission, in which case the standard of review would be the Coastal Act for any portions of the project within the Commission's jurisdiction.

If a CDP is also required from the Commission, Section 30601.3 of the Coastal Act authorizes the Commission to process a consolidated CDP application when requested by the local government and the applicant, and when approved by the Executive Director, for projects that would otherwise require CDPs from both the Commission and a local government with a certified LCP. Depending on how Caltrans and the county decide to proceed, either a multi-step permit process may be required with CDPs from both agencies, one of which would be appealable to the Commission, or a consolidated CDP under Section 30601.3 of the Coastal Act may provide the entire process for Coastal Act regulatory review of this project. If the parties

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agree to process a consolidated permit, under Section 30601.3, the policies of Chapter 3 of the Coastal Act provide the legal standard of review for a consolidated CDP application, while the local government's certified LCP may be used as guidance.

In this letter, we would like to provide some comments that are likely relevant for CDP authorization, federal consistency review, and/or a potential appeal to the Commission.

Marin County State Route 1 Repair Guidelines

- 1 The Proposed Negative Declaration document includes two minor references to the Marin SR 1 Repair Guidelines adopted in 2015. The project should include an overall statement that it will follow the provisions of these guidelines and more specific references within where applicable.

SLR & Climate Change Related Impacts

- 2 The project proposes to replace multiple culverts along Highway 1, including three culverts directly adjacent to Tomales Bay (PMs 30.51/30.66/ 32.95). The Proposed Negative Declaration document states that there are no flooding risks present, but the project does not include any mention or analysis of Sea Level Rise or include a conclusion that SLR issues are not a concern. This should be clarified going forward and if any discussion is necessary please follow the guidance given in the Commission's Adopted Sea Level Rise Policy Guidance updated in 2018, as described in the prior letter.

- 3 Additionally, there is no analysis in the Proposed Negative Declaration document of the potential implications of increased storm run-off associated with climate change related increases in storm frequency or intensity. The 2018 District 4 Caltrans Climate Change Vulnerability Assessment recognizes the threat of increased precipitation events (see, e.g., the Technical Report for the Assessment p. 10 and Chapter 8, pp. 49-51). Did Caltrans consider the increased storm run-off potential in its determination of the proposed size for culvert replacements? Are there other culverts in these highway sections that are insufficient in size to account for these climate change related impacts that could be addressed in this project?

- 4 As a related issue, the Proposed Negative Declaration document describes a few measures to reduce greenhouse gas (GHG) emissions associated with construction. The document states that because the construction activities are short-term, there are no long-term adverse GHG effects. Given the cumulative nature of GHG accumulation in the atmosphere, this appears to be a faulty conclusion. The mitigation measures also seem perfunctory. We would encourage the project to adopt more stringent GHG reduction strategies consistent with the numerous state legislation and executive order requirements to reduce GHG emissions. The project could, for instance, encourage the use of zero-emission vehicles, hybrids, ride-sharing, or public transportation for commuting workers; use battery storage devices or generators in construction to reduce the use of idling equipment with GHG emissions; include specific measures in the Transportation Management Plan to reduce idling motorists during single-lane closures; and adopt on-site or off-site mitigation measures (e.g. carbon sequestering plantings) to reduce cumulative GHG emissions overall.

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Public Access

- 5 We appreciate that the project will make various pedestrian and bicycle improvements to Highway 1, including safer curb ramps, crosswalk improvements, and paving of bicycle safety shoulders. We anticipate seeing more complete design proposals on how roadway shoulder improvements for cyclist safety along Highway 1 and how those design proposals will provide potential passing zones for car traffic. Are their additional project components that could improve cyclist and pedestrian safety, particularly in the town settings – e.g. traffic calming measures, cyclist safety signs akin to those used in the Marin Highway 1 rumble strip project, wider or improved shoulders where appropriate, roadway markings? It would be helpful as this project proceeds to provide a fuller alternatives analysis of the public access improvements that are potentially applicable and could be implemented in this project.
- 6 It does not appear from the Proposed Negative Declaration document that Caltrans has done any substantial community outreach at this time, including to the local communities and towns or the Marin County Bicycle Coalition. Those efforts will be needed before this project proceeds to a CDP hearing.

Biological Resources

- 7 The Proposed Negative Declaration document describes vegetation clearance, tree removal, impacts to Coastal Commission designated wetlands, riparian habitat, and coastal creeks. The Proposed Negative Declaration document states that the Project “would have temporary direct impacts to the following ESHAs: approximately 0.48 acre of riparian habitat, 0.11 acre of wetlands, and 0.13 acre of waters.” (p. 3-28.) The document states that such temporarily impacted ESHAs “would be fully restored within 12 months of impact, as identified in Mitigation Measures BIO-1 and 2,” though Mitigation Measure “BIO-11: Replant, Reseed, and Restore Disturbed Areas” appears the most appropriate reference. We appreciate that BIO-11 includes a reference to the replanting of woody shrubs as well as trees.
- 8 Please note, however, that the Commission has historically considered temporary impacts to be those where 1) there is no significant ground disturbance (i.e. earthwork including grading that disturbs seedbank); and 2) vegetation recovers to comparable size/age class within 12 months from the initial disturbance. All other impacts are considered permanent. Permanent coastal impacts require additional mitigation and longer establishment and monitoring periods.
- 9 Additionally, in “Project Feature BIO-3: Construction Site Management Practices,” sub-section 3(g) designates the storage and refueling be at least 50 feet from wetlands and aquatic habitats. The designation should be at least 100 feet from such wetted areas.
- 10 Finally, in “Project Feature BIO-8: Migratory Birds and Nest Avoidance,” the mitigation measure provides a buffer of 300 feet for active raptor nests or 50 feet otherwise. We recommend surveys for nesting birds should be extended out to a minimum 500 feet for raptors and 300 feet for non-raptors. We would also recommend a non-disturbance buffer extend the same distances and that sound levels should not exceed 65 db at the sensitive receptor sites. Of

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course, we are willing to discuss these standards further in joint consultation with CDFW and USFWS as well as to consider other sound barriers or protective screen measures if suitable.

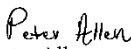
Other

11 | **AMM AES-2: Conceal drainage features/ AMM AES-7: Culvert Footprints.** We appreciate that Caltrans intends to undertake measures to reduce the visual impacts of new culverts and their protective devices. Has Caltrans included in these measures planting of native plants to visually shield or cover drainage features and culvert footprints? That specification should be included here.

12 | **AMM AES-9: Revegetation of Disturbed Areas.** This provision specifies that Caltrans will revegetate disturbed soils using native plants and plant seeds as appropriate. It also states that in locations in or adjacent to park lands only plants propagated from local plant material/seeds will be used. However, that should be the case with all areas of replanting with native vegetation, unless Caltrans demonstrates that is infeasible for some substantive reasons.

This concludes our comments at this time. Thank you for the opportunity to provide comments on this project at this stage. As always, additional comments or concerns may become apparent as this project is developed further. We look forward to working with Caltrans and Marin County project staff in the future on this project.

Sincerely,


Peter Allen
Senior Transportation Program Analyst

Response to SA_2, California Coastal Commission

Response to Comment 1:

Caltrans acknowledges the Coastal Commission's comment regarding including an overall statement that the Project will follow applicable provisions in the Marin SR 1 Repair Guidelines (Caltrans 2015) and has added Table 3-4 to the IS/MND, Chapter 3, Section XI. Land Use and Planning, including a list of relevant design guidelines and repair recommendations. In addition, Chapter 3 Section I. Aesthetics, includes AMMs that incorporate contextually sensitive elements to the Project construction.

Response to Comment 2:

Caltrans acknowledges the Coastal Commission's request for additional information to be included in the IS/MND regarding flooding risk and potential sea-level rise concerns. Caltrans technical specialists determined the outfall elevations for culvert replacement locations at post miles (PMs) 30.51, 30.66, and 32.95 are 129.5, 144.0, and 42.0 feet, respectively (NAVD 88 datum). Therefore, these culverts are not subject to tidal influence either currently or in the most conservative estimate of future sea-level rise given in the *State of California Sea-Level Rise Guidance, 2018 Update* (California Ocean Protection Council 2018). A statement regarding why sea-level rise is not a concern for this Project has been included in the IS/MND, in Chapter 3, Section X. Hydrology and Water Quality.

Response to Comment 3:

Caltrans acknowledges the Coastal Commission's comment regarding the increase for stormwater runoff potential associated with climate change at the culvert replacement locations. Caltrans is not considering increased storm runoff potential associated with climate change in its determination of proposed culvert sizes because of the following policies and guidelines:

- Caltrans *Highway Design Manual* (HDM) establishes uniform policies and procedures for the design of state highways. HDM Topic 818.3 addresses stationarity and climate variability. Stationarity assumes that the past accurately represents the future. Climate change presents a challenge to the validity of this assumption; however, until a multidisciplinary consensus is reached on future trends, stationarity continues to be used by Caltrans.
- The 2018 District 4 Caltrans Climate Change Vulnerability Assessment presents an assessment "of how changes to traditional climate variables (precipitation and

temperature) would be anticipated to change traditional design practices" (Caltrans 2018g).

Response to Comment 4:

The California Environmental Quality Act (CEQA) requires a lead agency to make a good faith effort to identify impacts and gives that agency discretion on the approach to analyze those impacts. While linking the direct impacts of a proposed Project to the global greenhouse gas (GHG) effects on a cumulative scale to climate change is outside of the purview of Caltrans' implementing regulations, Caltrans indicates its commitment to reducing GHGs by outlining both short- and long-term GHG reduction strategies, as discussed in the IS/MND. This Project would improve and maintain existing facilities and is not a capacity-increasing project. Sections 2.3.2 and 2.4.2 provide for ADA upgrades to curb ramps and sidewalks, thereby promoting pedestrian travel. Sections 2.2.2 and 2.3.3 provide for widening and paving of shoulders to improve bicycle safety, encouraging non-vehicular travel. Section 2.5 provides for traffic management to minimize congestion and reduce idling of vehicles during construction. In addition, the below AMMs and Project Feature provide for revegetation of disturbed soils, protection of existing trees and shrubs, and control measures for GHGs:

- AMM AES-10: Revegetation of Disturbed Areas. Revegetate disturbed soils using native plants and plant seeds as appropriate. In Project locations in or adjacent to park lands, including Point Reyes National Seashore, or state parks lands, propagate plants from local plant material and locally collect seeds.
- AMM AES-11: Protect Existing Trees. Avoid impacts to existing trees and shrubs, including associated tree roots, where feasible. Caltrans Landscape Architecture and Biological Resources offices will identify specific locations and best management practices during later Project phases and include appropriate information in the plans and specifications.
- Project Feature GHG-1: Control Measures for Greenhouse Gases. Measures will be determined during later Project phases and implemented during construction to: (1) ensure regular maintenance of construction vehicle and equipment; (2) limit idling of vehicles and equipment onsite; (3) recycle nonhazardous waste and excess material if practicable; and (4) use solar-powered signal boards, if feasible.

Response to Comment 5:

Caltrans acknowledges the Coastal Commission's request for more complete design proposals regarding highway shoulder improvements for bicyclist safety. Caltrans in coordination with Marin County Bike Coalition and CCC Staff identified and incorporated shoulder and signage improvements along SR 1 in Marin County as part of a previous Caltrans Marin 1 rumble strip project. Areas located within Olema Valley Historic District were excluded from the rumble strip project. Improvements as part of the previous project included paving shoulder pullouts at spot locations that bicyclists could use for refuge, as well as regulatory signs for bicyclists along the corridor. This Project is incorporating similar elements along the Olema Valley Historic District portion of SR 1. Caltrans will coordinate with the CCC and Marin County Bicycle Coalition staff during later Project phases to identify any additional opportunities for potential signage and markings within the Project limits.

Caltrans continues to coordinate with communities in West Marin, including Marin County's West Marin Safe Routes to School Program, to identify signage and other traffic-calming measures within town settings. Several of these improvements have been incorporated already through maintenance work orders, such as updated warning signs and high-visibility crosswalk markings in Point Reyes Station.

Response to Comment 6:

Caltrans acknowledges the Coastal Commission's comment regarding community outreach. Under CEQA requirements, Caltrans provided notification and announcements through several channels, including local media and mailings, to offer the public opportunities to provide input on the Project. In accordance with CEQA Guidelines Section 15072 (b), Caltrans conducted the following public outreach:

- Published a Notice of Availability of the Draft IS/MND with the State Clearinghouse and announcement for a March 11, 2020, public meeting in the *Marin Independent Journal* on February 23, 2020, with a second ad in the *Point Reyes Light* on February 27, 2020.
- Provided written notice of the Draft IS/MND and public meeting of March 11, 2020, to property and business owners contiguous to the Project vicinity. Property and business owners contiguous to the Project vicinity were notified on February 21 and 22, 2020 using Every Day Direct Mailing through the U.S. Postal Service in the following zip codes: Olema 94950, Petaluma 94952, Point Reyes Station 94956, and Tomales 94971.

- Provided written notification of the Draft IS/MND and public meeting to local elected officials, including Marin County District 4 Supervisor Dennis Rodoni, and public agencies between February 21 and March 10, 2020 (Chapter 6 Distribution List).

In addition to the above public outreach activities pursuant to CEQA, a public scoping meeting was held on April 2, 2019, to discuss the Project with the public in advance of the development of the Draft IS/MND. Written notification of the community meeting was provided to local elected officials, public agencies, stakeholders, and property and business owners contiguous to the Project vicinity. Such notification included public notification postcards, agency notification letters, and newspaper publications as discussed above for the Draft IS/MND public comment period.

Copies of the Marin SR 1 Capital Preventive Maintenance Project Draft IS/MND were made available to the public on February 21, 2020 at the Point Reyes Station Library, the Tomales Post Office, the Caltrans District 4 Office in Oakland, and electronically at the following website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>. Because of the statewide shelter-in-place order issued by the State of California on March 17, 2020, copies of the Draft IS/MND were inaccessible at the Point Reyes Station Library following that date.

Caltrans has engaged in outreach with the Marin County Bicycle Coalition by participating in West Marin School walk audits and stakeholder meetings with the Marin County Safe Routes to Schools program. Chapter 4, Consultation and Coordination, has been updated to include additional information regarding coordination activities. In addition, Caltrans provided written notification of the Draft IS/MND, and the April 2, 2019, and March 11, 2020, public meetings, inviting the Marin County Bicycle Coalition to participate in the public comment period and community meeting. A representative from the Marin County Bicycle Coalition attended the community meeting on April 2, 2019.

Response to Comment 7:

Caltrans acknowledges the Coastal Commission's suggestion to include text regarding replanting of trees and woody shrubs. Caltrans has updated the IS/MND as requested (Chapter 3, Section IV. Biological Resources, Project Feature BIO-11 Replant, Reseed, and Restore Disturbed Areas).

Response to Comment 8:

Caltrans notes the Coastal Commission's comments regarding temporary and permanent impacts to vegetation. Caltrans includes several measures in the IS/MND to reduce

impacts to vegetation. As discussed in Chapter 3, Section IV. Biological Resources, Project Feature BIO-9 Vegetation Removal, would require clearing any vegetation that is within the cut and-fill line or growing in locations where permanent structures will be placed (such as Midwest Guardrail System and culvert replacements). Vegetation would be cleared only where necessary and cut above soil level, except in areas that will be excavated for construction. As discussed in Section I. Aesthetics, AMM AES-10 Revegetation of Disturbed Areas states that soils would be revegetated using locally native plants and plant seeds. In AMM AES-11: Protect Existing Trees, impacts to existing trees and shrubs, including associated tree roots, would be avoided where feasible. In accordance with Mitigation Measure BIO-1, riparian trees would be replaced at a ratio of 3:1. During the next Project phase Caltrans will determine the locations and numbers of trees that will be removed.

Caltrans intends to restore disturbed or removed vegetation to pre-construction conditions as soon as possible following initial site disturbance, as well as monitoring vegetation regrowth until site conditions have been restored. During the next Project phase Caltrans will coordinate with the Coastal Commission regarding temporary and permanent impacts to vegetation that may require additional mitigation and longer establishment and monitoring periods.

Response to Comment 9:

Caltrans notes the Coastal Commission's suggestion regarding storage and refueling occurring 100 feet from wetland and aquatic habitats. Caltrans follows standards for performing work to include refueling and stockpiling at construction sites in accordance with the *Construction Site Best Management Practices (BMP) Manual* (Manual) (Caltrans 2017b). Provisions within the Manual include that dedicated fueling areas shall be protected from stormwater run-on and runoff, and shall be located at least 50 feet from downstream drainage facilities and watercourses, and that fueling must be performed on level-grade areas (Caltrans 2017b).

In the IS/MND, Section X. Hydrology and Water Quality, Project Feature WQ-1 Stormwater Pollution Prevention Plan includes provisions that dedicated fueling and refueling practices will be designated as part of the approved stormwater pollution and prevention plan, which would require that dedicated fueling areas be protected from stormwater runoff and be located at least 50 feet from downslope drainage facilities and water courses. In addition, Project Feature WQ-2 Construction Site BMPs, includes measures to prevent or reduce impacts to water quality during construction, including

construction site BMPs that would be deployed for sediment control and material management.

The Project would include protection of wetlands and aquatic habitat by following provisions included in the IS/MND, stormwater pollution and prevention plan, and construction site BMPs, and complying with regulatory permit requirements to prevent or reduce impacts to water quality, for Project activities to include refueling and storage activities during construction. Caltrans will review the locations where refueling and storage would occur to confirm wetland and aquatic habitats will be protected from stormwater runoff during Project construction.

Response to Comment 10:

Caltrans acknowledges the Coastal Commission's suggestion that surveys for nesting birds extend to 500 feet for raptors and 300 feet for non-raptors, and that sound levels not exceed 65 decibels at sensitive receptor sites. Buffer areas for raptors and other nesting birds will be determined in coordination with USFWS and CDFW through ongoing consultation during the next Project phase and Caltrans can include Coastal Commission staff in these coordination efforts.

Response to Comment 11:

Caltrans notes the Coastal Commission's comment regarding planting with native plants to shield or cover drainage features and culvert footprints. In the IS/MND, Chapter 3, Section I. Aesthetics, AMM AES-3 Conceal Drainage Features (formerly AMM AES-2) has been revised to include provisions for screening with locally native vegetation as follows:

- AMM AES-3: Conceal Drainage Features. Color drainage features (including associated concrete) to match adjacent earth tones where they are not permanently hidden from view. Screen with locally native vegetation appropriate to the location and to the extent practicable.

Response to Comment 12:

Caltrans notes the Coastal Commission's comment regarding planting with native species for all areas of disturbance for the Project. In the IS/MND, Chapter 3, Section I. Aesthetics, AMM AES-10 Revegetation of Disturbed Areas (formerly AMM AES-9) has been revised to the following:

- AMM AES-10: Revegetation of Disturbed Areas. Revegetate disturbed soils using locally native plants and plant seeds.

Comment SA_3, Native American Heritage Commission, page 1 of 5



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STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

March 2, 2020

Arnica MacCarthy
CalTrans

Via Email to: arnica.maccathy@dot.ca.gov

Re: SCH# 2020029081, Marin State Route 1 Capital Preventative Maintenance Project, Marin County, California

Dear Ms. MacCarthy:

The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report (DEIR)/Mitigated Negative Declaration (MND) or Negative Declaration prepared for the project referenced above. The review may have included the Cultural Resources Section, Archaeological Report, Appendices for Cultural Resources Compliance, as well as other informational materials. We have the following concerns:

- There does not appear to be evidence that possible mitigation measures were developed in consultation with the traditionally, culturally affiliated California Native American Tribes, for example when resources are found, avoidance, or conservation easements.

The California Environmental Quality Act (CEQA)¹, specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.² If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.³ In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52 (AB 52).⁴ **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"⁵, that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."⁶ Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.⁷ Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966⁸ may also apply.

¹ Pub. Resources Code § 21000 et seq.

² Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)

³ Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)

Comment SA_3, Native American Heritage Commission, page 2 of 5

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Contact Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment

cc: State Clearinghouse

Comment SA_3, Native American Heritage Commission, page 3 of 5

Pertinent Statutory Information:

Under AB 52:

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice. A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.⁴ and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).⁵

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects.⁶
1. The following topics are discretionary topics of consultation:
- a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.⁷

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.⁸

If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.⁹

Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.¹⁰

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.¹¹

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).¹²

An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

⁴ Pub. Resources Code § 21080.3.1, subs. (d) and (e)

⁵ Pub. Resources Code § 21080.3.1 (b)

⁶ Pub. Resources Code § 21080.3.2 (a)

⁷ Pub. Resources Code § 21080.3.2 (a)

⁸ Pub. Resources Code § 21082.3 (c)(1)

⁹ Pub. Resources Code § 21082.3 (b)

¹⁰ Pub. Resources Code § 21080.3.2 (b)

¹¹ Pub. Resources Code § 21082.3 (a)

¹² Pub. Resources Code § 21082.3 (e)

Comment SA_3, Native American Heritage Commission, page 4 of 5

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.¹³

This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**¹⁴
- **There is no Statutory Time Limit on Tribal Consultation under the law.**
- **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research,¹⁵ the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.¹⁶
- **Conclusion Tribal Consultation:** Consultation should be concluded at the point in which:
 - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.¹⁷

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
 - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
 - The request form can be found at <http://nahc.ca.gov/resources/forms/>.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - If part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have been already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.

¹³ Pub. Resources Code § 21082.3 (d)

¹⁴ (Gov. Code § 65352.3 (a)(2)).

¹⁵ pursuant to Gov. Code section 65040.2,

¹⁶ (Gov. Code § 65352.3 (b)).

¹⁷ (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Comment SA_3, Native American Heritage Commission, page 5 of 5

- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.¹⁸
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.¹⁹

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.²⁰ In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

¹⁸ (Civ. Code § 815.3 (c)).

¹⁹ (Pub. Resources Code § 5097.991).

²⁰ per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).

Response to SA_3

Response to Comment 1:

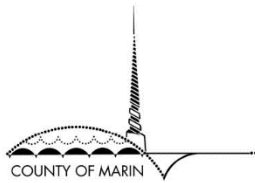
Caltrans acknowledges the Native American Heritage Commission's concerns regarding cultural resources and consultation with California Native American tribes. Consultation with tribes and archaeological survey of the Project area did not result in the identification of archaeological or tribal resources that require specific mitigation measures. Caltrans will implement standard provisions for inadvertent discoveries of archaeological resources and human remains, listed as CULT-1 and CULT-2 in the IS/MND (Chapter 3, Section V. Cultural Resources).

Response to Comment 2:

Consultation consistent with requirements of Section 106 and Assembly Bill 52 was undertaken by Caltrans, with culturally affiliated California Native American tribes between May 2018 and April 2019. In the IS/MND, Chapter 3, Section V. Cultural Resources, text has been added detailing this correspondence. This Project does not involve the adoption of or amendment to a general or specific plan, or the designation or proposed designation of open space.

Local Jurisdictions and Community Groups

Comment LJ_1, Marin County Board of Supervisors, page 1 of 2



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Arnica MacCarthy
Senior Environmental Planner
Caltrans District 4
PO BOX 23660
Oakland CA 94623-0660

RE: Marin SR1-Capital Prevention Maintenance Project (CAPM)

Dear Ms. MacCarthy,

I appreciate the opportunity to respond to the initial study document provided regarding this important infrastructure project for sections of SR-1 in West Marin. Additionally, given these very uncertain times, your extension of the comment deadline to April 3rd was well received.

1 First, the details provided for the proposed sidewalk/ADA improvements along the Grandi property in Point Reyes Station (PRS) appear to be designed for improved ADA access to a visitor center and portable toilets. However, these are just temporary locations for both facilities. Any redevelopment of the Grandi building would require ADA access; the county could include such sidewalk improvements as requirements at that time. Also, the neighboring visitor center and temporary toilets would be removed at that time.

2 The county is in the process of improving an ADA path of travel from the transit stop on the northbound side of Toby's to the county park and public restroom on Mesa Road. Any ADA enhancements in the area would be best if coordinated with our ADA accessibility coordinator, and Department of Public Works team: SR-1 sidewalks are a vital role in our ADA access to public facilities. Unfortunately, the sidewalk on the northeast side of downtown PRS, on current plans, is not identified for additional ADA sidewalk upgrades. Although it would be challenging to include this ADA improvement in this project, our accessibility transition plans need to be in alignment to maximize our efforts.

3

Comment LJ_1, Marin County Board of Supervisors, page 2 of 2

PG. 2 OF 2

- 4 | There are some culverts that will be replaced in both sections, however several key areas do not appear to be included in this project, such as the frequently flooded area at mile marker 27.94 south of Point Reyes Station. However, of even greater concern are the three culverts recently cleaned out just south of Tomales which are not currently included at mile markers 45.05, 45.10, 45.13. Please reconsider addressing these critical areas.
- 5 | All (revised) plans and projects should be (re)reviewed for alignment with the Point Reyes Station and Tomales Community Plans via the Point Reyes Village Association and the Tomales Design Review Committee respectively.
- 6 | And finally, a quick comment about bicycle-pullouts. Although these improvements have met with an overall positive response where installed in other areas on SR-1 (any increased widening make conditions safer), many recently constructed bicycle-pullouts have already been obscured due to vegetation overgrowth. Improved vegetation management will make our roads safer and preserve these investments.

I look forward to our continued collaborations.

Sincerely,



Dennis Rodoni, District 4

cc: Laney Davidson, MPA
Marin County Disability Access Manager, ADA Coordinator

DR/rk

Response to LJ_1

Response to Comment 1:

Caltrans acknowledges the Supervisor's comment regarding access to the visitor center and portable toilets in front of the Grandi Building, and that the owner of the Grandi Building is seeking a developer to rehabilitate the property for future commercial use. The temporary nature of the visitor center and portable toilet facilities will not affect the ADA improvements proposed for the Project at this location. During the next Project phase, Caltrans will coordinate with Marin County and the Point Reyes Station Village Association (PRSVA) to discuss the nature in which the Project will proceed with the proposed ADA improvements in front of the Grandi Building in the greater context of Point Reyes Station.

Response to Comment 2:

Caltrans notes the Supervisor's comments regarding improvements to the ADA path of travel at the northbound side of Toby's. The referenced County's ADA path appears to be outside the limits of this Project. Caltrans will contact Marin County to review the plans at this location and coordinate any ADA enhancements with the Department of Public Works' ADA Accessibility Coordinator during the next Project phase.

Response to Comment 3:

Caltrans acknowledges the Supervisor's request to discuss ADA sidewalk upgrades on the northeastern side of downtown Point Reyes Station. Caltrans will contact Marin County to review the Accessibility Transition Plans and discuss ADA improvements proposed for downtown Point Reyes Station during the next Project phase. Improvements to the sidewalk on the northeastern side of downtown Point Reyes Station are not included in the scope of work for this Project.

Response to Comment 4:

Caltrans notes the Supervisor's comment regarding frequently flooded areas at PMs 27.94, 45.05, 45.10, and 45.13. The performance of the culvert at PM 27.94 is impeded by ground elevations higher than the culvert immediately downstream (west) of Caltrans right of way, and is subject to high-water levels of Olema Creek. Improved drainage conditions at this location can be accomplished by: (1) grading outside of Caltrans right of way by the adjacent property owner, immediately downstream of the culvert to allow flow from the culvert to Olema Creek; and (2) raising the elevation of SR 1 a sufficient height above Olema Creek flood elevation. Caltrans cannot perform this scope of work beyond its right of way; raising the highway is not within the scope and budget of this current Project. Similarly, the performance of culverts at PMs 45.05, 45.10, and 45.13 are

impeded by high ground outside of Caltrans right of way and subject to high-water levels of Keyes Creek. As noted in the comment, these culverts were maintained by Caltrans in Fall 2019 and improvements were made outside of Caltrans right of way by the adjacent property owner. These changes should result in an improvement under most storm conditions. Eliminating highway flooding when adjacent Keyes Creek water rises would require raising the elevation of SR 1, which is not within the scope and budget of this Project.

Response to Comment 5:

Caltrans will continue to coordinate with Marin County, the PRSVA, and the Tomales Design Review Board during later Project phases, and shall include discussion of the Project in relation to community plans.

Response to Comment 6:

Caltrans acknowledges the Supervisor's comment regarding vegetation overgrowth in bicycle pullouts in areas on SR 1. Caltrans performs yearly routine maintenance, including mowing vegetation along SR 1. Caltrans has scheduled routine maintenance within the Project area to occur during the summer of 2020.

Caltrans also accepts requests for vegetation management through the Caltrans Division of Maintenance, Customer Service Request online portal. Service requests can be submitted through the online portal at <https://csr.dot.ca.gov/>.

Comment LC_1, PRSVA-1, page 1 of 1

From: Ken <klevin13@gmail.com>
Sent: Thursday, March 12, 2020 11:16 AM
To: Kim, Inho@DOT <inho.kim@dot.ca.gov>
Subject: Point Reyes Station

Hi Eddie,

Thank you for bringing your Caltrans team to Point Reyes Station last evening to present the State Route 1 Capital Preventive Maintenance Project plan. In addition to the Comment Forms collected already, I expect there will be more comments emailed.

1 | One request from yesterday was to extend the comment deadline at least one additional week. This would be in response to the fact that the project link that was included on the yellow postcard mailed to all town residents (and that was published in the Caltrans announcement in the Point Reyes Light newspaper) was not working for at least that time period before correction.

2 | As we discussed at the meeting, the Point Reyes Station Village Association (PRSVA) is prepared to continue its role as liaison with Caltrans. We have acted in an advisory capacity to the County of Marin for many years and our monthly meetings are open forums for the community on topics of local interest and concern. We can be contacted via (my) email or at: PRSVA, PO Box 476, Point Reyes Station, CA 94956

I am mailing you a copy of the Point Reyes Station Community Plan with the expectation you and your staff will be further informed about our history and the value villagers place on preserving the unique and special quality of our town. Since A Street (aka State Route 1) basically defines our historic and present "downtown", changes to that road concern us all. You can access the Community Plan online [here](#), as well as learn more about the PRSVA. We welcome your interest.

I am looking forward to our continued contact on behalf of the residents of Point Reyes Station and of California.

Best,
Ken Levin
President, PRSVA

Response to LC_1, PRSVA-1

Response to Comment 1:

Caltrans acknowledges that the Project website was inactive until February 27, 2020. Caltrans therefore extended the public comment period an additional 10 days, from March 24, 2020, to April 3, 2020, to allow the public additional time to review the IS/MND and comment on the Project. Caltrans informed the public of the extension by publishing notifications in the *Marin Independent Journal* newspaper on March 29, 2020, and in the *Point Reyes Light* newspaper on March 26, 2020, through the Project website, and by email for available public addresses.

Response to Comment 2:

Caltrans appreciates the information and will coordinate with PRSVA to further refine the design during the next Project phase. Caltrans appreciates the opportunity to participate in PRSVA meetings, if needed, to help communicate with the community regarding the Project design.

Comment LC_2, PRSVA-2, page 1 of 2

P.O. Box 715
Point Reyes Station
California 94956

2 April 2020

Arnica MacCarthy
Caltrans District 4, Environmental Analysis
P.O. Box 23660
Oakland, CA 94623

Dear Ms. MacCarthy,

The following comments relate to the State Route 1 Capital Preventive Maintenance Project:

- 1 | *MP 28.6 to MP 29
Curb ramps: Yellow plastic bumps are slippery and not in keeping with Primary Goals 2 and 3 (p.3) or Objective HR 1.0. (p.44) of the Point Reyes Station Community Plan (Historic Preservation). Recommend install ADA ramps with significant textural and visual variation with sidewalk areas rather than the yellow plastic ramps.
- 2 | Curbs: Installation of new curbing where no curb has previously existed is specifically discouraged in the Point Reyes Station Community Plan (p. 47).
- 3 | *MP 28.75
Grandi Building sidewalk railings are suggested due to the "visitor center" and portable toilets. This is a temporary location for both facilities. Any redevelopment of the Grandi building would require ADA access; the county could include such sidewalk improvements as requirements at that time.
- 4 | *MP 28.85
Sidewalk in front of the Palace Market is extremely dangerous and slippery. Slope needs to be modified and resurfaced with safer material. This was supposed to have been included in the project per prior discussion.
- 5 | *MP 28.9 to Point Reyes-Petaluma Road
Drainage ditches and culverts along both sides of the Highway need to be properly maintained and re-excavated as necessary. Lack of proper maintenance has created swampy areas unsafe for walking as well as improper flow of rainwater leading to flooding and excess water on the roadway.

Comment LC_2, PRSVA-2, page 2 of 2

- 6 | *MP 29.1
Additional flashing crossing lights need to be installed at driver eye level on both sides of road and in both directions. These lights should be pedestrian-controlled at both sides of the crossing.
- 7 | *Point Reyes-Petaluma Road intersection
Tree on curve, next to lane going south, needs periodic trimming. Motorists in this southbound lane turning left to Point Reyes-Petaluma Road have sightline blocked by lower branches.
- 8 | *MP 29.85
Existing guardrails are sufficient. If replacement is judged absolutely necessary, the sightline north for drivers entering the Highway from the Stop sign at Tomasini Canyon Road must be maintained for safety and not blocked by a guardrail higher than existing..
- We look forward to the repaving of this important artery. The potholes and broken pavement that exist at the present time create danger to motorists as they take evasive action to avoid these hazards.

Cordially,



Ken Levin, President

Point Reyes Station Village Association

Cc: Dennis Rodoni,

Marin County Supervisor, District 4

Response to LC_2, PRSVA-2

Response to Comment 1:

Caltrans notes the commenter's request to install ADA ramps with textural and visual variation. In the IS/MND, Chapter 3, Section I. Aesthetics, the AMM AES-1 Rural Village Curb Ramps and AES-2 Rural Village Concrete Features has been revised as shown below, minimizing visual change relative to existing infrastructure by allowing for coloring and texturizing of concrete, and selecting alternative colors for accessible pedestrian facilities:

- AMM AES-1: Rural Village Curb Ramps. DIB 82-06 allows for alternative color selection, of suitable contrast, for detectable warnings at curb ramps with adjacent paving. Select a muted color (such as brick red or brown), with an adequate level of adjacent surface contrast to ADA-compliant upgrades, to minimize visual change within the rural villages of Point Reyes Station and Tomales.
- AMM AES-2: Rural Village Concrete Features. Color exposed concrete (including pedestrian paving, curb ramps, curbs, and gutters), and provide texture on exposed areas to minimize visual change relative to adjacent existing pavement within the rural villages of Point Reyes Station and Tomales.

Response to Comment 2:

Caltrans will review the Point Reyes Station Community Plan and continue to coordinate with Marin County and the PRSVA during later Project phases regarding the Project design.

Response to Comment 3:

Caltrans is aware that the visitor center and restrooms by the Grandi Building are temporary. The temporary nature of these facilities will not affect the ADA improvements proposed for the Project at this location. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to discuss the nature in which the Project will proceed with the proposed ADA improvements in front of the Grandi Building in the greater context of Point Reyes Station.

Response to Comment 4:

Caltrans appreciates the information regarding the sidewalk in front of the Palace Market. Improvements to the sidewalk at this location are not included in the scope of work for this Project (IS/MND, Section 1.2 Purpose and Need). Caltrans will continue to

coordinate with Marin County and the PRSVA during later Project phases regarding improvements in Point Reyes Station.

Response to Comment 5:

Caltrans notes the commenter's request for maintenance of ditches and culverts near PM 28.9 at Petaluma Road. Maintenance of driveway culverts are the responsibility of property owners. Caltrans performs maintenance of ditches within their right of way on a routine basis or by requests received from the public through the Caltrans Division of Maintenance, Customer Service Request online portal. Service requests for ditch maintenance can be submitted through the online portal at <https://csr.dot.ca.gov/>.

Response to Comment 6:

As discussed in the IS/MND, Chapter 2, Section 2.3.4 Pedestrian Improvements, a rectangular, rapid-flashing beacon would be installed at West Marin Elementary School at SR 1 to replace the existing flashing beacon.

Response to Comment 7:

Maintenance activities, to include tree trimming, are not included in the scope of work for this Project (IS/MND, Section 1.2, Purpose and Need). Caltrans performs tree maintenance within their right of way routinely, and by requests received from the public through the Caltrans Division of Maintenance, Customer Service Request online portal. Please submit service requests for tree maintenance through the online portal at <https://csr.dot.ca.gov/>. Caltrans completed routine tree trimming at the Petaluma Road intersection in the Spring of 2020.

Response to Comment 8:

As discussed in the IS/MND, Chapter 2, Section 2.2.2 Roadways, Shoulders and Guardrails, the new Midwest Guardrail System that would be installed as part of the Project would be approximately 31 inches above the ground. Caltrans Traffic Safety evaluated the guardrail at PM 29.85, and determined that the existing guardrail will be adjusted on the southern end to 31 inches high, and will be replaced on the northern end with a guardrail that is also 31 inches high for traffic safety.

Comment LC_3, Tomales Design Review Board, page 1 of 1

April 3, 2020

To: Arnica.MacCarthy@dot.ca.gov

From: Tomales Design Review Board

RE: Marin SR-1 Capital Prevention Maintenance Project (CAPM)

Dear Ms. MacCarthy,

On behalf of the Tomales Design Review Board, we appreciate the opportunity to respond to the initial study document regarding the proposed infrastructure improvement project for sections of SR-1 in West Marin County, and specifically the North portion that includes Tomales. We appreciate the time extension for comments, considering the current pandemic conditions.

Members of our Tomales village attended the Public Workshops in Point Reyes Station and many of us have studied the study document. There has been broad discussion of the proposed improvements over the past year.

- 1 Concerning the project's proposed replacement of four culverts north of Tomales, there is a greater concern about the three culverts south of Tomales at mile markers 45.05, 45.10 and 45.13. While they were recently cleaned out, they are in bad shape and need replacement. We hope you will reconsider these critical areas that cause serious road flooding and road closures on SR-1 every year.
- 2 Regarding the proposed replacement of three curb ramps and the construction of one new ramp in the village of Tomales, we hope any ADA improvements would be coordinated with the Marin County Accessibility Coordinator and the Marin Department of Public Works team for maximum alignment of goals.
- 3 Furthermore, we are concerned that while ADA curb ramps are essential to safe pedestrian foot traffic and access for all, this project does not address the lack of sufficient safe crosswalks in Tomales once pedestrians step off the curb ramps. We urge the project to consider added street components to increase safe foot traffic, especially across SR-1. Additionally, we hope Caltrans will coordinate with the County of Marin Public Works to address the need for a crosswalk across Dillon Beach Road in the downtown area.
- 4 Finally, we urge all revised plans and projects to be reviewed for alignment with the Tomales Community Plan via the Tomales Design Review Board to meet a key transportation objective of maintaining the rural, scenic character of the Tomales Planning Area while improving the safety of pedestrian and bicycle access.

We look forward to working with you!

Donna Clavaud, Chairperson

Tomales Design Review Board

PO Box 41 Tomales, CA 94971

tomalesdesignreview@gmail.com

Response to LC_3, Tomales Design Review Board

Response to Comment 1:

Caltrans acknowledges the commenter's concerns regarding culverts south of Tomales. The performance of culverts at PMs 45.05, 45.10, and 45.13 are impeded by high ground outside of Caltrans right of way and are subject to the high-water levels of Keyes Creek. These culverts were maintained by Caltrans in Fall 2019; the adjacent property owner made improvements outside of Caltrans right of way. This should result in an improvement from flooding in most storm conditions. Eliminating highway flooding when adjacent Keyes Creek water rises would require raising the elevation of SR 1, which is not within the scope and budget of this Project (IS/MND, Chapter 1.2 Purpose and Need).

Response to Comment 2:

Caltrans acknowledges your request to coordinate with the Marin County Accessibility Coordinator and Marin Department of Public Works. During the next Project phase, Caltrans will coordinate with these agencies regarding goals for ADA improvements in Tomales.

Response to Comment 3:

Caltrans acknowledges the commenter's request for additional crosswalks across SR 1 and Dillon Beach Road in the downtown area of Tomales. During the next Project phase, Caltrans will coordinate with the County of Marin Public Works regarding the possibility of adding these additional street components in Tomales.

Response to Comment 4:

Caltrans acknowledges the commenter's request to consider the Tomales Community Plan key transportation objectives within the Tomales Planning Area. Caltrans seeks to maintain the rural, scenic character of the community by reducing visual impacts from the Project to the greatest extent feasible. As discussed in the IS/MND, Chapter 3, Section I. Aesthetics, impacts to rural and scenic characteristics in Tomales would be reduced with implementation of AMMs, including AES-1 Rural Village Curb Ramps and AES-2 Rural Village Concrete Features, which would minimize visual changes relative to existing infrastructure by allowing for alternative color selection of sidewalks and curb ramps. During the next Project phase, Caltrans will coordinate with the Tomales Design Review Board regarding proposed Project design improvements.

Responses to Comments: Individuals

Comment IND-1, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

Please leave your comments with staff during the meeting or mail it to the following address by March 24, 2020:

Caltrans District 4, Office of Environmental Analysis
Attention: Arnica MacCarthy
P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1

• Steps and railing in front of Grandi unnecessary and out of character.

2

• Please need to extend comment period - link was not working for 1 week -

Response to Comment IND-1

Response to Comment 1:

Caltrans notes the commenter's concerns about the proposed steps and railing in front of the Grandi Building being unnecessary and out of character with the community. Caltrans seeks to maintain the character of the rural community by reducing visual impacts from the Project to the greatest extent feasible. The steps and railing in front of the Grandi Building were proposed as safety measures due to the slope from the sidewalk down to the street level. Caltrans will review Marin County's plan for the sidewalk and ADA improvements in front of the Grandi Building to determine how the Project will proceed with the proposed step and rail design. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to refine the design of ADA improvements in front of the Grandi Building.

Response to Comment 2:

Caltrans acknowledges that the Project website was inactive until February 27, 2020. Caltrans therefore extended the public comment period an additional 10 days, from March 24, 2020, to April 3, 2020, to allow the public additional time to review the IS/MND and comment on the Project. Caltrans informed the public of the extension by publishing notifications in the *Marin Independent Journal* newspaper on March 29, 2020, and in the *Point Reyes Light* newspaper on March 26, 2020, through the Project website, and by email for available public addresses.

Comment IND-2, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1 • Railings and steps in front of Grandi
affect the cultural environment in town.
Please review Village Association
Community Plan.

Response to Comment IND-2

Response to Comment 1:

Caltrans acknowledges the commenter's concerns regarding the proposed railing in front of the Grandi Building affecting the cultural environment of the town. Caltrans understands that the Point Reyes Station Community Plan includes goals to preserve the historic character, rural appearance, and visual aesthetics of the downtown district. As described in the IS/MND, Chapter 3, Section V. Cultural Resources, the impact from the Project on historic resources, to include the Grandi Building, and Point Reyes Station Historic District, would have no adverse effect on the qualities that qualified these sites for listing on the National Register of Historic Places. Caltrans will review the Point Reyes Station Community Plan (PRSVA 2001) to determine how the Project will proceed with the proposed rail design. In addition, during the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to discuss the nature in which the Project will proceed with the proposed ADA improvements in front of the Grandi Building in the greater context of Point Reyes Station.

Comment IND-3, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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P.O. Box 23660
Oakland, CA 94623

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Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1

Ramp + ~~stop~~ round bumps in sidewalk already placed outside Building Supply have caused people to trip. - This is an "improvement" that needs to be better thought out.

Having the sidewalk go down + then up as you walk along is unexpected.

Response to Comment IND-3

Response to Comment 1:

Caltrans acknowledges the commenter's concern with the bumps, sidewalks, and sloped ramps outside of the building supply. The Project includes curb ramp design that involves sloped ramps and detectable warning surfaces that are necessary to provide ADA access to the sidewalks. As discussed in the IS/MND, Chapter 2, Section 2.3.2 Curb Ramps and Sidewalks, curb ramps would be upgraded by providing a detectable surface and adjustments to the widths, lengths, and slopes of the ramps. The design of these facilities would comply with current ADA standards for pedestrian safety.

Comment IND-4, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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Attention: Arnica MacCarthy
P.O. Box 23660
Oakland, CA 94623

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Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

- 1 *"Visitor Center" + Bathrooms*
by Grandi Building are temporary and
access + changes designed - should be aware.
- 2 *• ADA requirements - in a rural town. needs to be*
design for rural community.
- 3 *→ Do nothing at Grandi for now - Save money!*
Let developer do ADA re-do

Response to Comment IND-4

Response to Comment 1:

Caltrans is aware that the visitor center and restrooms by the Grandi Building are temporary. The temporary nature of these facilities will not affect the ADA improvements proposed in the Project at this location.

Response to Comment 2:

Caltrans notes the commenter's request to keep ADA requirements designed for a rural community. Caltrans seeks to maintain the rural character of the community by reducing visual impacts from the Project to the greatest extent feasible. In the IS/MND, Chapter 3 Section I. Aesthetics, AMMs AES-1 Rural Village Curb Ramps and AES-2 Rural Village Concrete Features, provide for alternative color selections for concrete (including pedestrian paving, curb ramps, curbs and gutters) within Point Reyes Station and Tomales to minimize visual change relative to existing features. During the next Project phase, Caltrans will coordinate with Marin County, the PRSVA, and the Tomales Design Review Board to refine the design of ADA improvements in the rural communities of Point Reyes Station and Tomales.

Response to Comment 3:

Caltrans acknowledges that the owner of the Grandi Building is seeking a developer to rehabilitate the Grandi Building for future commercial use. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA regarding the design of ADA improvements in front of the Grandi Building and to determine how the Project will proceed with the proposed ADA design.

Comment IND-5_Monserrat, Laurie, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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Attention: Arnica MacCarthy
P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: Laurie Monserrat Date: 3/11/2020

Affiliation (if applicable): RESIDENT

Address: [REDACTED]

Email: [REDACTED]

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1

PLEASE CONSIDER CLEANING / DESILTING
THE BRIDGE AT PM 29.85 (BRIDGE 27 0056)
IT IS IMPACTED WITH DEBRIS AND
CAUSES FLOODING

Response to Comment IND-5

Response to Comment 1:

Caltrans notes the commenter's concern regarding debris causing flooding at the bridge located at PM 29.85 (Bridge 27 0056). Maintenance activities, including cleaning and desilting bridges, are not included in the scope of work for this Project (IS/MND, Chapter 1.2 Purpose and Need). Caltrans performs routine maintenance, and maintenance by requests received from the public through the Caltrans Division of Maintenance, Customer Service Request online portal. Please submit service requests through the online portal at <https://csr.dot.ca.gov/>.

Comment IND-6_Bryan, George, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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Caltrans District 4, Office of Environmental Analysis
Attention: Arnica MacCarthy
P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: Gordon Bryan Date: _____

Affiliation (if applicable): stop the rail the rail is ridiculous

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

Response to Comment IND-6_Bryan, George

Response to Comment 1:

Caltrans notes the commenter's request to not construct a rail in front of the Grandi Building. The railing in front of the Grandi Building is proposed as a safety measure because of the slope from the sidewalk down to the street level. Caltrans will review Marin County's plan for the sidewalk and ADA improvements in front of the Grandi Building to determine how the Project will proceed with the proposed rail design. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to discuss the nature in which the Project will proceed with the proposed ADA improvements in front of the Grandi Building in the greater context of Point Reyes Station.

Comment IND-7_Bridges, Pamela, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: pamela bridges

Date: 3.11.2020

Affiliation (if applicable): Ø rail in grand Ø rail

Address:

Email:

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

i would like to be part of building discussion

please include design review

Comment

① we request another meeting to town

② this is new info & the web site was not functioning until 7 days after -

③ Request another meety

Response to Comment IND-7_Bridges, Pamela

Response to Comment 1:

Caltrans acknowledges the commenter's request to be part of the building discussion and design review. Caltrans will coordinate with Marin County and the PRSVA to discuss the Project design. Caltrans will participate if needed at meetings that include the opportunity for community participation, such as monthly PRSVA meetings and meetings hosted by the Marin County Board of Supervisors.

Response to Comment 2:

Caltrans notes the commenter's request for no railing in front of the Grandi Building. That railing was proposed as a safety measure because of the slope from the sidewalk down to the street level. Caltrans will review Marin County's plan for the ADA improvements in front of the Grandi Building to determine how the Project will proceed with the proposed rail design. In addition, during the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to discuss the nature in which the Project will proceed with the proposed ADA improvements in front of the Grandi Building in the greater context of Point Reyes Station.

Response to Comment 3:

Caltrans acknowledges the commenter's request for another meeting in town. Caltrans is not currently planning to host a community meeting for this Project during the next Project phase; however, Caltrans will coordinate with Marin County and the PRSVA to discuss the Project design. Caltrans will participate if needed at meetings that include the opportunity for community participation, such as monthly PRSVA meetings and meetings hosted by the Marin County Board of Supervisors.

Response to Comment 4:

Caltrans acknowledges that the Project website was inactive until February 27, 2020. Therefore, Caltrans extended the public comment period an additional 10 days from March 24, 2020, to April 3, 2020, to allow the public additional time to review the IS/MND and comment on the Project. Caltrans informed the public of the extension by publishing notifications in the *Marin Independent Journal* newspaper on March 29, 2020, and in the *Point Reyes Light* newspaper on March 26, 2020, through the Project website, and by email for available public addresses.

Response to Comment 5:

Please see response to Comment 3.

Comment IND-8, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1	<p>planting strip on all sidewalks</p>
2	<p>smaller signs in town</p>

Response to Comment IND-8

Response to Comment 1:

Caltrans acknowledges your request for planting strips on all sidewalks. Caltrans will coordinate with Marin County and the PRSVA during the design phase of the Project regarding consideration of adding planting strips adjacent to sidewalks that are within the scope of the Project. Only proposed sidewalks with sufficient space for planting strips will be considered.

Response to Comment 2:

Caltrans notes the commenter's recommendation for smaller signs in towns. Highway signs are only available in a standard size. During the next Project phase, Caltrans will review the design standards with consideration of highway signs within rural communities.

Comment IND-9, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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Caltrans District 4, Office of Environmental Analysis
Attention: Arnica MacCarthy
P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: Lily C. Benjamin Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1

the grand building
should be left alone until
it is developed by owner.

Response to Comment IND-9

Response to Comment 1:

Caltrans acknowledges that the owner of the Grandi Building is seeking a developer to rehabilitate the Grandi Building for future commercial use. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to assess the design of ADA improvements in front of the Grandi Building and determine how the Project will proceed with the proposed ADA design.

Comment IND-10, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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Name: _____ Date: _____

Affiliation (if applicable): _____

Address: _____

Email: _____

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1 Stairs in front of Grand building are unnecessary -
Changes look from rural + authentic to sleek + modern,
Does not fit with town character.
Ditto with shiny new perfect sidewalks + curbs.
2 It's OK to have sidewalks that are historic!
We need to discuss this further with
the community.
Not the look that goes with historic downtown.

Response to Comment IND-10

Response to Comment 1:

Caltrans notes the commenter's concerns about the proposed steps in front of the Grandi Building being unnecessary and potentially changing the look in front of the building from rural to sleek and modern. Caltrans seeks to maintain the rural character of the community by reducing visual impacts from the Project to the greatest extent feasible. In the IS/MND, Chapter 3 Section I. Aesthetics, AMMs AES-1 Rural Village Curb Ramps and AES-2 Rural Village Concrete Features, provide for alternative color selections for concrete (including pedestrian paving, curb ramps, curbs, and gutters) in Point Reyes Station and Tomales, to minimize visual change relative to existing features. During the next Project phase, Caltrans will coordinate with Marin County, the PRSVA, and the Tomales Design Review Board to refine the design of ADA improvements in the rural communities of Point Reyes Station and Tomales.

Response to Comment 2:

Caltrans notes the commenter's request to discuss the Project further with the community. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to discuss the Project design. Caltrans will participate if needed at meetings that include community participation, such as monthly PRSVA meetings and meetings hosted by the Marin County Board of Supervisors.

Comment IND-11_Day, Peggy-1, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

COMMENT FORM

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P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: Peggy Day Date: 3/11/20
Affiliation (if applicable): Resident
Address: [REDACTED]
Email: [REDACTED]

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

Point Reyes Community Plan Primary Goals:

1. "Reserve the viability of Point Reyes Station as a small rural, working town."
2. Preserve the town's historic and other seasoned buildings and it's unpretentious, rural appearance

One major difference between rural appearance and urban appearance is the presence of ~~no~~ sidewalks. Point Reyes has fought to keep new cement sidewalks out of town. Please consider a more rural approach to the Grand Building.

Response to Comment IND-11_Day, Peggy-1

Response to Comment 1:

Caltrans appreciates the commenter providing a list of the primary goals within the Point Reyes Station Community Plan. Caltrans has reviewed the community plan and will coordinate with the PRSVA to refine the design of ADA improvements in Point Reyes Station.

Response to Comment 2:

Caltrans notes the commenter's concerns about maintaining the rural appearance in regard to new cement sidewalks in town. Caltrans seeks to maintain the rural character of the Point Reyes Station community by reducing visual impacts from the Project to the greatest extent feasible. In the IS/MND, Chapter 3 Section I. Aesthetics, AMMs AES-1 Rural Village Curb Ramps and AES-2 Rural Village Concrete Features, provide for alternative color selections for concrete (including sidewalks, curb ramps, curbs and gutters) in Point Reyes Station and Tomales, to minimize visual change relative to existing features. During the next Project phase, Caltrans will coordinate with Marin County, the PRSVA, and the Tomales Design Review Board to refine the design of ADA improvements in the rural communities of Point Reyes Station and Tomales.

Comment IND-12_Day, Peggy-2, page 1 of 1



Capital Preventive Maintenance Project
March 11, 2020 – Community Meeting

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P.O. Box 23660
Oakland, CA 94623

You can also email your comments to Arnica.MacCarthy@dot.ca.gov. Please include your name, affiliation (if applicable), address, and email with your comments.

Name: Peggy Day Date: 3/11/20

Affiliation (if applicable):

Address:

Email:

Please write comment on the back.

To view the document visit:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

Comment

1 | North side across from W.M. School
Please Fix culverts under drive ways.
Most are broken.
Please maintain ditches so water
drains properly.

Response to Comment IND-12_Day, Peggy-2

Response to Comment 1:

Caltrans acknowledges the commenter's request to fix culverts under driveways and maintain ditches for water drainage across the street from West Marin School. The driveway culverts on the northern side, across from West Marin School, were constructed by property owners through encroachment permits with Caltrans. Under the general provisions of the encroachment permits, property owners are responsible for the maintenance and repair of the driveway culverts. Caltrans performs ditch maintenance within the state right of way by requests from the public through the Caltrans Division of Maintenance, Customer Service Request online portal. Please submit service requests for ditch maintenance through the online portal at <https://csr.dot.ca.gov/>. Please note that property owners should clear their culverts before requesting maintenance of adjacent ditches in Caltrans' right of way.

Comment IND-13_Hadid, Jeannine, page 1 of 1

From: Jeannine Hadid [REDACTED]
Sent: Tuesday, February 25, 2020 11:56 AM
To: MacCarthy, Arnica@DOT <Arnica.MacCarthy@dot.ca.gov>
Subject: Marin State Route 1 CAPM: comments

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello Arnica,

I have a few comments regarding the CalTrans work being proposed for our community.

1 | The document that is said to be available at the web address in the flier is not there. Typing that link into one's browser leads to a re-direct, and simply going to the 'district 4 projects' page, there is no State Route 1 in Marin project.

The following concerns are specific to the branch of the project beginning in Tomales and traveling north.

2 | -Will this project include widening the pavement to allow for cycling lanes? If not, why not? This stretch of Highway One has little to no cycling lanes, yet is a favorite for weekend riders, often causing traffic and posing significant danger and increased risk of accident and injury.

3 | -Will this project include the re-banking of sharp turns? Over the last 50+ years, many accidents can be tied to the dangerous or reversley banked sharp turns on a stretch of road that many drive quickly, and has a 55mph speed limit. In rains or thick fog, these corners catch drivers unfamiliar with our roads unaware, and have caused cars and suvs to roll or crash into hillsides or pastures.

4 | -How long will this project take, and, if more than one (1) month, will there be adequate alternate routes or allowances for traffic to pass as freely as possible during commute times, such as beginning and ends of school days to the only high school in the district? Will CalTrans and the DOT work with the county of Marin to ensure local roads are maintained for the duration of the project, to account for higher traffic redirected from Highway One? Please fully explain such measures, or account for lack thereof.

Thank you very much for your time and response.

-Ms. Jeannine Hadid, a lifelong Tomales resident.

Response to Comment 13_Hadid, Jeannine

Response to Comment 1:

Caltrans acknowledges that the Project website was inactive until February 27, 2020. Therefore, Caltrans extended the public comment period an additional 10 days, from March 24, 2020, to April 3, 2020, to allow the public additional time to review the IS/MND and comment on the Project. Caltrans informed the public of the extension by publishing notifications in the *Marin Independent Journal* newspaper on March 29, 2020, and in the *Point Reyes Light* newspaper on March 26, 2020, through the Project website, and by email for available public addresses.

Response to Comment 2:

Caltrans acknowledges the commenter's questions regarding pavement widening, and risk of accident and injury to bicyclists. Caltrans in coordination with Marin County Bike Coalition identified and incorporated shoulder and signage improvements along SR 1 in Marin County as part of a previous Caltrans Marin 1 Mumble Strip Project but excluded areas along SR 1 in the Olema Valley Historic District due to schedule constraints. Improvements included paving shoulder pullouts at spot locations that bicyclists could use for refuge, as well as regulatory signs for bicyclists along the corridor. Improvements included paving shoulder pullouts at spot locations that bicyclists could use for refuge, as well as regulatory signs for bicyclists along the corridor. This Project is incorporating similar elements along the Olema Valley Historic District portion of SR 1.

Response to Comment 3:

The purpose of this Project is to preserve and extend the life of the existing pavement on portions of SR 1 in Marin County. The Project includes upgrades to existing Caltrans facilities (IS/MND, Chapter 1.2 Purpose and Need). It is focused on repairing existing facilities and does not include highway realignments. Highway realignment, including rebanking of sharp turns along SR 1 is not included in the scope of work for this Project.

Response to Comment 4:

Construction of the Project would last up to 10 months (approximately 220 working days). Closures of SR 1 are not anticipated. One-way traffic control would be required for any lane closure during construction.

Prior to construction, a traffic management plan (TMP) would be developed to control traffic, minimize traffic delays, and provide alternative routes (IS/MND, Chapter 3, Sections XVII. Traffic and Transportation). The TMP would include public information, motorist information, incident management, construction, and alternate routes or detours

during construction. The TMP would also include elements, such as detour and haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing, to reduce impacts to local residents as much as feasible and maintain access to businesses in the local area.

Comment IND-14_Eichstaedt, Amanda, page 1 of 1

From: Amanda Eichstaedt [REDACTED]
Sent: Tuesday, February 25, 2020 4:36:23 PM
To: MacCarthy, Arnica@DOT <Arnica.MacCarthy@dot.ca.gov>
Subject: Comments on Marin State Route 1 Capital Preventive Maintenance Project

Arnica,
I received the notice regarding the CAPM Project and would like to be sure that the following is considered as part of the project.

- 1 | 1. Caltrans should remove all built up debris and grass/weed, dirt and other accumulated vegetation along the sides of the roadway that have encroached into the right of way, in many cases covering the white fog line completely. This has created an even narrower corridor for both bicyclists and motorists.
- 2 | 2. Caltrans should remove vegetation that is encroaching into the right of way, in many cases hanging into the right of way, making it difficult for cyclists and motorists to safely share the road, and making sight lines worse. The hope is that this can be maintained on a schedule so that it doesn't become hazardous.
- 2 | 3. Where it is possible, Caltrans should create widened areas like they have done on the most recent project along highway 1 between Point Reyes Station and Marshall where cyclists can safely move to the right and create a safe passing area for motorists.

Thank you for your consideration of these comments in the comment period.

Amanda Eichstaedt
[REDACTED]

--

Amanda Eichstaedt
Station Manager/Executive Director
KWMR Radio
PO Box 1262
Point Reyes Station, CA 94956
415-663-8068, Ext 104

Have you contributed? It just feels good to [support community radio!](#)

Co-Host of Bakersfield and Beyond, Thursdays 6:30 - 8:30 pm
Host of Swimming Upstream, Wednesday mornings 8-10am

Response to Comment IND-14

Response to Comment 1:

Caltrans notes the commenter's request to remove accumulated debris from the sides of the highway that is encroaching into the right of way. Maintenance activities, including mowing of vegetation along SR 1, are not included in the scope of work for this Project (IS/MND, Chapter 1.2 Purpose and Need). Caltrans routinely performs maintenance within their right of way, and by requests from the public through the Caltrans Division of Maintenance, Customer Service Request online portal. Please submit service requests through the online portal at <https://csr.dot.ca.gov/>. Caltrans has scheduled routine mowing of vegetation along SR 1 within the Project area to occur in summer of 2020.

Response to Comment 2:

Caltrans acknowledges the commenter's request to create widened areas on SR 1 for bicyclist safety. The scope of work for this Project includes areas of bicycle safety widening at 13 noncontinuous shoulder stretches, totaling approximately 2,815 linear feet in the southern portion of the Project area (IS/MND, Chapter 2, Section 2.3.3, Bicycle Safety Widening). These paved areas would improve bicyclists' safety on SR 1.

Comment IND-15_Golux, Stephan, page 1 of 1

From: Stephan Golux [REDACTED]
Sent: Thursday, February 27, 2020 6:10:39 AM
To: MacCarthy, Arnica@DOT <Arnica.MacCarthy@dot.ca.gov>
Subject: Marin SR 1 documents web address not working - and other attempts to contact!

Dear Arnica -

I was so happy to get the postcard in my mail today about the Marin State Route 1 repaving project. Ever since I heard about it in the Point Reyes Light almost a month ago, I have been searching the CalTrans site and calling CalTrans and trying to find more information about it, and I keep hitting dead ends which has been frustrating to be sure.

But even now today, I have just tried to go to the link on the yellow post card, namely:

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>

It takes me to an error 404 page that says the content is not available.

I desperately want to learn more about this project and to have the opportunity to discuss specifics about the road surface, drainage, safety, right of way, and encroachment in front of our house with someone so that a host of problems may be addressed either before or as part of this project. I have had such conflicting information and lack of clarity from CalTrans so far and hope very much that you can help clear this up for me.

I will also call you later today to try to initiate a conversation.

I can be reached at this email, or at my home phone of [REDACTED] or (even better) my cell phone of [REDACTED]

Many thanks in advance for your help.

-stephan golux

Response to Comment IND-15

Response to Comment 1:

Caltrans acknowledges that the Project website was inactive until February 27, 2020. Therefore, Caltrans extended the public comment period an additional 10 days from March 24, 2020, to April 3, 2020, to allow the public additional time to review the IS/MND and comment on the Project. Caltrans informed the public of the extension by publishing notifications in the *Marin Independent Journal* newspaper on March 29, 2020, and in the *Point Reyes Light* newspaper on March 26, 2020, through the Project website, and by email for available public addresses.

Comment IND-16_Richard, James, page 1 of 4

From: Richard James [REDACTED]
Sent: Wednesday, March 11, 2020 1:33 PM
To: MacCarthy, Arnica@DOT
Cc: Rhonda Kutter
Subject: comments on Marin State Route 1 Capital Preventive Maintenance Project

Hello Arnica,

I am writing you as suggested by Rhonda Kutter, aide to Supervisor Rodoni.

The one request I have for this, and all Caltrans projects is:

Ensure that ALL personnel working on your projects leave zero trash behind each day.

Two years ago a crew working under sub-contractor Gordon N. Ball Construction on shoulder repairs from Point Reyes to Tomlaes left nearly all of their lunch debris along tomales bay.

This included cigarette butts, coffee cups, water bottles, yogurt cups, food wrappers and other trash.

At each work location I found examples of all of the above dumped, sometimes BEHIND the silt screen they had installed to contain debris on the job site.

After the shoulder work, the same crew ground the center strip into a mumble strip, then left many hundreds of temporary and permanent yellow lane divider markers and plastic wrapping on the road from Stinson Beach to Tomales.

I spend far too much time picking up trash along route 1 from Slide Ranch to Jenner left by unthinking drivers.

Hopefully from now on, your management will be sure to get the word out to Caltrans employees and all subs that leaving the worksite litter-free is mandatory.

Below are some examples of what was left previously.

Thank you for your time and attention to this matter.

Best wishes,

richard
coastodian.org

[Support](#) the coastodian in the effort to clean and protect our coast!

Comment IND-16_Richard, James, page 2 of 4



Comment IND-16_Richard, James, page 3 of 4



Comment IND-16_Richard, James, page 4 of 4



Response to Comment IND-16

Response to Comment 1:

Caltrans acknowledges the commenter's request to ensure that personnel working on Caltrans projects leave no trash behind each day at work sites. Caltrans continually strives to improve trash management at their construction sites. The Project includes features that detail procedures for construction site and trash management during construction activities. In the IS/MND, Chapter 3, Sections IV. Biological Resources and Section XIX. Utilities and Service Systems, the following Project Features regarding management of trash at the Project work sites will be implemented:

- Project Feature BIO-3: Construction Site Management Practices. (d) All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed at least once daily from the Project footprint.
- Project Feature UTI-1: Trash Management. All food-related trash items, such as wrappers, cans, bottles, and food scraps, will be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per Caltrans Statewide National Pollution Discharge Elimination System Permit and San Francisco Regional Water Quality Control Board's Cease and Desist Order.

In addition, please note that the public can submit service requests, including trash and debris removal, through the online portal at <https://csr.dot.ca.gov>.

Comment IND-17_Eckart, Charles, page 1 of 1

-----Original Message-----

From: [REDACTED]
Sent: Thursday, March 12, 2020 12:45 PM
To: MacCarthy, Arnica@DOT <Arnica.MacCarthy@dot.ca.gov>
Subject: Capital Preventive Maintenance Project

Arnica,

I attended the meeting last night and this is what I think:

- 1 | I'm all in favor of this project and know first hand that it s very much needed.
- 2 | The grand stairway and steel railing replacing the sidewalk running along side the Grandi Building is not needed. This is a rural community and most of us out here want to keep it rural. This idea is simply gentrification of our town and we don't like it.
- 3 | Why the steel rail? Is it to keep pedestrians from crossing the street? It won't work.
- 4 | I also think if it is at all possible, to include a concrete bridge replacement for the old Green Bridge in this highway project. It's plain common sense. It would allow for one huge interruption to our community instead of two. I would prefer not seeing our place here churned up for a decade or more with the Green Bridge to come along several years after the highway project is finished.

Chuck Eckart

Response to Comment IND-17

Response to Comment 1:

Caltrans appreciates your support for the Project.

Response to Comment 2:

Caltrans notes the commenter's concern with the proposed stairway and steel railing in front of the Grandi Building and the impact to the rural community. Caltrans seeks to maintain the rural character of the community by reducing visual impacts from the Project to the greatest extent feasible. Caltrans will review Marin County's plan for the sidewalk and ADA improvements in front of the Grandi Building to determine how the Project will proceed with the proposed stair and rail design. During the next Project phase, Caltrans will coordinate with Marin County and the PRSVA to discuss the nature in which the Project will proceed with the proposed ADA improvements in front of the Grandi Building in the greater context of Point Reyes Station.

Response to Comment 3:

Caltrans notes your question regarding the purpose of the steel rail. The railing in front of the Grandi Building was proposed as a safety measure for pedestrians because of the slope from the sidewalk down to the street level.

Response to Comment 4:

Caltrans acknowledges the commenter's request to consider the Lagunitas Bridge Replacement Project (also known as the Green Bridge) in the scope of this highway Project. The Lagunitas Creek Bridge is undergoing separate environmental review by Caltrans and is its own project and is not within the scope of work for this Project (IS/MND, Chapter 1.2 Purpose and Need).

Comment IND-18_Torliatt, Pamela, page 1 of 6

From: PAMELA TORLIATT [REDACTED]
Sent: Monday, March 23, 2020 4:27 PM
To: MacCarthy, Arnica@DOT <Arnica.MacCarthy@dot.ca.gov>
Subject: State Route 1 Capital Preventative Maintenance Project Initial Study with proposed mitigated negative declaration

Arnica,

1 I am contacting you regarding the above referenced project. I am specifically interested in the section between post
2 miles 46.8 and 47.6. Can you please list for me the proposed improvements in this section? I reviewed the maps and
the material but I want to be clear about what Caltrans is proposing. It specifically looks as though there are some
guard rails that will be replaced. Is that the only improvement in the section? Will there be resurfacing completed? Any
other item that will occur in this area? Will the comment period be extended due to the California shelter in place
order? In addition, please provide me with email addresses so I may provide comment to all of the agencies that you
are required to notice regarding this project. I am also requesting to be put on any public notice list to be contacted in
regard to this project.

3 As I am sure you are aware, there are excessive existing trees, shrubs and/or vegetation along this stretch in the
4 Caltrans right of way (ROW). We have extensively documented what is existing and expect Caltrans not to remove any
of the existing vegetation until an environmental review is completed for the above referenced project. We are
concerned about current activity in this section of ROW because Caltrans has been marking existing vegetation that
looks as though it is going to be removed prior to the project. (See some examples attached) We would ask that you
5 contact whoever might be initiating this removal in the maintenance or other departments to cease and desist until the
environmental review is completed. My understanding is the Caltrans, District 4, Maintenance Supervisor in this area is
6 Joe Licea [707-689-4311](tel:707-689-4311). In addition, if any trees, shrubs and/or vegetation removal in Caltrans ROW occurs, we want
you to include, as a mitigation measure, to have any trees, shrubs and/or vegetation that is removed to be re-planted
on site at a ratio of 3 to 1, upon project construction completion.

7 At a time when greenhouse gas emission reductions and carbon sequestration are goals and part of the overall
implementation and maintenance plan for Caltrans, we take any tree, shrubs and/or vegetation removal seriously as a
factor that would need to be mitigated.

8 Also, on March 17, 2020 at 10:20 AM, I requested the Caltrans documents at the Tomales US Postal Service office. They
were unable to produce the documents that you have stated are there for review.

9 As part of your public review and commenting, did Caltrans notice via US Postal Service all property owners in the
project area? It does not seem that we have received any public notice. I would assume there is a required notice for
property owners adjacent to the project area.

I may submit additional comments on the initial study but please incorporate these comments as part of the public
record.

10 At a time when the State of California is under a shelter in place order by the Governor Newsom, I would hope that
Caltrans would not be removing any vegetation, trees, vegetation and/or disturbing the project area until there is an

Comment IND-18_Torliatt, Pamela, page 2 of 6

opportunity to conduct business as usual with face to face operations and a normalcy returned to our everyday lives.

I would appreciate a response to this email prior to the conclusion of the comment period of March 24, 2019, so I am able to comment further if need be based on your response.

We would really like to work together to make this the best project possible and ensure that we are able to minimize any mitigations that would be required by preserving of trees, scrubs and/or vegetation that provide GHG and carbon sequestration benefits.

Thank you for your prompt attention.

Sincerely,

Pamela Torliatt
Former Mayor, City of Petaluma
Former Chairperson, Bay Area Air Quality Management District
Former Commissioner, Metropolitan Transportation Commission



Comment IND-18_Torliatt, Pamela, page 3 of 6



Comment IND-18_Torliatt, Pamela, page 4 of 6



Comment IND-18_Torliatt, Pamela, page 5 of 6



Comment IND-18_Torliatt, Pamela, page 6 of 6



Response to Comment IND-18

Response to Comment 1:

The proposed improvements on SR 1 between PMs 46.8 and 47.6 include replacement of existing guardrails and pavement rehabilitation (repaving) of SR 1. Figures showing the location of Project components are included in Appendix A of the IS/MND.

Response to Comment 2:

Caltrans acknowledges the commenter's question regarding the comment period being extended. The public comment period was not extended as a result of the California statewide shelter-in-place order, issued March 17, 2020. The period was extended by an additional 10 days, to end on April 3, 2020, because of accessibility issues with the Project website. The extension resulted in a 40-day public comment period for the Draft IS/MND, from February 24 through April 3, 2020.

Response to Comment 3:

Caltrans acknowledges the commenter's request and has included their email address to the mailing list regarding future Project correspondence.

Response to Comment 4:

Caltrans notes the commenter's request regarding vegetation removal. Vegetation removal as part of the Project would occur after completion of the environmental process. The following Project Feature, located in the IS/MND, Chapter 3, Section IV. Biological Resources, addresses vegetation removal that would occur as part of this Project:

- Project Feature BIO-9: Vegetation Removal. Clear any vegetation within the cut-and-fill line or growing in locations where permanent structures will be placed (such as MGS and culvert replacements). Clear vegetation only where necessary and cut above soil level, except in areas that will be excavated for construction. All clearing and grubbing of woody vegetation will occur by hand or using construction equipment, such as mowers, backhoes, and excavators.

Response to Comment 5:

Caltrans notes the commenter's request regarding removal of marked vegetation within the Project area. Caltrans has marked vegetation within its right of way on SR 1; however, the vegetation marked in the locations indicated in the comment are not part of the scope of work of this Project (IS/MND, Chapter 1.2 Purpose and Need). Caltrans Maintenance is responsible for monitoring the vegetation planted within the Caltrans right of way and if it is located within the roadway clear zone, they are authorized to

remove it for the safety of the traveling public. The property owner adjacent to the Caltrans right of way has been contacted regarding vegetation removal at the locations indicated.

Response to Comment 6:

Caltrans notes the commenter's suggestion for tree, shrub, and/or vegetation removal to be mitigated on site, at a ratio of 3:1, upon Project completion. The IS/MND, Chapter 3, Section IV. Biological Resources, includes the below Mitigation Measure BIO-1, which requires the replacement of riparian trees at a ratio of 3:1, exceeding the replacement ratio required in the Marin County Code:

Mitigation Measure BIO-1: Riparian Tree Replacement. Riparian trees that are removed as a result of this Project will be replanted onsite, at a ratio of 3:1, upon Project construction completion.

Response to Comment 7:

Caltrans notes the commenter's recommendations regarding greenhouse gas emission reductions and carbon sequestration goals. Caltrans intends to avoid impacts to existing trees and shrubs, including associated tree roots, where feasible. AMMs AES-10 (previously AES-9) and AES-11 (previously AES-10), included below (IS/MND Chapter 3, Section I Aesthetics), provide for the revegetation of disturbed soils and protection of existing trees and shrubs. Reintroducing native plants to the highway will result in more suitable habitat to wildlife, better erosion control, and a reduction in mowing and fertilizer use, which can significantly reduce fuel and maintenance cost.

- AMM AES-10: Revegetation of Disturbed Areas. Revegetate disturbed soils using native plants and plant seeds as appropriate. In Project locations in or adjacent to park lands, including Point Reyes National Seashore, or state parks lands, propagate plants from local plant material and locally collect seeds.
- AMM AES-11: Protect Existing Trees. Avoid impacts to existing trees and shrubs, including associated tree roots, where feasible. Caltrans Landscape Architecture and Biological Resources offices will identify specific locations and best management practices during later Project phases, and include appropriate information in the plans and specifications.

Response to Comment 8:

Caltrans delivered a hard copy of the IS/MND to the Tomales Post Office on February 21, 2020, for public review. Thank you for the information that the document was

removed from that location during the public comment period. The IS/MND for this Project is available online for review at <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance>.

Response to Comment 9:

Caltrans notes the commenter's question regarding public notification by the U.S. Postal Service. As part of the public review period and to announce the public meeting, Caltrans mailed postcard notifications to all property and business owners in the Project area, using Every Day Direct Mailing through the U.S. Postal Service. The postcard notifications were sent between February 21 and 22, 2020, within the following zip codes: Olema 94950, Petaluma 94952, Point Reyes Station 94956, and Tomales 94971. In addition, Caltrans published notices in the *Marin Independent Journal* newspaper on February 23, 2020, with a second notice in the *Point Reyes Light* newspaper, printed on February 27, 2020.

Response to Comment 10:

Caltrans notes the commenter's concern regarding vegetation removal during the California shelter-in-place order. Vegetation removal that would occur as part of this Project did not occur during the shelter-in-place order in early 2020. Vegetation removal as part of this Project would occur after completion of the environmental process.