Draft Marin State Route 1 Capital Preventive Maintenance Project (04-1J960) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

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	Office of Environmental Analysis
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DATE:	June 11, 2020

1. Introduction

This Section 4(f) Evaluation document has been prepared in tandem with the Marin State Route (SR) 1 Capital Preventive Maintenance (CAPM) Project (the Project) Initial Study (IS) – Mitigated Negative Declaration (MND) (Caltrans 202020). This technical memorandum provides the documentation to support determinations required to comply with the provisions of 23 United States Code (USC) 138 and 49 USC 303, hereafter referred to as Section 4(f).

This documentation has been prepared in accordance with the legislation established under the United States Department of Transportation Act of 1966 (23 USC 138; 49 USC 303). Additional guidance was obtained from *Federal Highway Administration Technical Advisory T6640.8A* (FHWA 1987) and the revised *FHWA Section 4(f) Policy Paper* (FHWA 2012).

1.1 Section 4(f) Overview

Section 4(f), codified in federal law in 49 USC 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) protected resources include publicly-owned parks; recreational areas of national, state or local significance; publicly-owned school playgrounds, wildlife, or waterfowl refuges; or lands from a historic site of national, state, or local significance.

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned park land, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

1.2 Section 4(f) Use Definitions

When a project is adjacent to or on a property protected under Section 4(f), the impacts of the proposed project must be evaluated. Section 4(f) defines the impact level by types of "use." These "uses" occur when any of the conditions discussed in the following subsections are met.

Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts to a Section 4(f) property may trigger the application of Section 4(f). 23 Code of Federal Regulations (CFR) 774.13(d) defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct or constructive use for the purposes of Section 4(f):

- Duration is temporary (i.e., the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).
- Scope of work is minor (i.e., the nature and magnitude of the changes to the Section 4(f) properties are minimal).
- There are no anticipated permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property.
- The property is restored to the same or better condition that existed prior to the project.
- There is documented agreement from the appropriate federal, state, or local officials exists having jurisdiction over the property regarding the previously listed conditions.

De minimis Impact Determinations

When impacts to a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).

- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have "no adverse effect" on the property in question. The SHPO and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties where the project results in "no adverse effect."
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

2. Project Description

Caltrans is proposing the Project on SR 1 in Marin County, California. The Project proposes to repair 27.8 noncontinuous miles of SR 1, divided into two portions. The southern portion is located between post miles (PMs) 22.8 and 33.0. The northern portion is located between PMs 45.0 and 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.

SR 1 is a paved, two-lane roadway with 9- to 12-foot-wide lanes and up to 8-foot-wide shoulders. This effort is a CAPM Program (201.121) project in the 2016 State Highway Operation and Protection Program (SHOPP). It is anticipated that the Project will require temporary construction easements (TCEs) outside of Caltrans right of way (ROW) at each of the eight culverts and at the locations of curb ramp upgrades in the towns of Point Reyes Station and Tomales.

SR 1 is a coastal highway connecting the communities in the region and serves as a major route for tourism. Tourist attractions in the area include Golden Gate National Recreation Area (GGNRA), Point Reyes National Seashore, Tomales Bay and Tomales Bay Ecological Reserve, Whitehouse Pool in Point Reyes Station, and further north and east of the Project, Bodega Bay. SR 1 in Marin County is an eligible state scenic highway. The Project is within the Marin County Coastal Zone (Marin County 1981).

The purpose of the Project is to preserve and extend the life of the existing pavement on SR 1 in Marin County. Because of the newly implemented asset management guidelines in the SHOPP program, the Project includes upgrades to existing Caltrans facilities (multi-assets) that also satisfy the requirements of Streets and Highways Code Section 164.6, Senate Bill 486, and Executive Order 30-15. Asset management activities for the Project include pavement rehabilitation, curb ramp upgrades in the communities of Point Reyes Station and Tomales (to meet Americans with Disabilities Act standards), replacement of guardrails and crash cushions, upgrading drainage inlets, replacing asphalt concrete (AC) dikes, paving maintenance vehicle pullouts, and replacing aging culverts. Furthermore, 4-foot-wide shoulder spot-widening for bicycle safety would be included in the Project.

The Project need is to repair and upgrade SR 1 infrastructure to meet current Caltrans Standard Plans 2018 (Caltrans 2018) and comply with *Design Information Bulletin 81: Capital Preventative Maintenance (CAPM) Guidelines* (Caltrans 2007).

The pavement condition survey (PCS) for the sections of SR 1 within the project limits has an overall PCS/Pavement Management System priority rating of 4 to 6[1] which is based on field observations that characterize SR 1 as having pavement distress and declining pavement condition. Priority ratings are numbers used to evaluate pavement condition based on a combination of ride quality, structural

[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.

condition, and maintenance service level determinations, which are based on functions of the route and the volume of traffic it serves.

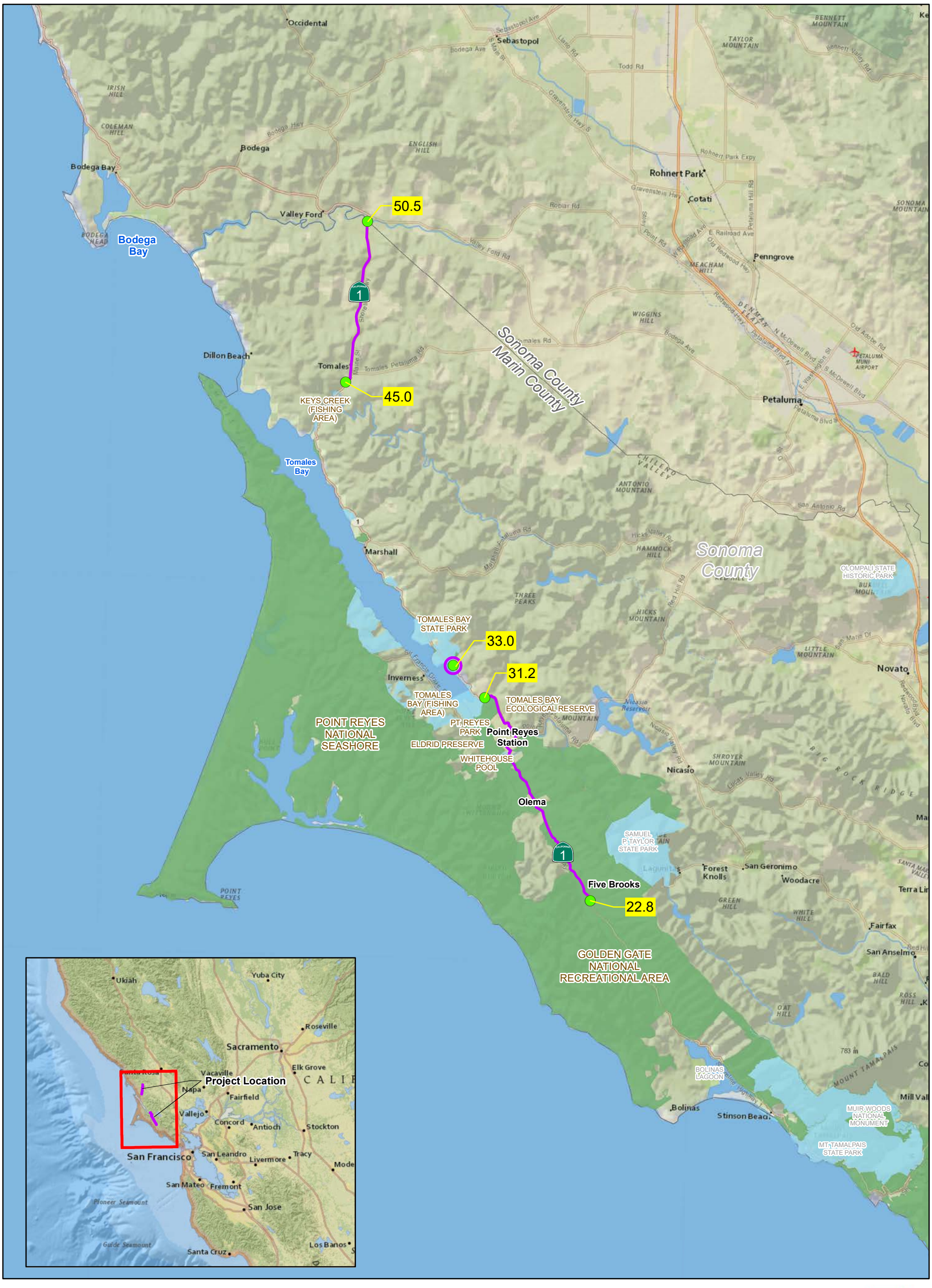


FIGURE 1
Regional Vicinity Map
State Route 1 Capital Preventive Maintenance Project (CAPM)
EA 04-1J960, 04-MRN-1-Post Mile 22.8/33.0, 45.0/50.5
Marin County, California

In the southern portion, the majority of the pavement between PMs 22.8 and 28.4 is severely distressed, with alligator cracking. Between PMs 26.5 and 28.4, existing concrete slabs underlying the AC surface also show severe block cracking. Both issues will be addressed by installing new AC roadway surface. Between PMs 28.4 and 31.2, relatively newer looking AC surface and a few long asphalt patches are present, with areas outside of the patches showing significant distress.

In the northern portion, existing pavement surface is generally fair to poor, with severe distress between PMs 46.0 and 48.8.

3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile radius was developed around the eight culvert replacement locations and 15 curb ramp upgrade locations where TCEs will be required to determine if any Section 4(f) resources are located within the project vicinity and if the proposed Project would "use" these properties (Figures 2 and 3). Six public parks, two fishing areas, one preserve, and one ecological resource area are located within this 0.5-mile radius: Whitehouse Pool Park, GGNRA, Point Reyes Park within Point Reyes Station, Point Reyes National Seashore, Tomales Bay State Park, Tomales Bay Ecological Reserve, Keys Creek and Tomales Bay Fishing Areas, and Eldrid Preserve. Point Reyes Park within Point Reyes Station, Tomales Bay State Park, Keys Creek Fishing Area, and Eldrid Preserve would not be affected by the proposed Project. Five schools and playgrounds that are part of the Shoreline Unified School District are located within this 0.5-mile radius; however, none of these schools or playgrounds would be affected by the proposed Project. Additionally, five historic resources are located within this 0.5-mile radius: the Tomales Historic District, the Olema Valley Dairy Ranches Historic District, Diekmann's General Store in Tomales, Point Reyes Emporium in Point Reyes Station, and the Grandi Company Building in Point Reyes Station. Table 3-1 lists the eight culvert replacement locations and 15 curb ramp upgrades by PM where a TCE will be required due to construction activities. The table lists parks, an ecological reserve and preserve, and historic resources, and whether each work location would "use" the applicable Section 4(f) properties (Figures 2 and 3).

Table 3-1: Section 4(f) Resources Located within 0.5-Mile Radius of the Proposed Project and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource and Agency with Jurisdiction	Location (post mile)	Type of Resource	Nature of Proposed Construction Activities	Dimension of "Use" (sq. ft.)	Anticipated Section 4(f) Impact
Point Reyes National Seashore – National Park Service	PM 24.16	National Park	Replace culvert with 5-foot long by 3-foot wide reinforced concrete box and 4-foot diameter plastic pipe with headwall and two drainage inlets	500 sq. ft. on northbound side of SR 1	*De Minimis*
Olema Valley Dairy Ranches Historic District –State Historic Preservation Officer	PM 22.8-26.6	National Park and Historic District	All construction within Caltrans right of way	SR 1 is a contributing feature of this historic district	No Impact
Whitehouse Pool Park – California Department of Fish and Wildlife	PM 28	State Park	All construction within Caltrans right of way	Not Applicable	No Impact
Grandi Company Building – State Historic Preservation Officer	PM 28.7-28.8	Historic Building	Curb ramp upgrades	Not applicable	No Impact

Section 4(f) Resource and Agency with Jurisdiction	Location (post mile)	Type of Resource	Nature of Proposed Construction Activities	Dimension of "Use" (sq. ft.)	Anticipated Section 4(f) Impact
Point Reyes Emporium – State Historic Preservation Officer	PM 28.8	Historic Building	All construction with Caltrans right of way	Not Applicable	No Impact
Golden Gate National Recreation Area – National Park Service	PM 30.51 and PM 30.66	National Park	Replace 18-inch diameter steel pipe with new 18-inch diameter plastic pipe with concrete backfill at PM 30.51 and replace 12-inch diameter steel pipe with new 21-inch by 15-inch plastic pipe with concrete backfill at PM 30.66	515 sq. ft. on northbound side of SR 1 and 490 sq. ft. on southbound side of SR 1 at PM 30.51 and 560 sq. ft. on southbound side of SR 1 at PM 30.66	*De Minimis*
Tomales Bay Ecological Reserve – California Department of Fish and Wildlife	PM 32.95	State Wildlife Refuge	Replace 18-inch diameter steel pipe with new 18-inch diameter plastic pipe with concrete backfill	630 sq. ft. on southbound side of SR 1	*De Minimis*
Tomales Historic District – State Historic Preservation Officer	PM 45.7	Historic District	Numerous curb ramp upgrades	Various	*De Minimis*
Diekmann's General Store – State Historic Preservation Officer	PM 45.7	Historic Building	Curb ramp upgrades	Minimal sq. ft.	*De Minimis*

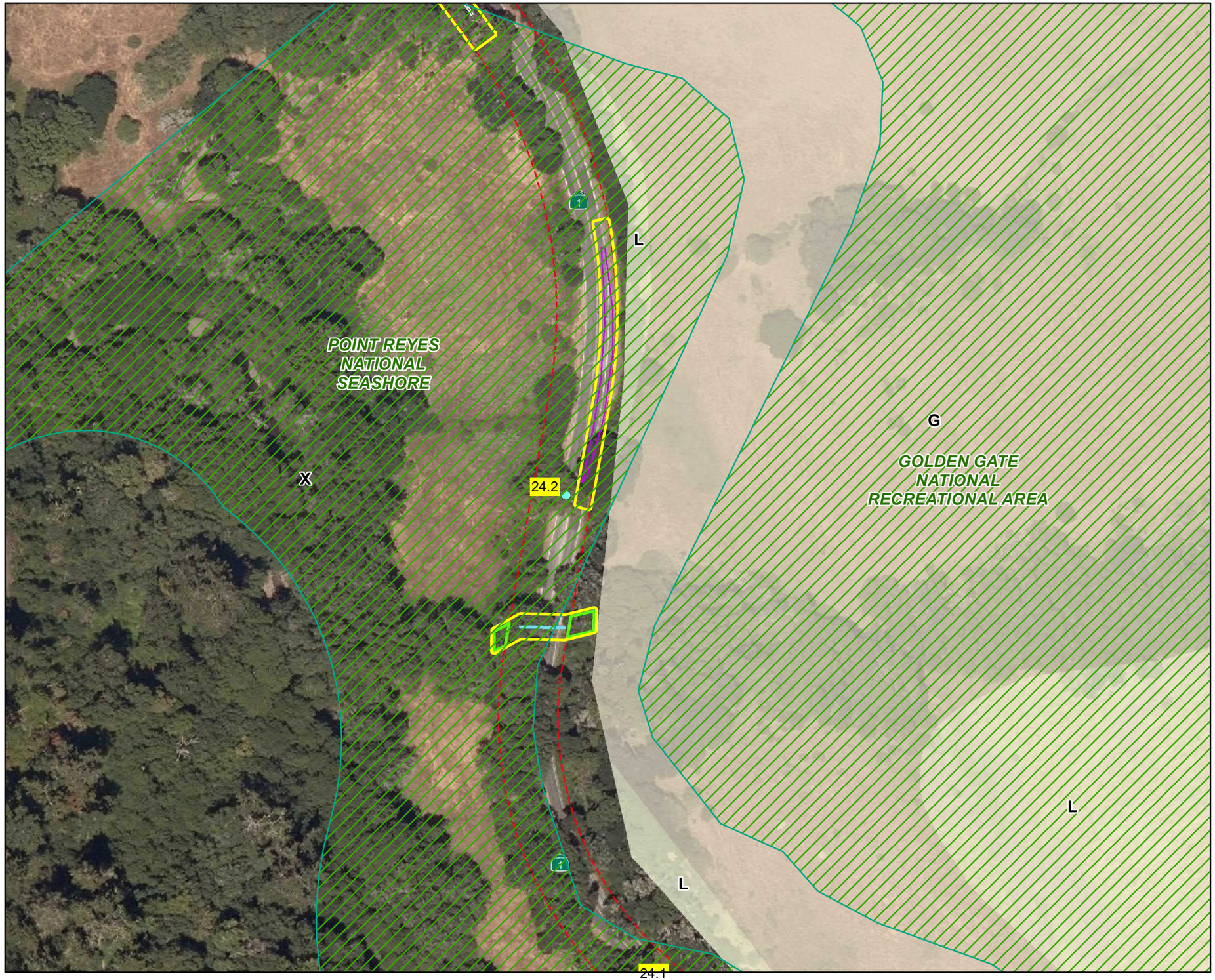
3.1 Park/Recreation Resources

3.1.1 Point Reyes National Seashore – National Park Service

To the south and west of the project area is Point Reyes National Seashore, which is owned and operated by the National Park Service (NPS). Point Reyes National Seashore encompasses approximately 71,000 acres, with approximately 150 miles of hiking trails for public use in West Marin County (NPS 2016). The nearest trailhead is to the south of Whitehouse Pool Park, off of Sir Francis Drake Boulevard, approximately 0.3 mile to the west of the SR 1. As shown in Table 3-1, at PM 24.16, a sliver of Point Reyes National Seashore property on the north side of SR 1 would be required for a TCE.

3.1.2 Whitehouse Pool Park – California Department of Fish and Wildlife

Whitehouse Pool Park consists of two parcels that are located to the north and south of Lagunitas Creek in Point Reyes Station. Whitehouse Pool Park is owned by the California Department of Fish and Wildlife (CDFW) and operated by a cooperative agreement between Marin County Parks and the State Wildlife Conservation Board. The portion of Whitehouse Pool Park located immediately west of SR 1, north of Lagunitas Creek, is approximately 10.5 acres. This part of Whitehouse Pool Park has approximately 4,167 linear feet of public hiking trails, benches, and kayaking access. The portion of



LEGEND

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

Marin County Important Farmland 2016

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

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.

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FIGURE 2
Map 1 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
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 Constructon Easement
- Right of Way
- Post Mile
- Replace Culvert
- Park Boundary
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Constructon Easement (0.087 acre)

Marin County Important Farmland 2016

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

Impacts to FMMP

- Temporary Constructon Easement - L (0.149 acre)

Source:
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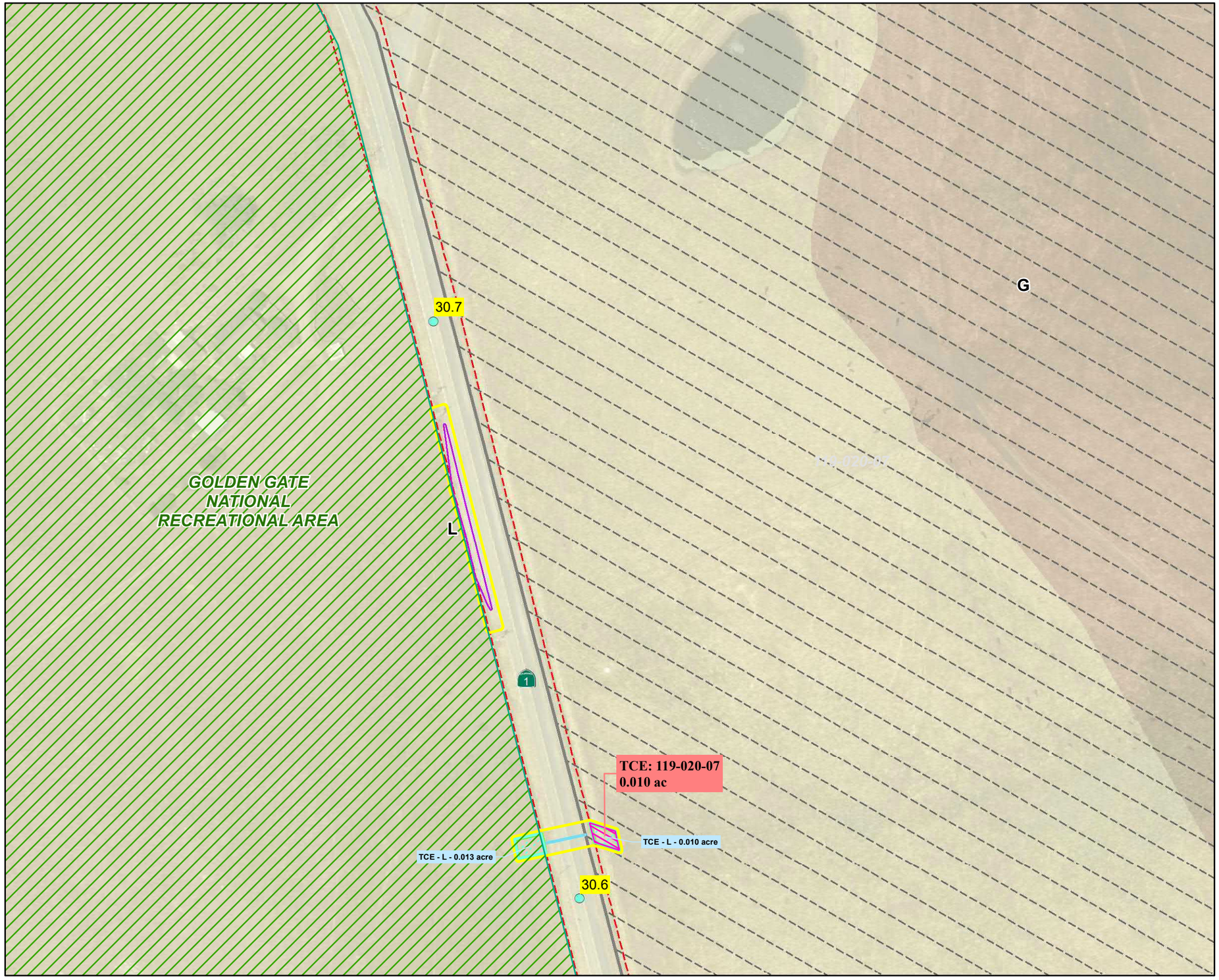
FIGURE 2
Map 2 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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FIGURE 2
Map 3 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

LEGEND

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Impacts to Williamson Act Parcels

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FIGURE 2
Map 4 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
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 Constructon Easement
- Right of Way
- Post Mile
- Replace Culvert
- Pullout
- Williamson Act Parcels

Impacts to Williamson Act Parcels

- Temporary Constructon Easement (0.087 acre)

Marin County Important Farmland 2016

- Farmland of Local Importance (L)

Impacts to FMMP

- Temporary Constructon Easement - L (0.149 acre)

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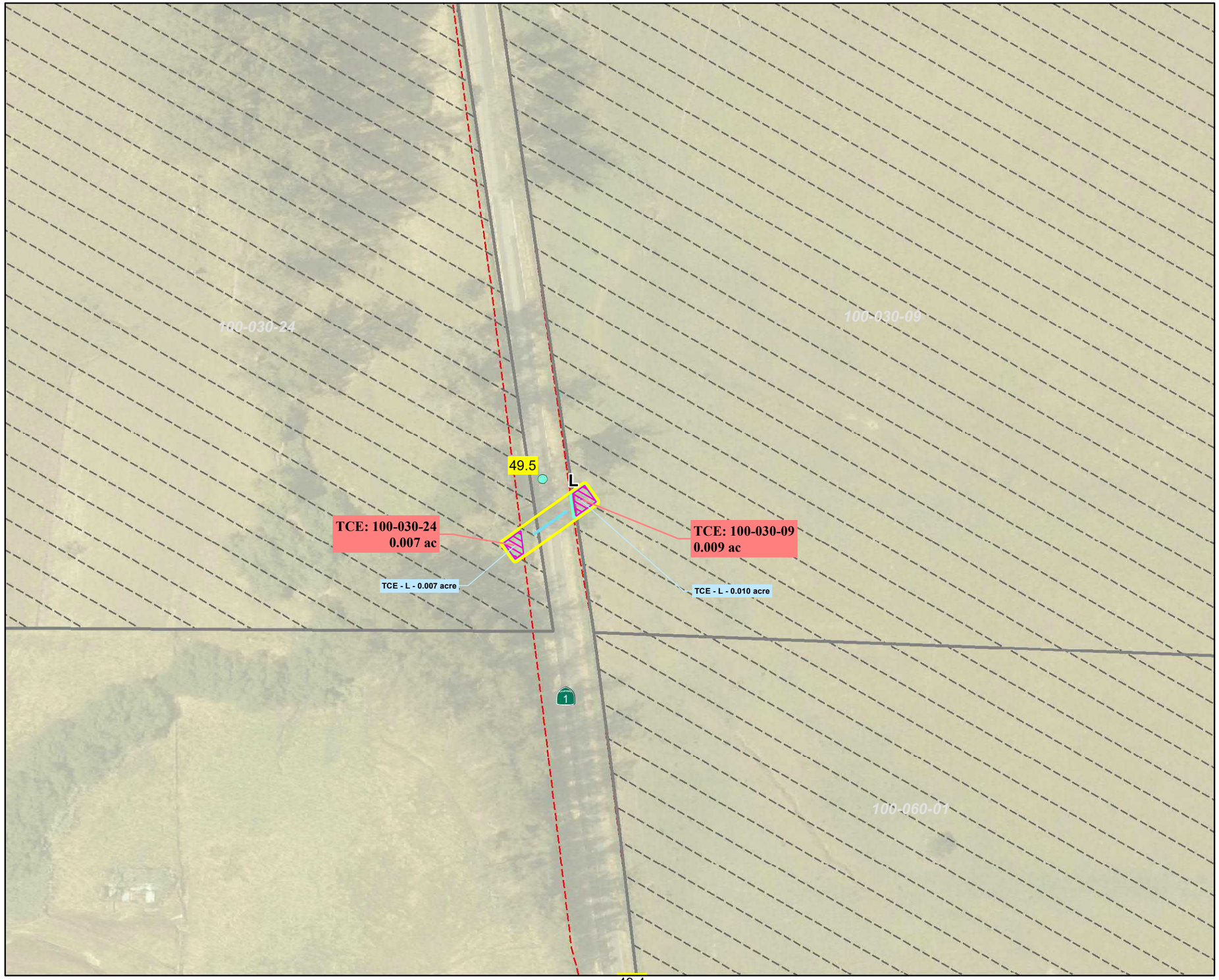
FIGURE 2
Map 5 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

Impacts to Williamson Act Parcels

- Temporary Constructon Easement (0.087 acre)

Marin County Important Farmland 2016

- Farmland of Local Importance (L)

Impacts to FMMP

- Temporary Constructon Easement - L (0.149 acre)

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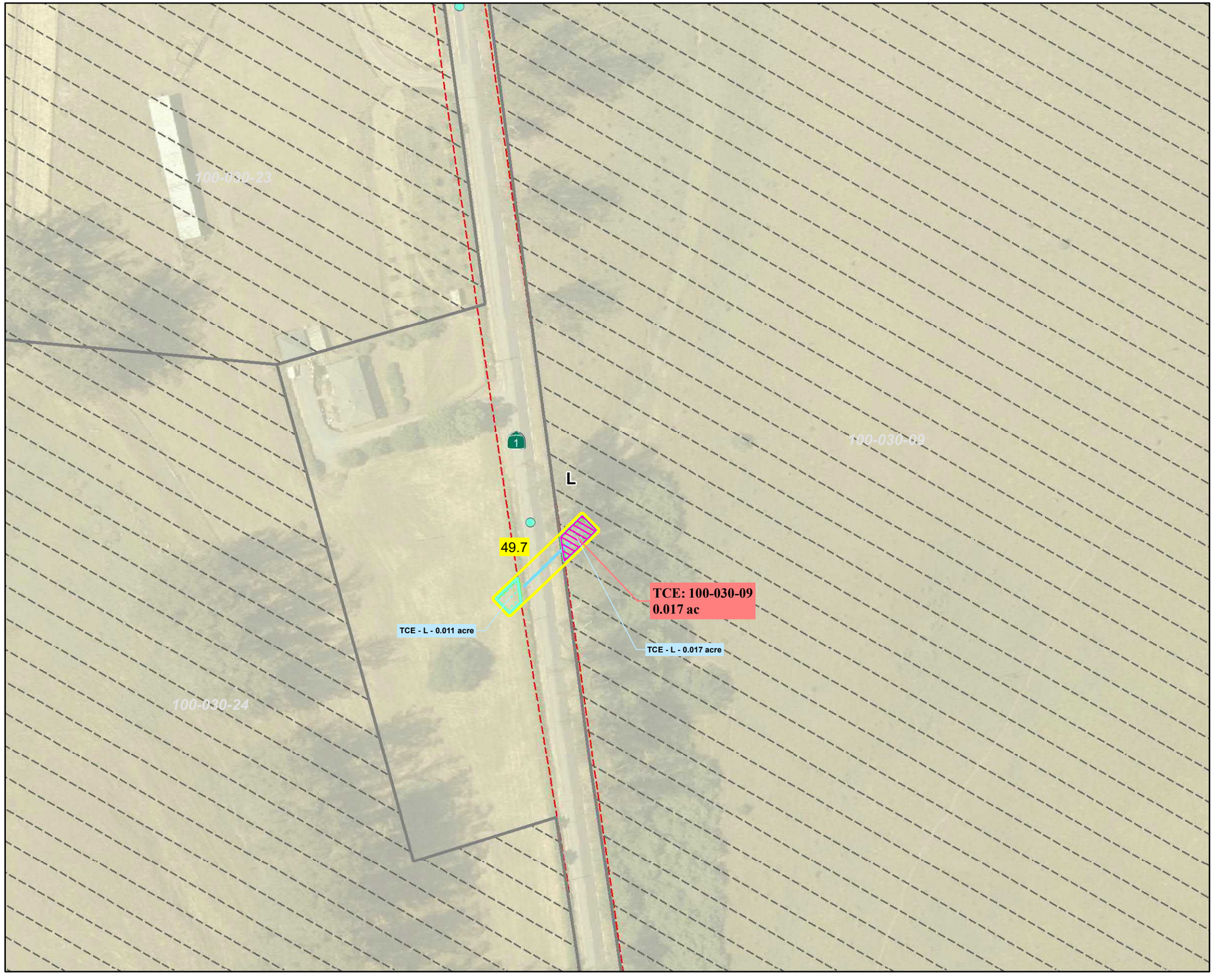
FIGURE 2
Map 6 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

Impacts to Williamson Act Parcels

- Temporary Constructon Easement (0.087 acre)

Marin County Important Farmland 2016

- Farmland of Local Importance (L)

Impacts to FMMP

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FIGURE 2
Map 7 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
State Route 1 Capital Preventive Maintenance (CAPM)
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Marin County, California

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Impacts to Williamson Act Parcels

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Impacts to FMMP

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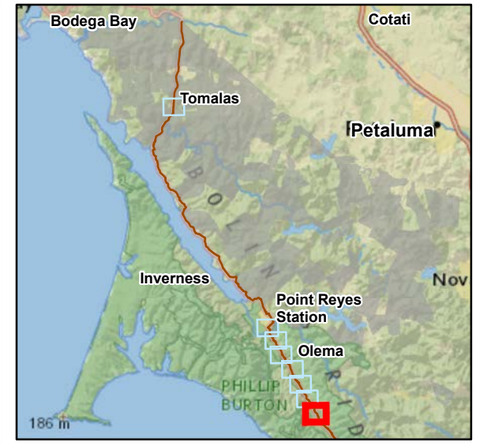
FIGURE 2
Map 8 of 8
Impacts to Section 4(f) Resources: Recreation/Parks
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

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

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FIGURE 3
Map 1 of 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

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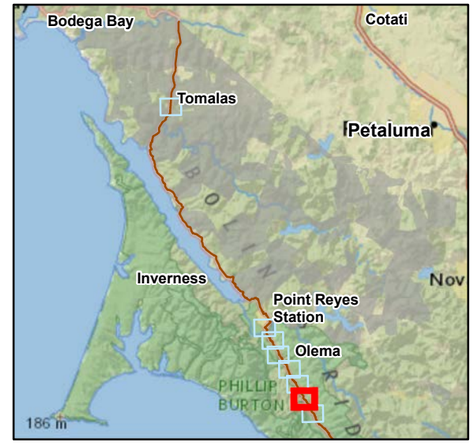

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FIGURE 3
Map 2 of 8
Impacts to Section 4(f) Resources: Historic Sites
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

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FIGURE 3
Map 3 of 8
Impacts to Section 4(f) Resources: Historic Sites
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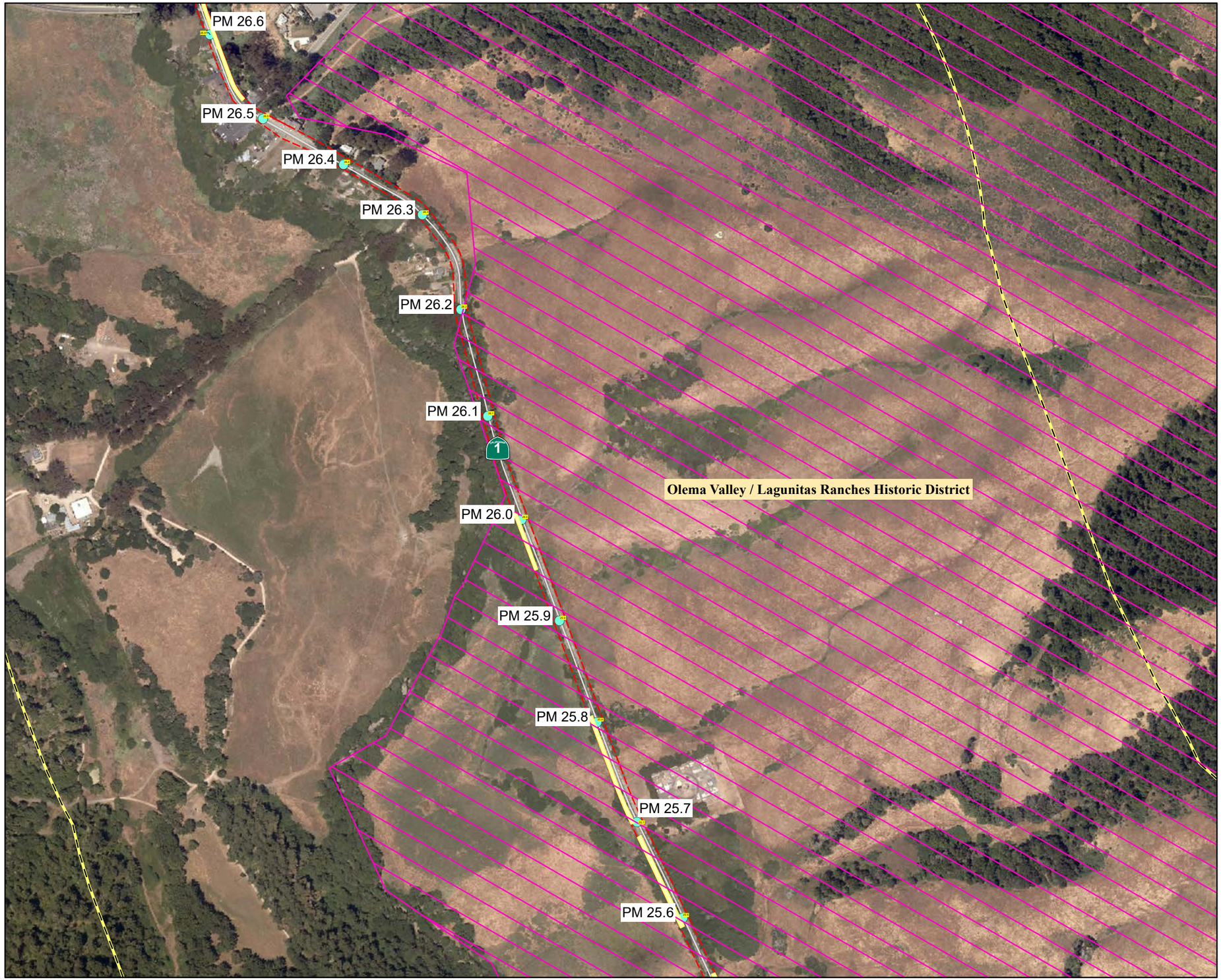
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



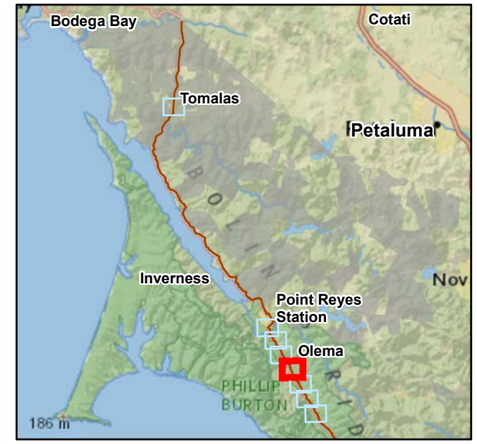


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FIGURE 3
Map 4 of 8
Impacts to Section 4(f) Resources: Historic Sites
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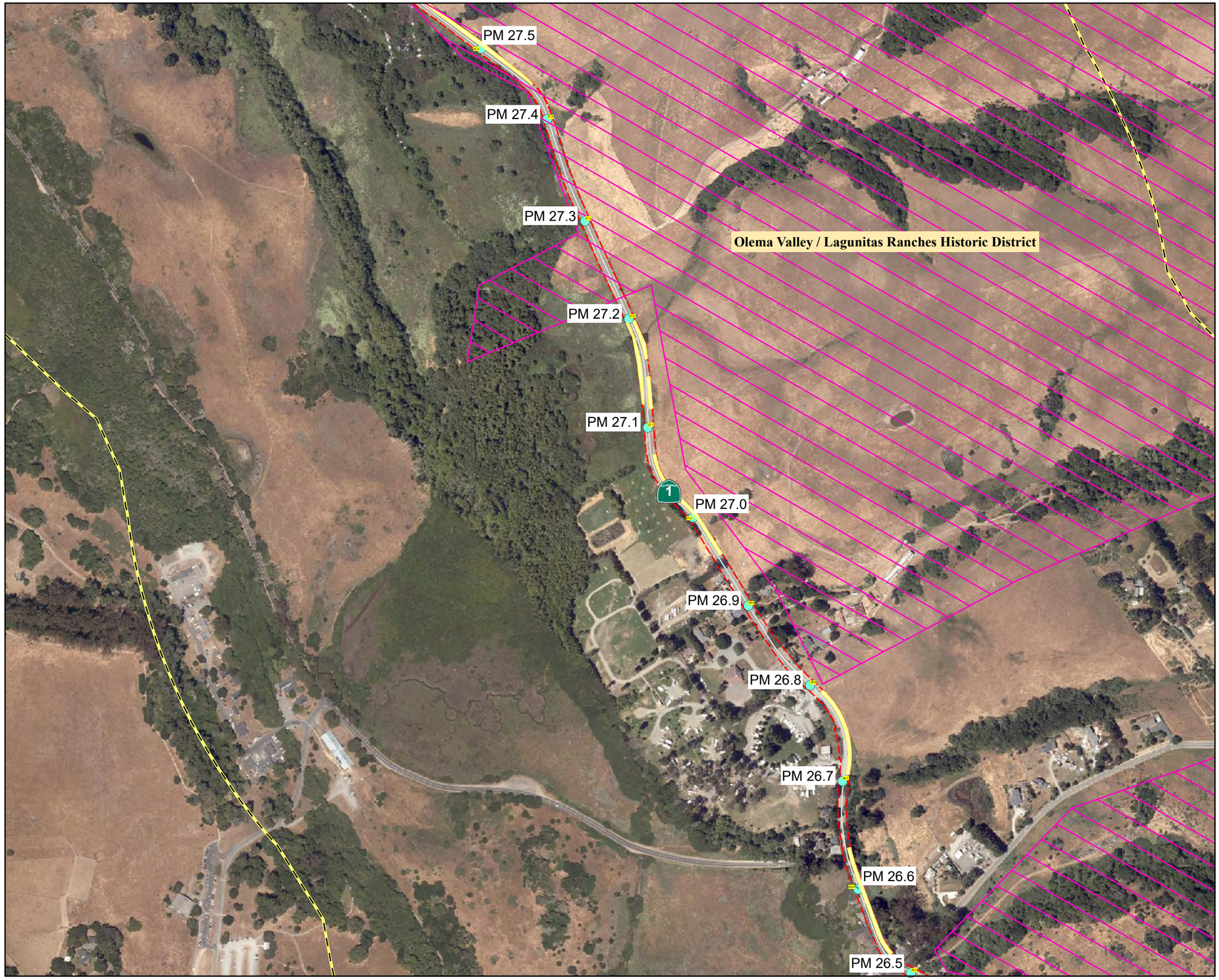

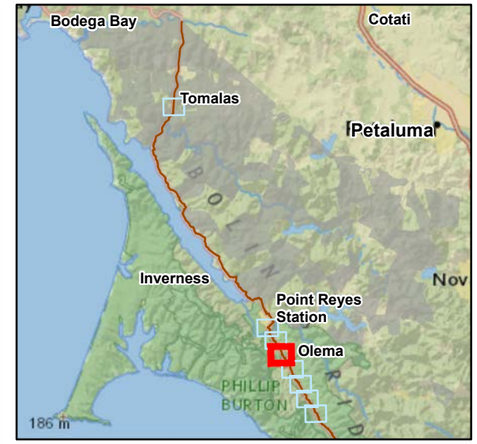

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FIGURE 3
Map 5 of 8
Impacts to Section 4(f) Resources: Historic Sites
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FIGURE 3
Map 6 of 8
Impacts to Section 4(f) Resources: Historic Sites
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California

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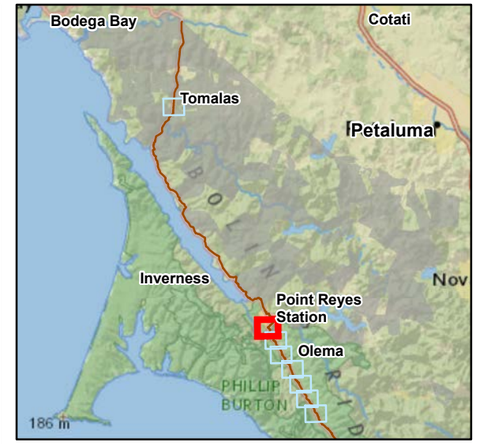

LEGEND

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

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

N

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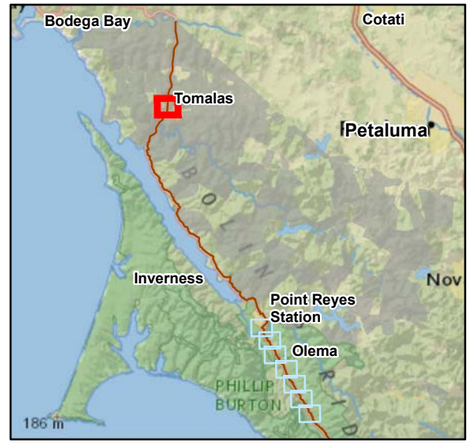
FIGURE 3
Map 7 of 8
Impacts to Section 4(f) Resources: Historic Sites
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
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Imagery: 6/13/2018 and 6/23/2018 MarinMap, County of Marin, Golden Gate National Parks Conservancy.

N

0 500 1,000
Feet

Caltrans

FIGURE 3
Map 8 of 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

Whitehouse Pool Park located off Sir Francis Drake Boulevard, south of Lagunitas Creek, is approximately 12.5 acres with 2,763 feet of hiking trails. This Whitehouse Pool Park parcel is located about 0.7 mile to the west of the project area. The southern park parcel also provides opportunities for picnicking, wildlife viewing, and kayaking access. The parking lot off Sir Francis Drake Boulevard provides access to Whitehouse Pool Park (Marin County 2016). Whitehouse Pool Park is a local recreational resource, primarily serving the residents of the Point Reyes Station and Inverness communities. Whitehouse Pool Park users are mostly locals who use Whitehouse Pool Park either to reach Point Reyes Station from communities south of the Lagunitas Creek Bridge or for passive enjoyment of Lagunitas Creek and wildlife viewing. In Whitehouse Pool Park, the trails are unpaved, dirt trails that range from approximately 2.5 to 3.5 feet wide.

Whitehouse Pool Park is also a site for bird watching, nature study, wildlife viewing (including coho salmon [*Oncorhynchus kisutch*]), and kayaking. Whitehouse Pool Park provides wildlife habitat for a variety of species (Marin County 2016). The natural community in the park is riparian with plants such as arroyo willows (*Salix lasiolepis*), California bay laurel (*Umbellularia californica*), and California blackberries (*Rubus ursinus*).

3.1.3 Golden Gate National Recreation Area – National Park Service

GGNRA is a noncontiguous series of open space lands and other sites in and around the San Francisco Bay Area that extends from southern San Mateo County to northern Marin County. The part of the GGNRA nearest to the project area is located immediately north of Whitehouse Pool Park (Figure 1). This portion of GGNRA consists of 770 acres, with 1,457 linear feet of trails. The Point Reyes National Seashore branch of the NPS manages GGNRA lands in this area. There is also a nearby area of the GGNRA that borders the eastern side of SR 1. Recreational activities at GGNRA include picnicking, hiking, and viewing of wildlife and ocean scenic vistas.

3.1.4 Tomales Bay Ecological Reserve- CDFW

The Tomales Bay Ecological Reserve is a wildlife refuge located northwest of the GGNRA on the western side of SR 1. The 482-acre reserve, which is owned and operated by the CDFW, contains salt marsh and tidal flats and provides recreational opportunities, such as hiking, fishing, and wildlife viewing (CDFW 2016).

3.2 Historic Resources

3.2.1 Olema Valley Dairy Ranches Historic District – State Historic Preservation Officer

The Olema Valley Dairy Ranches Historic District was recently listed on the National Register of Historic Places (NRHP) and is located in a portion of West Marin County's grassy rolling hills and coastal scrub, where cows have grazed since the 1850s, along with ranches and dairy farms. The 14,127-acre Olema Valley Dairy Ranches Historic District, located in the Point Reyes National Seashore and GGNRA and administered by the NPS, lies between Bolinas and Point Reyes Station. The Olema Valley Dairy Ranches Historic District was formally listed on the NRHP on April 9, 2018 and includes 19 properties operated by tenants or families beginning in 1856. The ranching history in the Olema Valley runs deep; by the 1870s, these ranches catapulted Marin County to the forefront of California's butter and cheese production. The Olema Valley Dairy Ranches Historic District reflects more than a century of change and modernization in the dairy industry, including the evolution from original, wood-frame, milking barns to concrete, Grade A, sanitary barns of the 1940s.

3.2.2 Grandi Company Building – State Historic Preservation Officer

The Grandi Company Building is located in Point Reyes Station at the southwestern corner of SR 1 and Second Street. Built in 1915, the imposing Grandi Company Building is composed of masonry (brick) and

occupies almost a quarter of the block. Although empty now (except for the Point Reyes Station Visitor Center), the Grandi Company Building once housed a grand hotel, ballroom, and general store. The SHPO concurred that the Grandi Company Building is eligible for listing on the NRHP, on May 23, 2019.

3.2.3 Point Reyes Emporium – State Historic Preservation Officer

Down the street and north of the Grandi Company Building is the wood-sided Point Reyes Emporium (built in 1898), which survived the 20th Century in pristine condition. Point Reyes Emporium is located in Point Reyes Station on the corner of SR 1 and 3rd Street. The SHPO concurred that Point Reyes Emporium is eligible for listing on the NRHP, on May 23, 2019.

3.2.4 Tomales Historic District – State Historic Preservation Officer

The Tomales Historic District is an historical collection of 50 structures within the town of Tomales and was assumed eligible for listing on the NRHP for the purposes of this project pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act*. The architecture of Tomales is a study of the town's past: from the earliest pioneer era, to the Italianate commercial buildings, to the simple turn-of-the-century Queen Anne cottages and Craftsman bungalows and Spanish Colonial Revival school, to the 1960s-era duplexes. The evolution of the town of Tomales is evident in its built environment.

3.2.5 Diekmann's General Store – State Historic Preservation Officer

Diekmann's General Store is located in the town of Tomales, at the northwestern corner of SR 1 and 1st Street. Built in 1867, this Italianate building has housed a general store for its entire life; the second store was originally Odd Fellows' Hall. To this day, Diekmann's General Store provides a wide variety of inventory and is a favorite tourist spot. The SHPO concurred that the Diekmann's General Store is eligible for listing on the NRHP, on May 23, 2019.

4. Impacts on Section 4(f) Properties

4.1 Park/Recreation Resources

4.1.1 Point Reyes National Seashore – National Park Service

IMPACT: As shown in Figure 2, the proposed Project would require a TCE located at PM 24.16 for the replacement of a culvert with a 5-foot by 3-foot reinforced-concrete box and 48-inch-diameter plastic pipe with headwall and two new drainage inlets on both sides of SR 1, which would encompass 500 square feet on the northbound side of SR 1 of land on Point Reyes National Seashore. This TCE is located on forested area, where no public use of the park exists. No visibility of this area is available from recreational portions (like hiking trails) of the Point Reyes National Seashore. Therefore, no recreational amenities are located in the impacted area and there would be no reduction in recreational uses.

PRELIMINARY USE DETERMINATION: Based on the above, although Point Reyes National Seashore property would be temporarily required for a TCE from this resource, which is a constructive use under Section 4(f), the evaluation concludes with a preliminary determination of *de minimis* impact for the proposed Project at this location. The attributes and features of Point Reyes National Seashore, such as hiking, wildlife viewing, and picnicking, which qualify Point Reyes National Seashore for protection under Section 4(f), would not be adversely impacted; the Project would not affect accessibility, impact visual resources, cause substantial noise, or impact recreational functions or activities of the Point Reyes National Seashore.

4.1.2 Whitehouse Pool Park – California Department of Fish and Wildlife

IMPACT: The proposed Project would not impact Whitehouse Pool Park and its recreational amenities. Therefore, there would be no reduction in recreational use.

PRELIMINARY USE DETERMINATION: Whitehouse Pool Park is a significant Section 4(f) resource because it is publicly owned, used for recreation, and open to the public. The Project would result in no permanent use, constructive use, or temporary occupancy of Whitehouse Pool Park. Based on the above, the evaluation concludes with a preliminary determination of no impact for the proposed Project at Whitehouse Pool Park.

4.1.3 Golden Gate National Recreation Area – National Park Service

IMPACT: As shown in Figure 2, the proposed Project would require two TCEs at PMs 30.51 and 30.66 for the replacement of 18- and 12-inch-diameter steel pipes with a new plastic pipe with concrete backfill at PMs 30.51 and 30.66, respectively. These TCEs are located on forested area where no public use of GGNRA exists. No visibility of this area is available from recreational portions (like hiking trails) of GGNRA. Therefore, no recreational amenities are in the impacted area and there would be no reduction in recreational uses.

PRELIMINARY USE DETERMINATION: Based on the above, although GGNRA property would be temporarily required for a TCE from this resource, which is a constructive use under Section 4(f), the evaluation concludes with a preliminary determination of *de minimis* impact for the proposed Project at these two locations. The attributes and featured uses of GGNRA, such as hiking, wildlife viewing, and picnicking, which qualify it for protection under Section 4(f), would not be adversely impacted. The TCEs associated with the proposed Project would have a *de minimis* impact on the recreational functions of GGNRA.

4.1.4 Tomales Bay Ecological Reserve - CDFW

IMPACT: As shown in Figure 2, the proposed Project would require a TCE located at PM 32.95 to replace an 18-inch diameter steel pipe with a new plastic pipe with concrete backfill on land that is part of the Tomales Bay Ecological Reserve. This TCE would require 630 square feet on the southbound side of SR 1, thereby resulting in a temporary use or occupancy of this wildlife refuge. The area of the TCE is vacant and not occupied by any recreational features of Tomales Bay Ecological Reserve. The Project would not result in an adverse effect on the attributes of this Section 4(f) resource, such as accessibility, fishing, hiking, or visual impacts, to the users of Tomales Bay Ecological Reserve. The Project would not affect any natural resources (i.e. water, animals, fisheries or air quality) that are under protection and enhancement of the Tomales Bay Ecological Reserve.

PRELIMINARY USE DETERMINATION: Based on the above, although the Tomales Bay Ecological Reserve property would be temporarily required for a TCE from this resource, which is a constructive use under Section 4(f), this evaluation concludes with a preliminary determination of *de minimis* impact for the proposed Project. The attributes and features of the Tomales Bay Ecological Reserve, such as hiking, wildlife viewing, and fishing, which qualify this site for protection under Section 4(f), would not be adversely impacted. The TCE associated with the proposed Project would have a *de minimis* impact on the recreational functions of the wildlife refuge.

4.2 Historic Resources

4.2.1 Olema Valley Dairy Ranches Historic District – State Historic Preservation Officer

IMPACT: The proposed Project would alter, to a minor extent, a contributing feature of the Olema Valley Dairy Ranches Historic District, namely SR 1. SR 1 contributes to the district and is characterized by being a rural and scenic two-lane highway with narrow shoulders.

PRELIMINARY USE DETERMINATION: Olema Valley Dairy Ranches Historic District is a protected Section 4(f) historic resource, located more than 0.5 miles from the project culvert locations. Therefore, the Project would result in no permanent use, constructive use, or temporary occupancy. Based on the above, the evaluation concludes with a preliminary determination of no impact for the proposed Project at Olema Valley Dairy Ranches Historic District.

4.2.2 Grandi Company Building – State Historic Preservation Officer

IMPACT: The proposed Project would not impact the Grandi Company Building. The historic resource boundary is limited to the building footprint. The Project would only require a minor TCE from the parcel on which the building is located for a curb ramp upgrade at the corner intersection of 1st Street and SR 1.

PRELIMINARY USE DETERMINATION: Based on the above, the evaluation concludes with a preliminary determination of no impact for the proposed Project. The attributes and features of Grandi Company Building that qualify it for Section 4(f) protection would not be impacted by the proposed Project.

4.2.3 Point Reyes Emporium – State Historic Preservation Officer

IMPACT: Because curb ramp upgrades at the intersection of SR 1 and 3rd Street would be entirely within Caltrans ROW, the Project would not have a permanent or constructive use or temporary occupancy of this historic resource.

PRELIMINARY USE DETERMINATION: Based on the above, the evaluation concludes with a preliminary determination of no impact for the proposed Project. The attributes and features of Point Reyes Emporium that qualify it for Section 4(f) protection would not be impacted by the proposed Project.

4.2.4 Tomales Historic District –State Historic Preservation Officer

IMPACT: As shown in Figure 2, the proposed Project would require various TCEs for curb ramp upgrades throughout the town of Tomales adjacent to SR 1. All of these areas are located on existing curbs and would not adversely affect any structures, within the Tomales Historic District. Therefore, no contributing features are located in impacted areas and there would be no reduction in historic uses.

The impact on Tomales Historic District would be minor. The Project would have no adverse effect on the qualities that qualify Tomales Historic District for listing on the NRHP.

PRELIMINARY USE DETERMINATION: Based on the above, although portions of Tomales Historic District property would be required for TCEs from this protected resource, which is a constructive use under Section 4(f), the evaluation concludes with a preliminary determination of *de minimis* impact for the proposed Project. The attributes and features of Tomales Historic District, such as historic buildings, which qualify it for Section 4(f) protection, would not be adversely affected. For historical sites, a *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, the proposed Project would have a finding of "no adverse effect." The official with jurisdiction (SHPO) has concurred with this *de minimis* determination.

4.2.5 Diekmann's General Store –State Historic Preservation Officer

IMPACT: As shown in Figure 2, a TCE for curbs adjacent to Diekmann's General Store would be required for the proposed Project. The TCE would not adversely affect any structures of the Diekmann's General Store.

The impact on Diekmann's General Store would be minor. The Project would have no adverse effect on the qualities that qualify Diekmann's General Store for listing on the NRHP.

PRELIMINARY USE DETERMINATION: Based on the above, although portions of Diekmann's General Store property would be required for a TCE from this protected resource, which is a constructive use under Section 4(f), this evaluation concludes with a preliminary determination of *de minimis* impact for

the proposed Project. The attributes and features of Diekmann's General Store, such as historic buildings and structures, which qualify it for Section 4(f) protection would not be adversely impacted. For historical sites, a *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, the proposed Project would have a finding of "no adverse effect." The official with jurisdiction (SHPO) has concurred with this *de minimis* determination.

4.3 Conclusion

In conclusion, implementation of the proposed Project would result in minimal encroachments onto portions of protected Section 4(f) resources, which constitute a use of Section 4(f) properties. These uses of Section 4(f) properties would not result in any impacts to recreational and historic attributes or features of these protected Section 4(f) resources. The proposed Project would preserve the structural integrity of SR 1 within the project corridor and prevent localized highway failures. In addition, the proposed Project would help maintain safe, uninterrupted access and connectivity for the public's continued use of the public parks, ecological reserves, and historic resources evaluated in this document.

5. Measures to Minimize Harm to Section 4(f) Resources

Advanced planning was conducted, and appropriate measures have been incorporated into the proposed Project to minimize impacts to the Section 4(f) resources discussed above. The rehabilitation of culverts along SR 1 in this coastal section of Marin County was designed to avoid any adverse impacts to the recreational facilities, parks, and historic resources located along this 10-mile stretch of SR 1.

The following Project Features (PFs) and Avoidance and Minimization Measures (AMMs) have been incorporated into the proposed Project.

5.1 Project Features

Air Quality

Control Measures for Construction Emissions of Fugitive Dust. Dust control measures will be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas (DSAs), the use of an organic tackifier to control dust emissions will be included in the construction contract. Watering guidelines will be established by the contractor and approved by the Caltrans resident engineer (RE). Any material stockpiles will be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

Biological Resources

Environmental Sensitive Area Fencing. Prior to the start of construction, environmental sensitive areas (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. The fencing will prevent 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.

Wildlife Exclusion Fencing. Prior to the start of construction, the project footprint will be delineated with temporary, high-visibility, wildlife exclusion fencing (WEF) to prevent the inadvertent encroachment of wildlife into the project footprint. WEF will be removed only when all construction

equipment has been removed from the job site. The final project plans will depict the locations where the WEF will be installed and the type of materials used.

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 miles per hour (mph) 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. Limit the following areas to the minimum number 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 separated by topographic or drainage barrier.

Dewatering. Dewatering and discharging activities will be conducted according to standard Caltrans requirements.

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.

Night Work. During the work that needs to occur at nighttime, direct all lighting downward and toward the active construction area.

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.

Migratory Birds and Nest Avoidance. During the nesting season (February 1 through September 30), have a qualified biologist 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.

Vegetation Removal. Clear any vegetation within the cut-and-fill line or growing in locations where permanent structures will be placed (such as Metal Guardrail System 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.

Erosion Control Matting. To avoid wildlife entrapment, use coconut coir matting or tackified hydroseeding compounds.

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 species will be replanted, based on the local species composition.

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.

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 United States Fish and Wildlife Service (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.

Cultural Resources

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.

Discovery of Human Remains. If remains are discovered during excavation, all work within 60 feet of the discovery will halt and Caltrans Office of Cultural Resources (OCRS) will be called. Caltrans ORCS Staff would assess the remains; if the remains are determined to be human, will contact the Marin County Coroner, per Public Resources Code (PRC) Sections 5097.98 and 5097.99, and 7050.5 of the California Health and Safety Code (CHSC). If the Marin County Coroner determines the human remains to be Native American, the Marin County Coroner will then contact the Native American Heritage Commission

(NAHC), which would assign a Most Likely Descendant (MLD). Caltrans will consult with the MLD on treatment and reburial of the human remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

Greenhouse Gas Emissions

Control Measures for Greenhouse Gases. Measures would be determined during the design phase and implemented during construction to: 1) ensure regular construction maintenance of 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.

Hydrology and Water Quality

Stormwater Pollution Prevention Plan. To comply with the Construction General Permit (CGP), the Project is required to implement a SWPPP containing Best Management Practices (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.

Construction Site Best Management Practices. To prevent or reduce impacts to water quality during construction, construction site BMPs will 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 remove 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 will minimize or eliminate the discharge of concrete waste materials to the storm drain systems or watercourses.
- **Temporary Cover**: This BMP involves placing geosynthetic fabrics (geotextiles), plastic covers, or erosion control blankets/mats to stabilize DSA 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 (e.g., concrete rubble, aggregate, and AC). These procedures include locating stockpiles away from drainages, providing perimeter sediment barriers, stabilizing soil, and implementing 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 the creation, stockpiling, or removal of construction site wastes. Measures include education of construction workers, as well as collection, storage, and disposal practices (such as using plywood and tarp directly on streambed).

- **Stream Diversion System**: The stream diversion system will consist of upstream and downstream berms, with a pipe conveying runoff to create a dry working environment for temporary access. The stream diversion system will be required during the summer months for two summers and will be removed during each intervening winter. A risk analysis will be done to determine the design flow for the stream diversion system.
- **Permanent Treatment Best Management Practices**. Permanent treatment BMPs are as follows: **Design Pollution Prevention Best Management Practice Strategy**: The goal of an effective erosion control strategy is to maintain the natural pre-construction conditions. Existing vegetation will be preserved to the maximum extent practicable and areas disturbed by construction activities will be minimized using construction site BMPs. Preservation involves identifying and protecting desirable vegetation to provide erosion and sediment control benefits.
- **Treatment Best Management Practice Strategy**: Treatment BMPs will 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 the requirements for the Project. The locations for the biofiltration strips will 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.

Utilities

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.

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.

5.2 Avoidance and Minimization Measures

Aesthetics

Design Information Bulletin (DIB) 82-06. DIB 82-06 allows for alternative color selection of suitable 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, while minimizing visual change. Tint concrete paving used for pedestrian facilities (sidewalks and curb ramps) to minimize visual change relative to adjacent existing pavement within the rural villages of Point Reyes Station and Tomales.

Conceal drainage features. Color drainage features (including associated concrete) to match adjacent earth tones where they are not permanently hidden from view.

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

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.

Color Concrete Structures. Color concrete structures to minimize visual dissimilarity when compared to existing concrete barriers and other structures.

Minimize Construction Appearance. Minimize appearance of construction equipment and staging areas locations to the extent feasible.

Culvert Footprints. Minimize culvert footprints.

Treatments at MVPs and Turnouts. Use non-pavement treatments at maintenance vehicle pullouts and turnouts. Per Marin SR 1 Repair Guidelines (Caltrans 2015), paving beyond a 4-foot-wide shoulder should be limited.

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 Golden Gate National Recreation Area, Point Reyes National Seashore, or state parks lands, propagate plants from local plant material and locally collect seeds.

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.

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.

Biological Resources

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.

- 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, Streambed Alteration Agreement, and other relevant permits for the Project, and understand the *Terms and Conditions*.
- The biomonitor(s) will keep a copy of the BO, Streambed Alteration Agreement, and other relevant permit materials in their possession when onsite.
- The biomonitor(s) will be onsite during all work that could reasonably result in take of special-status wildlife.
- 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.
- 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.

- 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.

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.

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.

Protocol for Species Relocation and Reporting. Follow these procedures if California red-legged-frog are encountered in the immediate work area.

- 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.
- 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.

- 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).
- 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.
- 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.

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.

Vegetation Removal Avoidance for Bats. Remove any trees that may provide roosting habitat (such as large snags or trees with cavities) using the two-phase method of removing limbs from the tree on the afternoon of the first day and stumping the tree on the following day.

Fish Passage Assessment. During later phases of the Project, a fish passage assessment will be conducted to determine if any of the eight culverts proposed for replacement are currently a barrier to fish passage. If any of the culverts proposed for replacement are determined to be a barrier to fish passage, then the Project will be designed to eliminate the fish passage barrier in accordance with Senate Bill 857.

Noise

Noise Levels During Construction. Noise from construction activities is not to exceed 86 dBA Lmax 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. (Lmax noise descriptor is the highest instantaneous noise level during a specified period, in the noise analysis 1 hour.)

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.

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.

Transportation and Traffic

Traffic Management Plan. To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, Caltrans will develop and implement a traffic management plan (TMP) that would include public information, motorist information, incident management, construction, and alternate routes or detours. 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 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 with notification to emergency service providers, transit operators, and the public in advance.

5.3 Mitigation Measures

Biological Resources

Wetlands and Waters Restoration. Mitigation for temporary impacts to wetlands and waters within the California Coastal Zone will be accomplished through onsite restoration, at a ratio of 1:1, upon Project construction completion

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.

6. Coordination

Caltrans will continue to coordinate with Marin County, CDFW, the NPS, and SHPO regarding the preliminary *de minimis* and no impact findings made in this document, as well as all advanced project designs with respect to the affected parks and historic resources in Marin County. Prior to finalizing the *de minimis* impact findings made in this document, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the preliminary *de minimis* impact findings during a

30-day public review period. Possible methods of public involvement include, but are not limited to, newspaper advertisements, notices posted on bulletin boards, and project websites.

A public community meeting was held at The Dance Palace in Point Reyes Station on April 2, 2019. A second public community meeting was held at the West Marin School in Point Reyes Station on March 11, 2020 to provide an update on the Project and to receive comments from the West Marin community. At both meetings, Caltrans staff members were present to provide information to the public about the Project; community input was recorded. Additionally, Caltrans provided the public with a Notice of Availability of the Draft IS with Proposed MND, February 2020. In addition, the draft environmental document was electronically accessible on the Caltrans website (https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/sr1-marin-capital-preventive-maintenance). The public review period for the Draft IS/MND began on February 24 and continued through March 24, 2020. The public comment period was extended through April 3 for a 40-day comment period.

Caltrans District 4, OCRS technical studies were conducted by Caltrans Professionally Qualified Staff and carried out in a manner consistent with Caltrans responsibilities under the *January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal Aid Highway Program in California*.

7. List of Technical Studies and References

California Department of Fish and Wildlife (CDFW). 2016. *Tomales Bay Ecological Reserve*. Available online at: https://www.wildlife.ca.gov/Lands/Places-to-Visit/Tomales-Bay-ER. Accessed May 3, 2016.

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Marin County. 1981. Marin County Local Coastal Program. Accessed November 19. 2019. https://www.marincounty.org/depts/cd/divisions/planning/plans-policies-and-regulations/local-coastal-program.

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