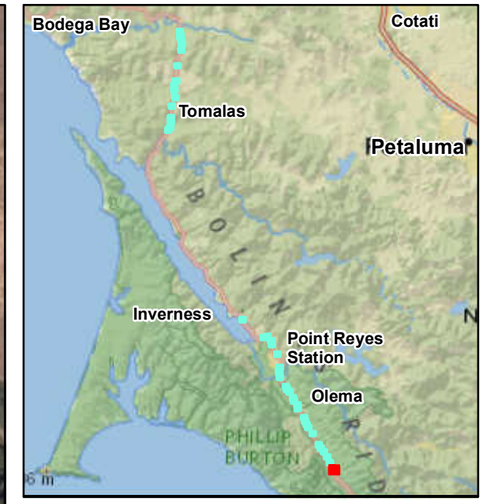
Appendix A Project Component Figures



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.

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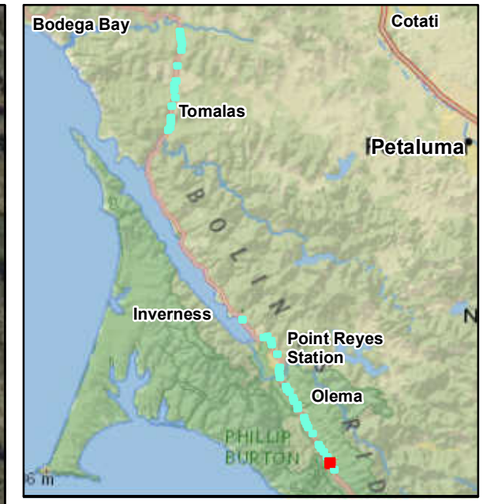
Appendix A
Map 01 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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.

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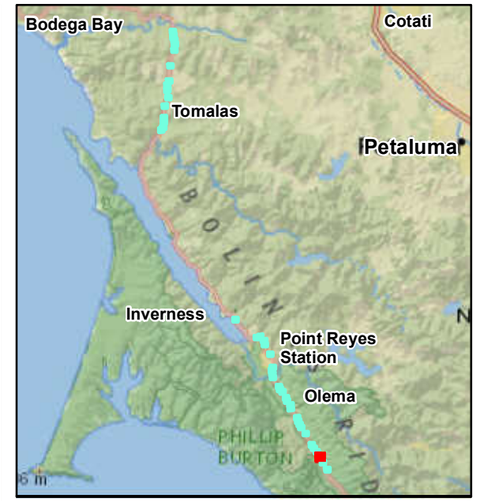
Appendix A
Map 02 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- 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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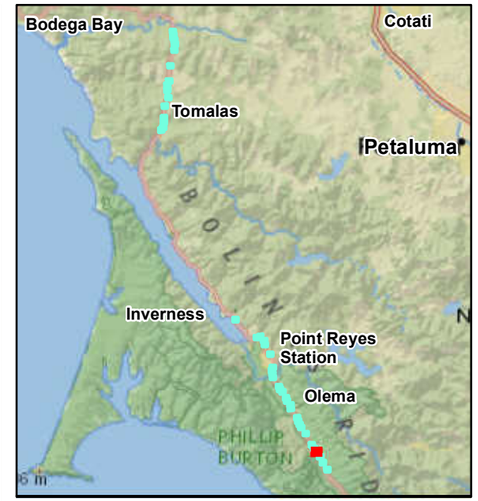
Appendix A
Map 03 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- 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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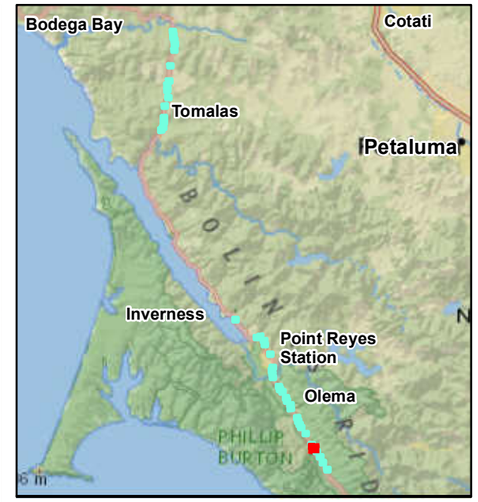
Appendix A
Map 04 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

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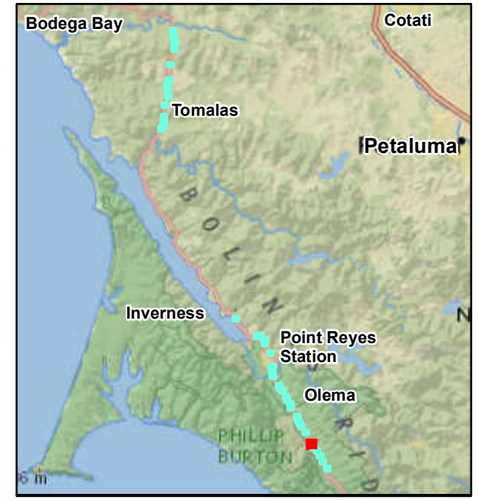
Appendix A
Map 05 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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.

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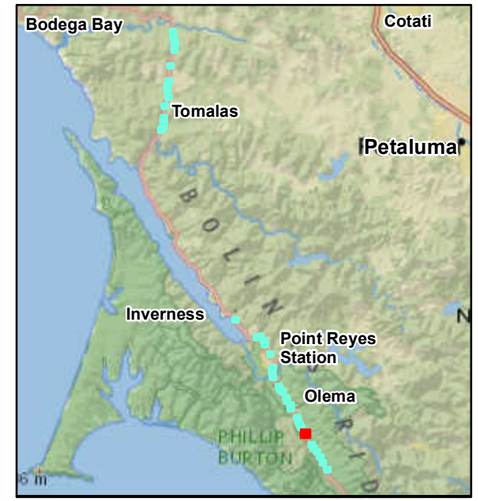
Appendix A
Map 06 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- 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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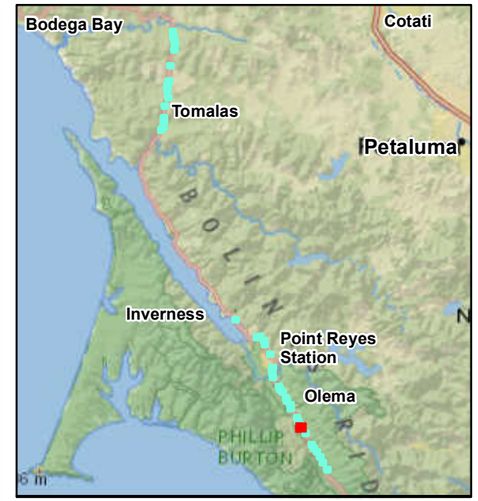
Appendix A
Map 07 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- 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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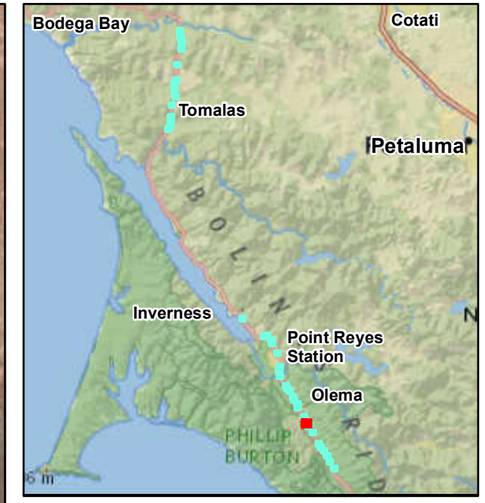
Appendix A
Map 08 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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.

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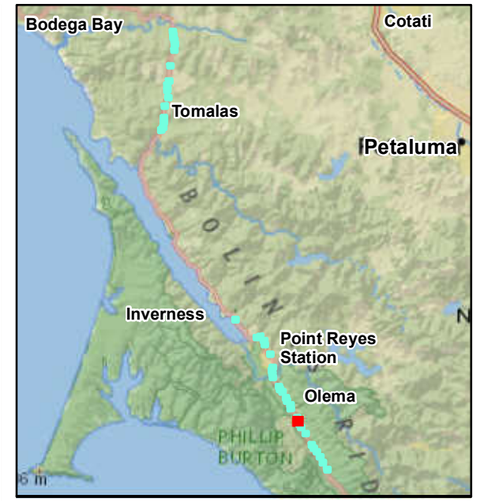
Appendix A
Map 09 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- 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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Appendix A
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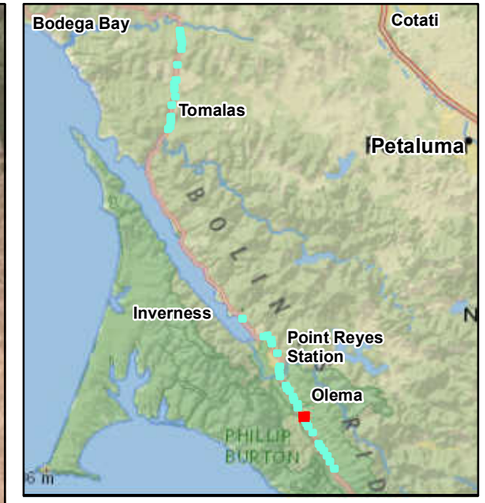
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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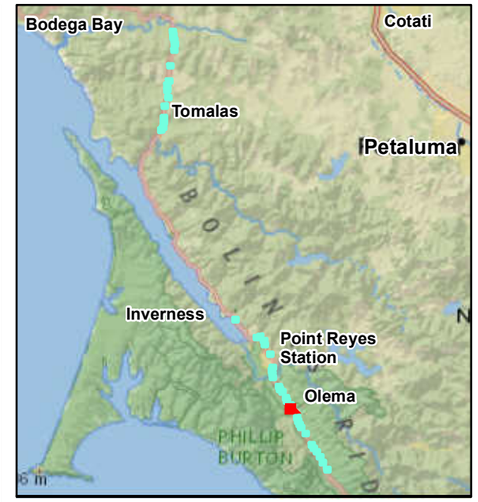
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace 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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Appendix A
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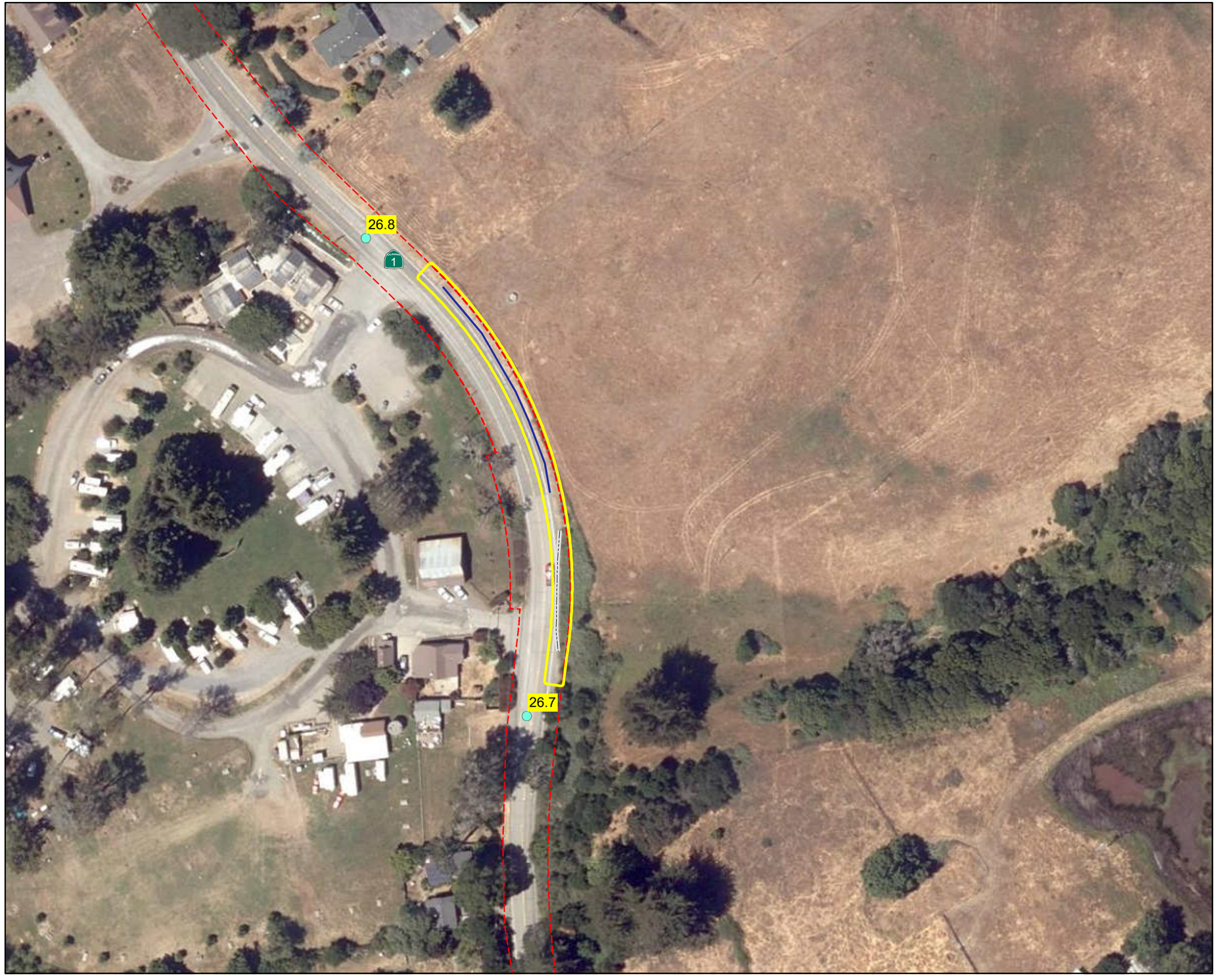
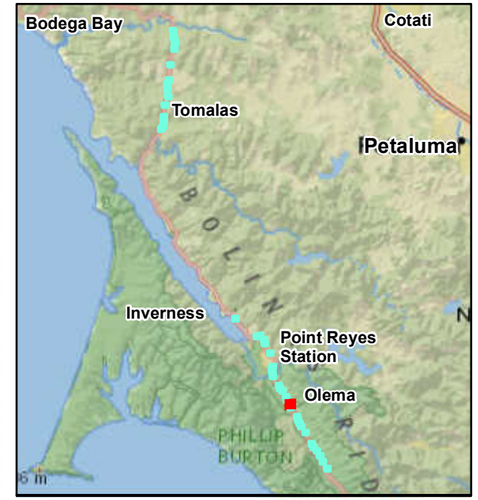
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace 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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Appendix A
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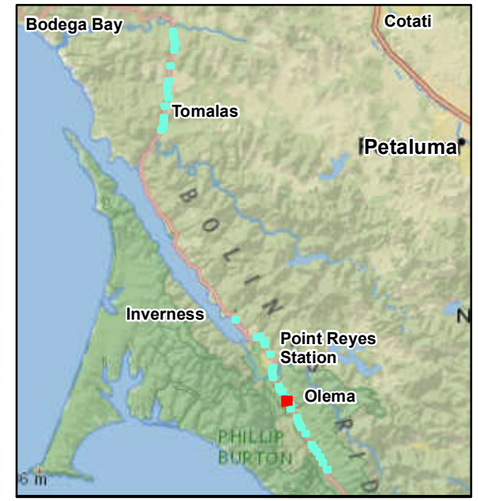
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace 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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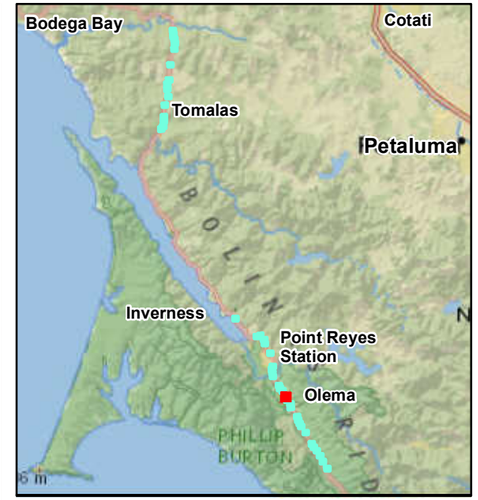
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- Right of Way
- Post Mile
- Replace Asphalt Concrete Dike
- Replace Midwest Guardrail System
- 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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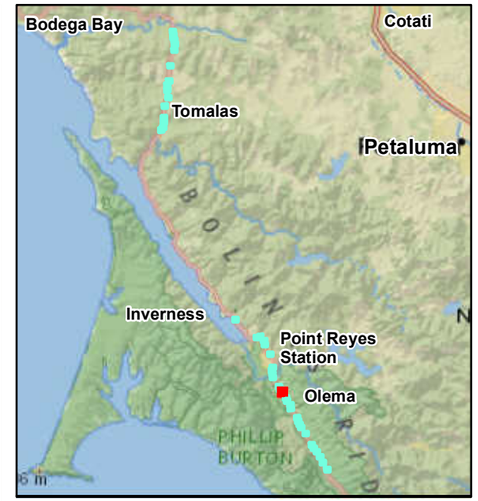
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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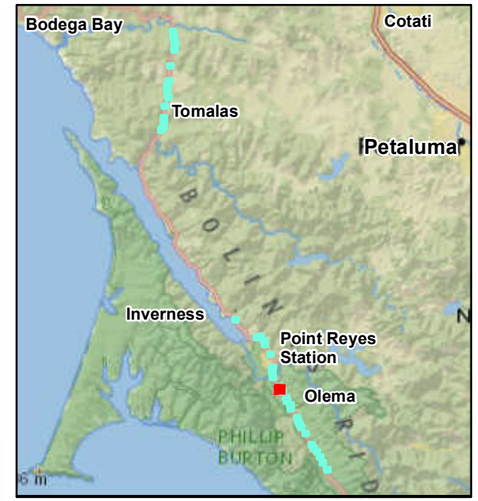
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

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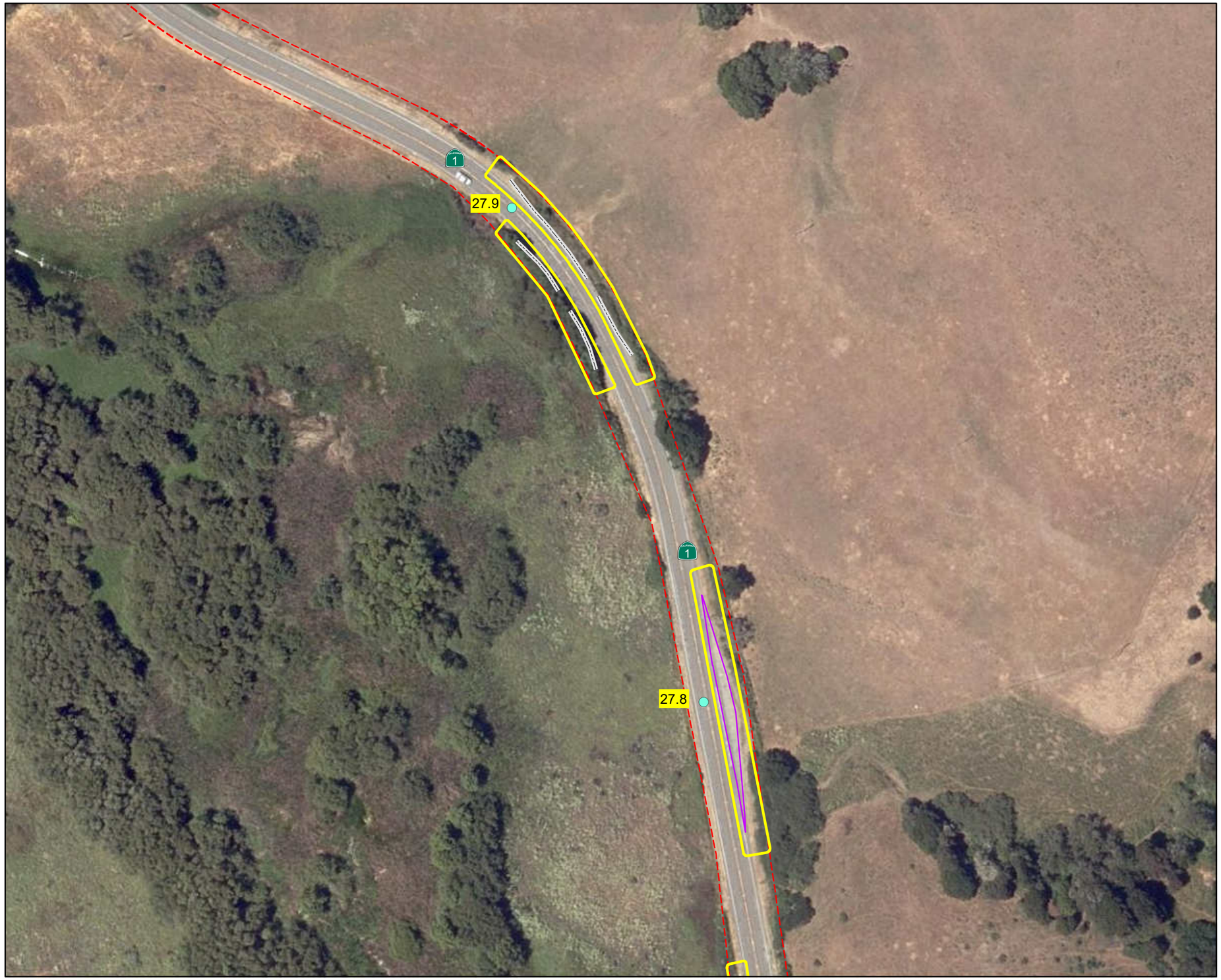
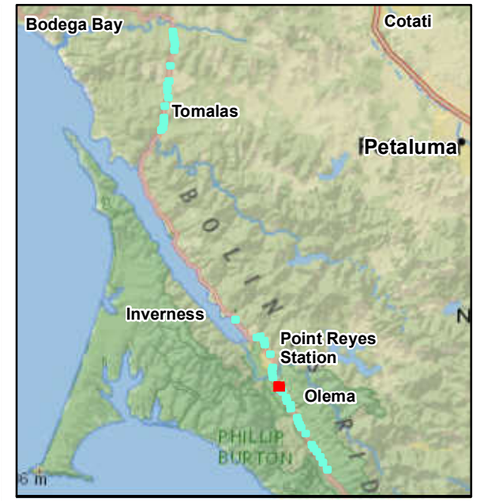
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





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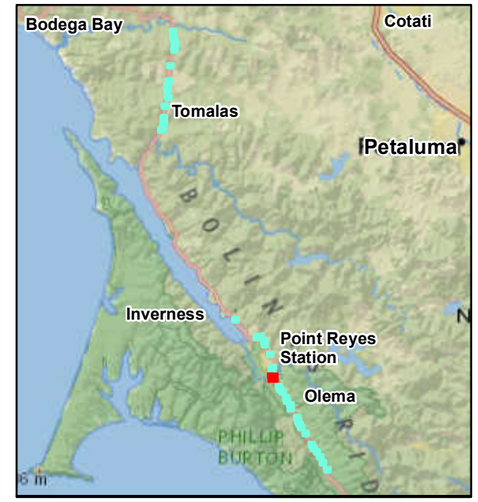
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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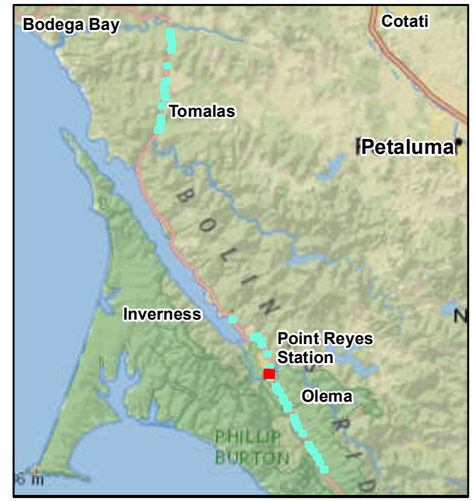
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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.

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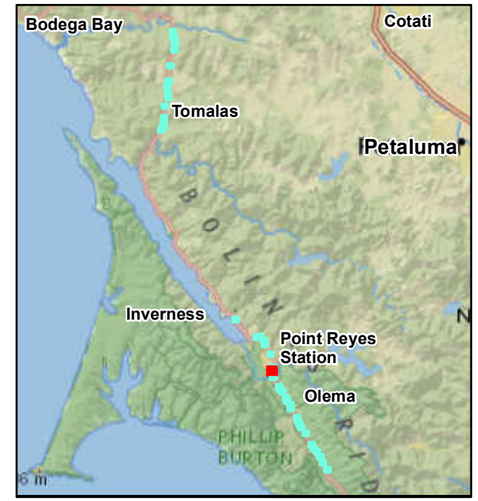
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- 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.

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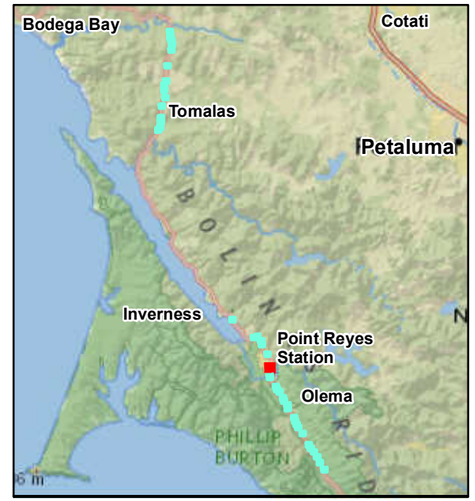
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- 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.

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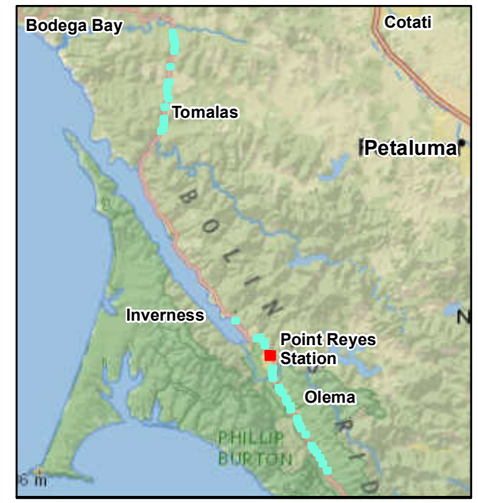
Map 22 of 44
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

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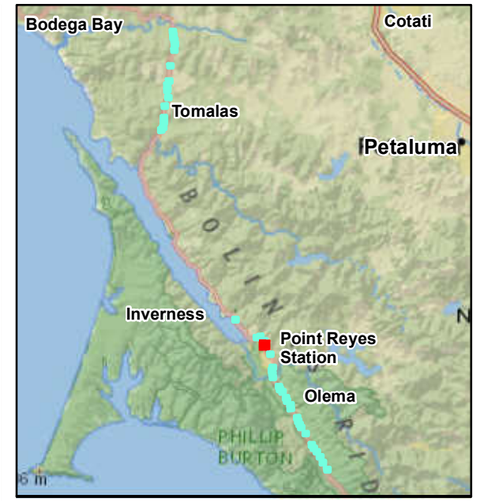
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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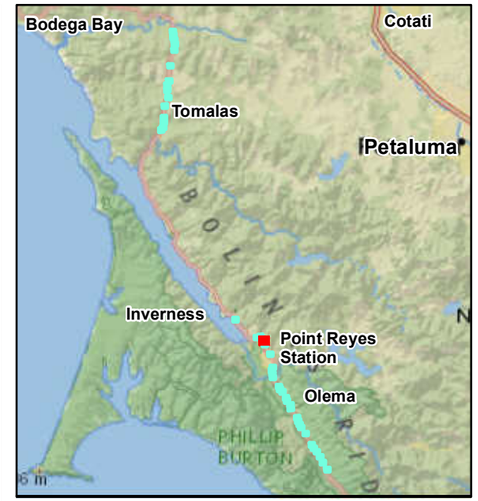
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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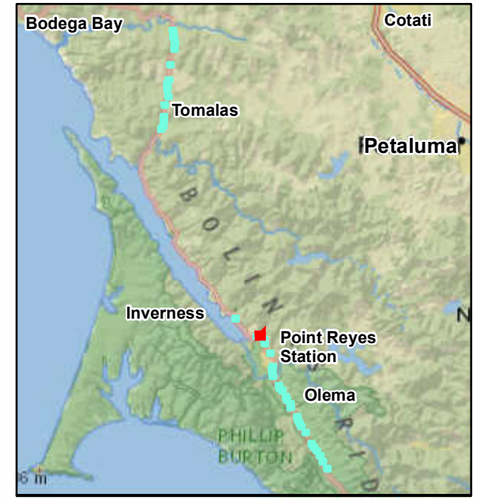
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

- Limit of Work Area
- 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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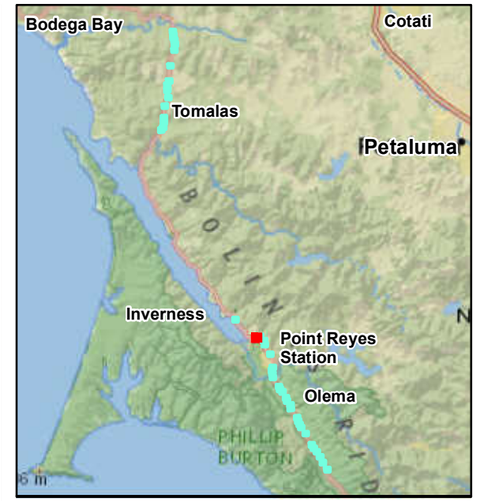
Caltrans

Appendix A
Map 26 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

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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Caltrans

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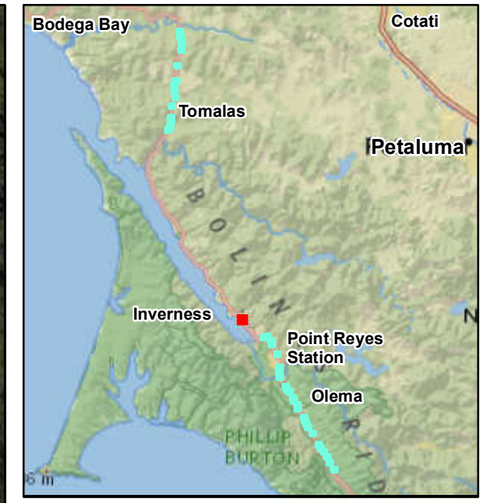
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Caltrans

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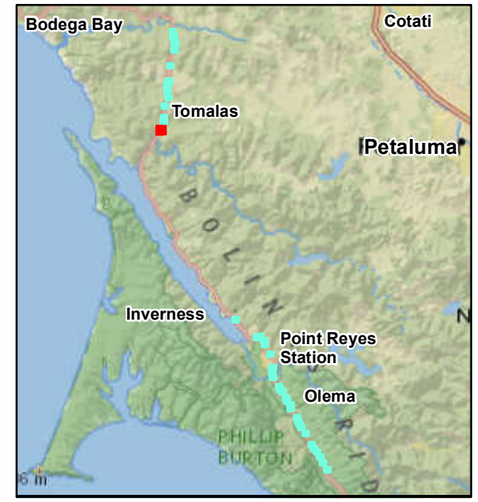
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Caltrans

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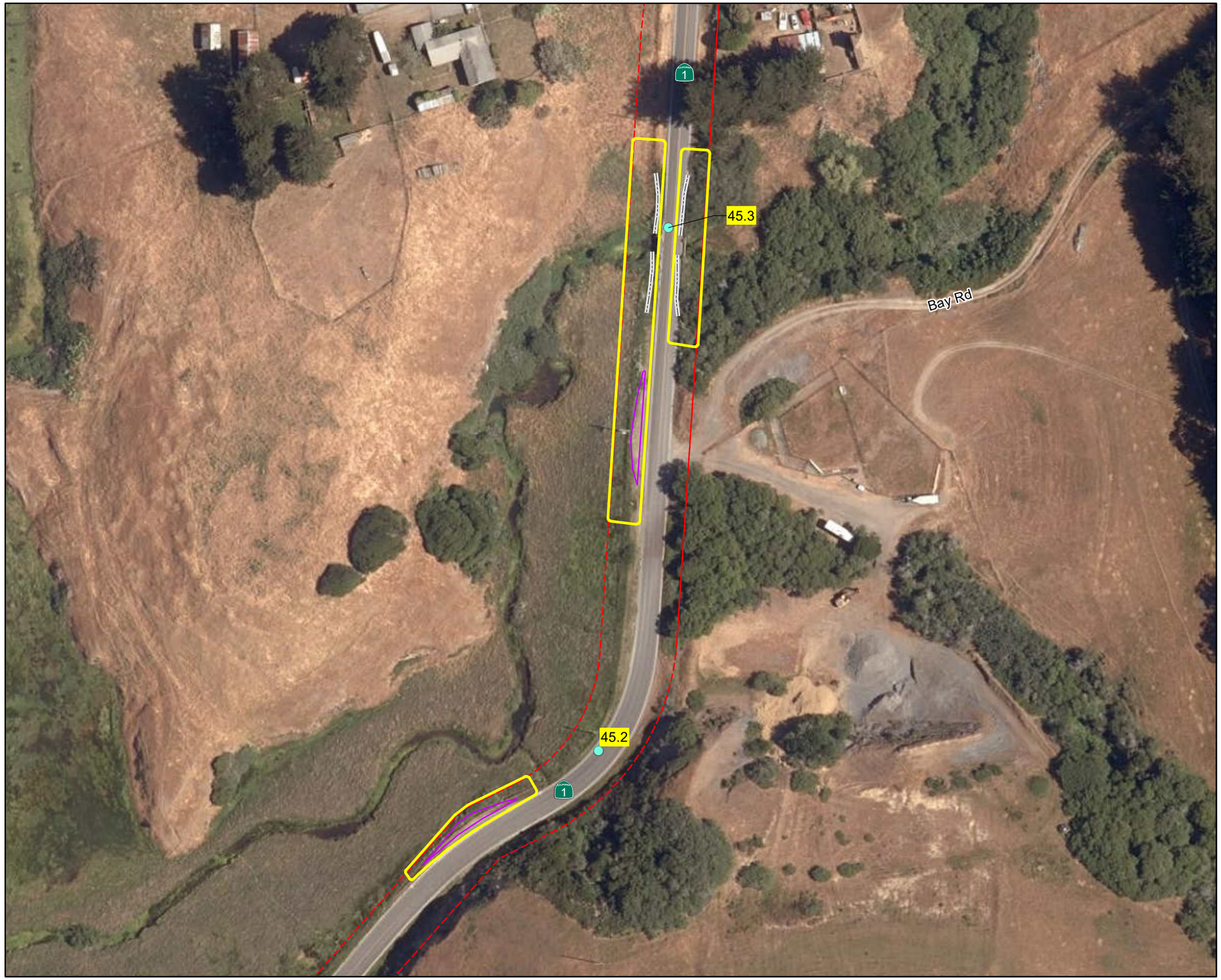
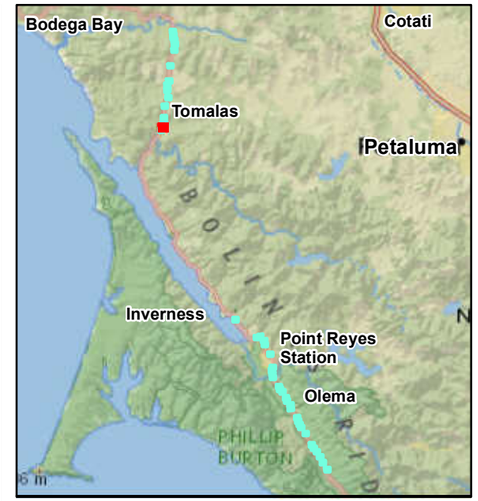
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





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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Caltrans

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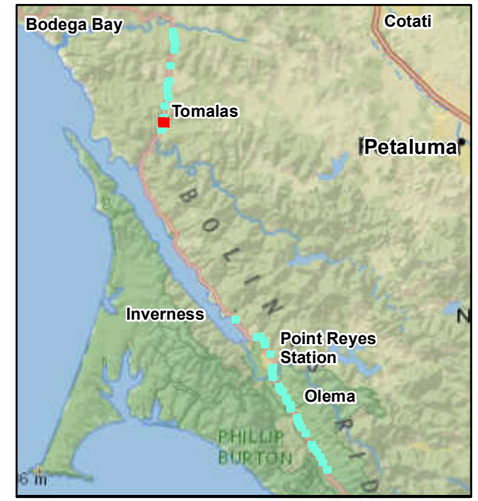
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Feet

Caltrans

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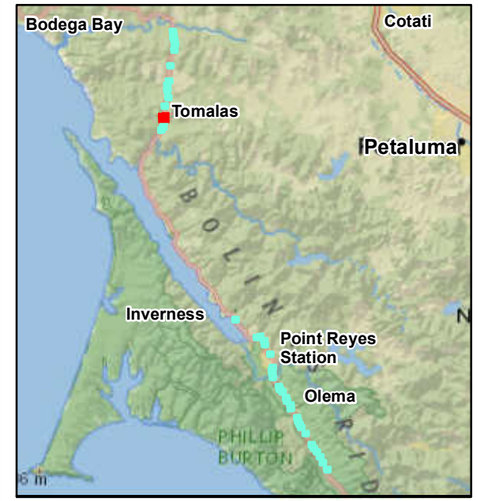
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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.

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Caltrans

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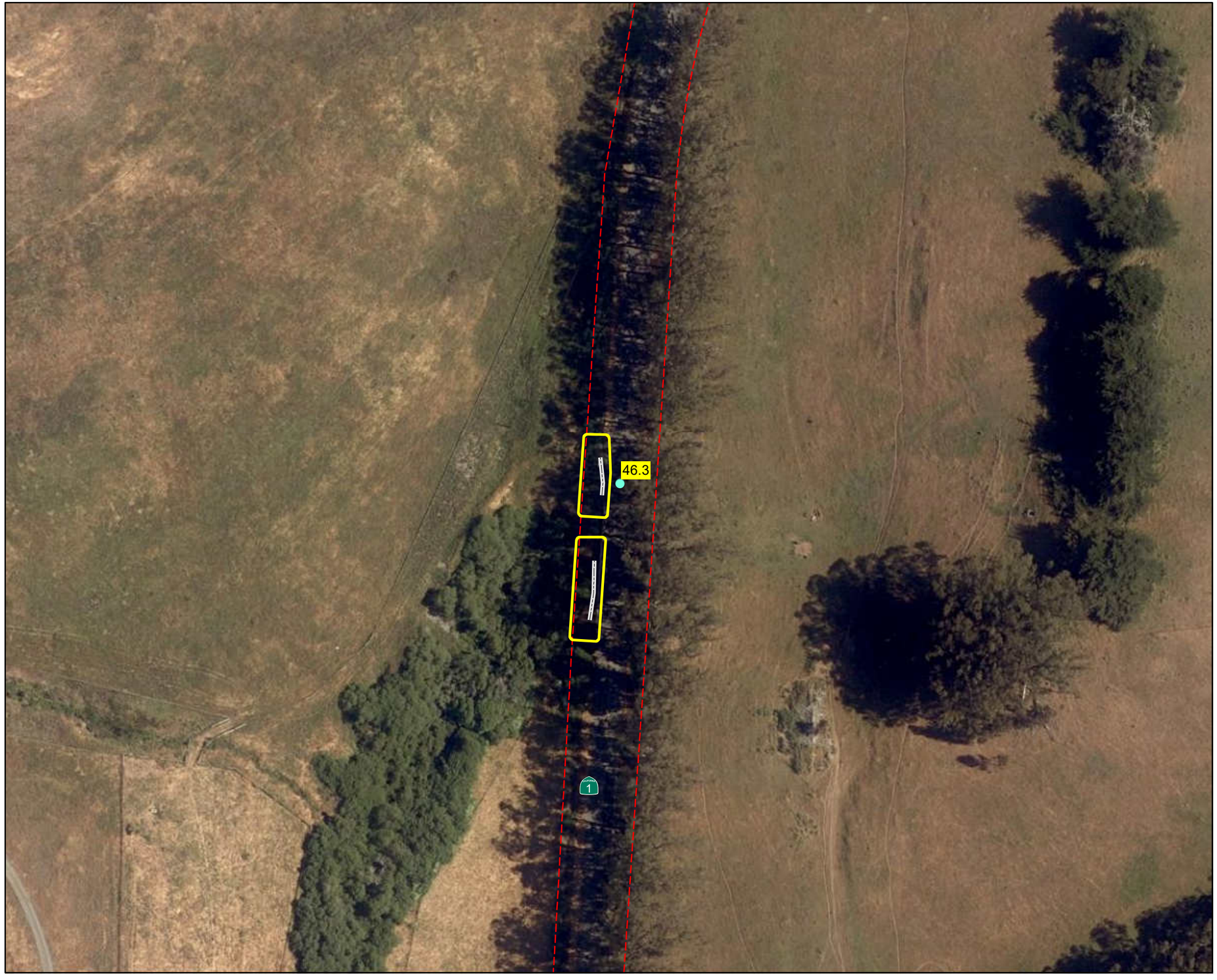
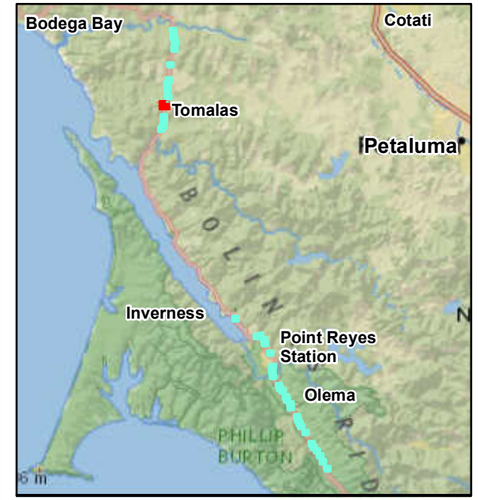
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





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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Feet

Caltrans

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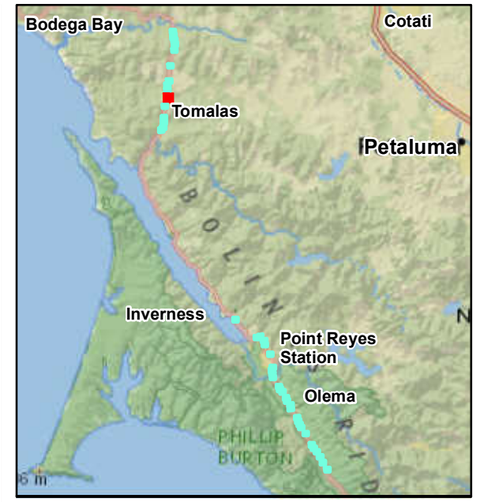
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Caltrans

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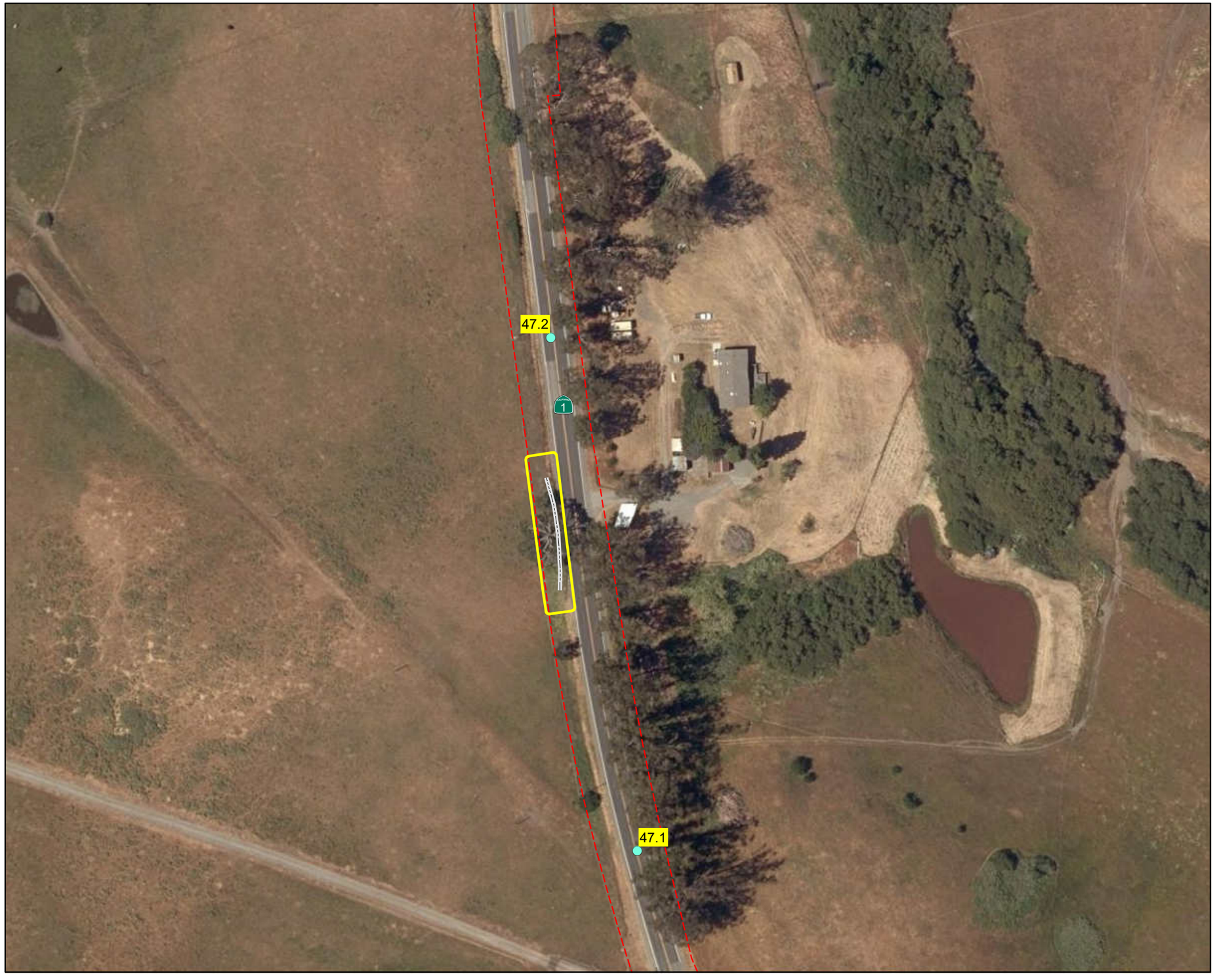
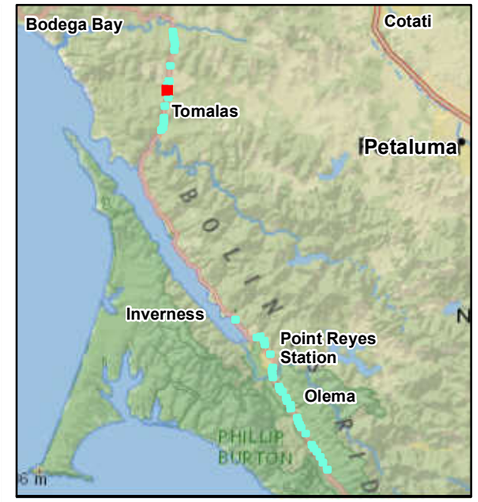
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





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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Caltrans

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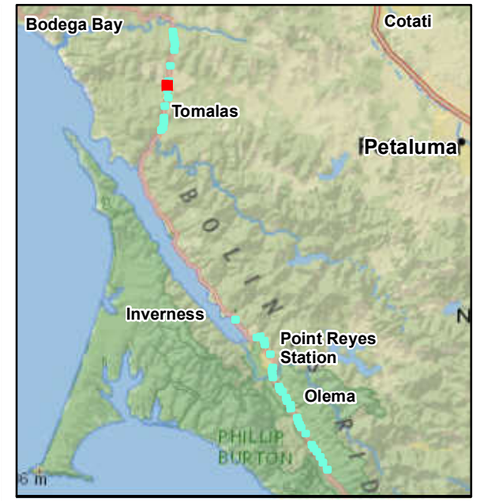
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Caltrans

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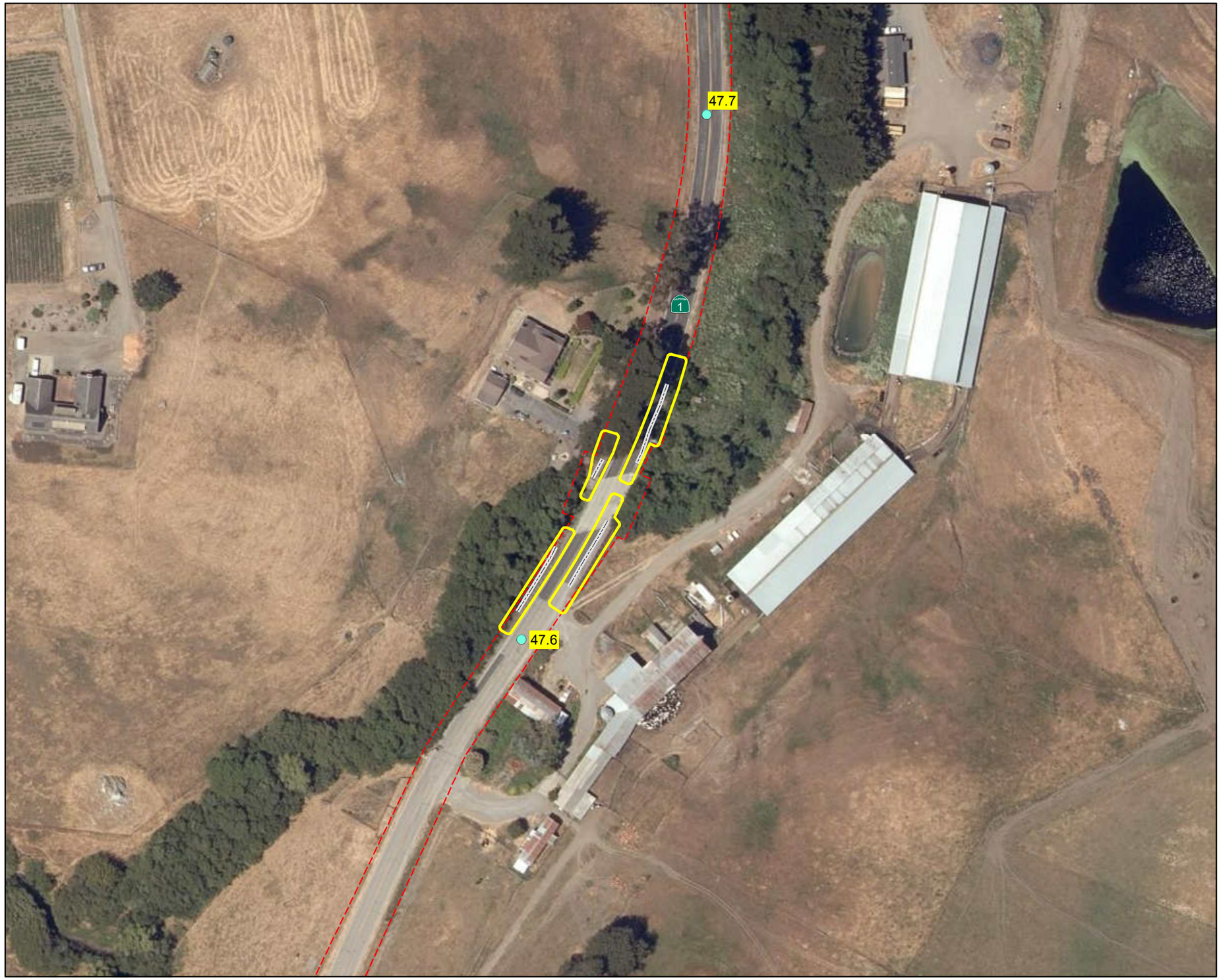
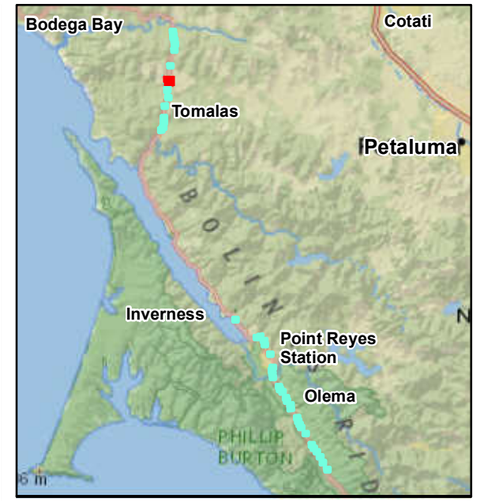
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





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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Caltrans

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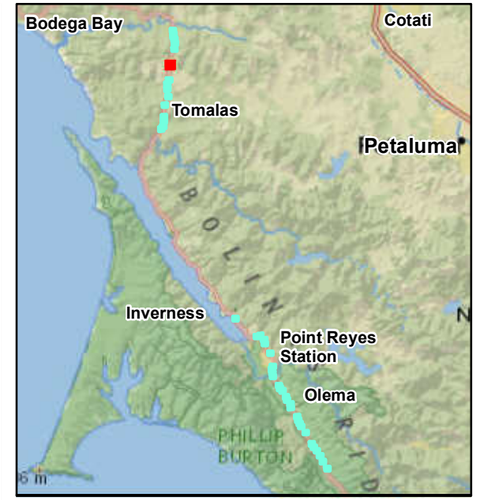
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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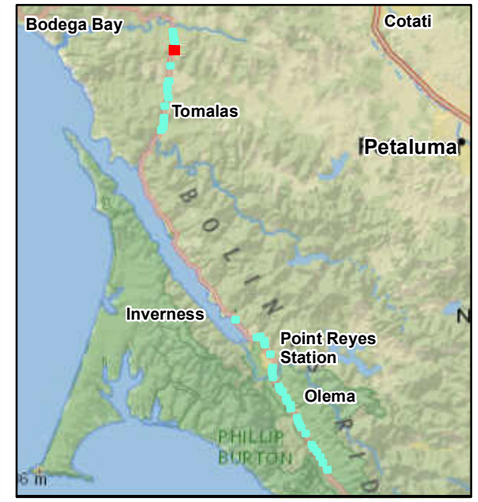
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



LEGEND

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

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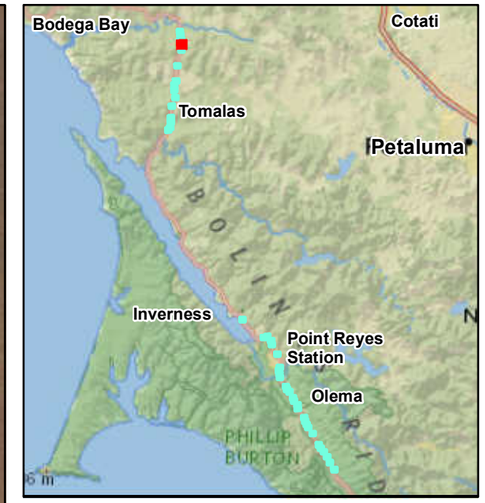
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Feet

Caltrans

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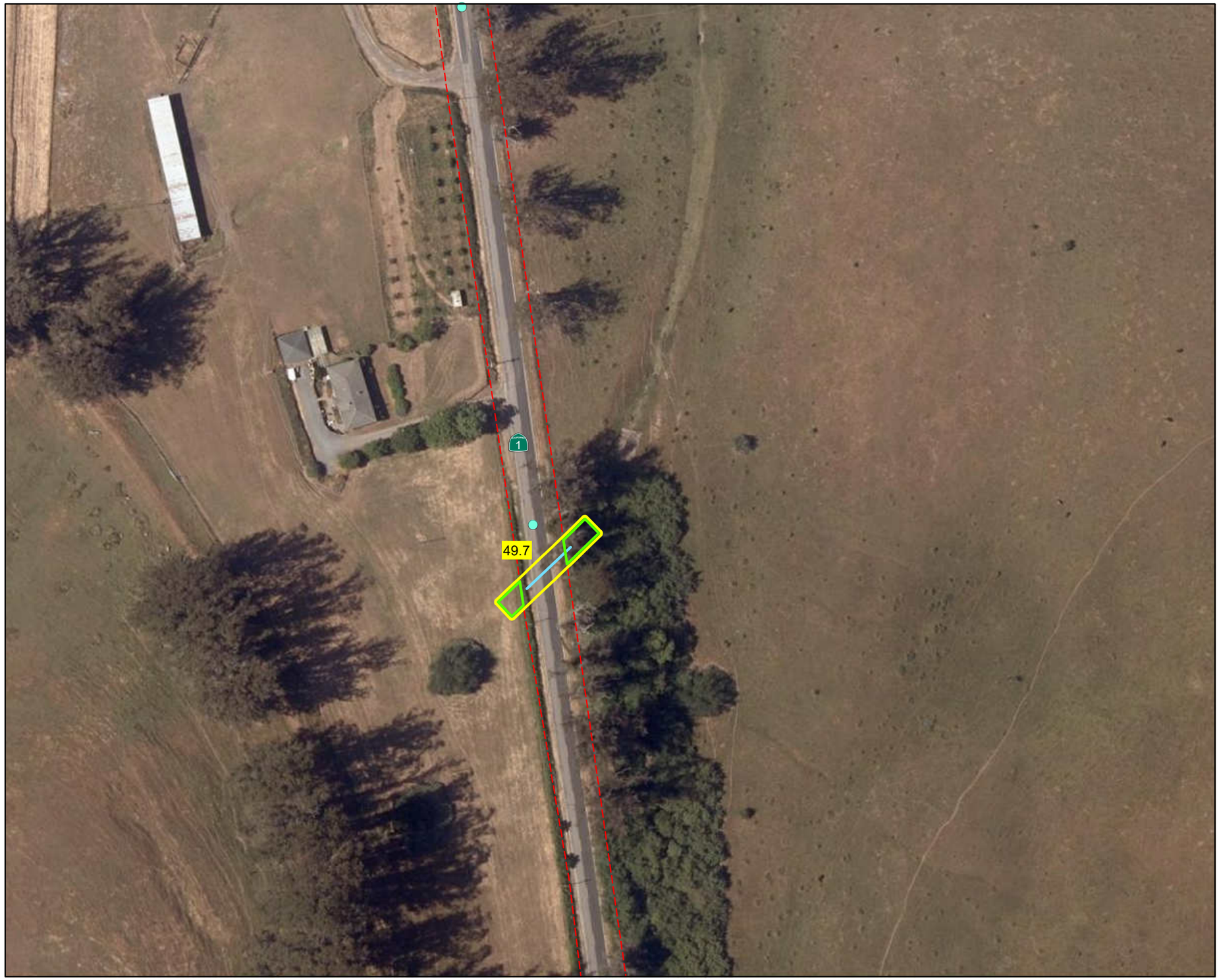
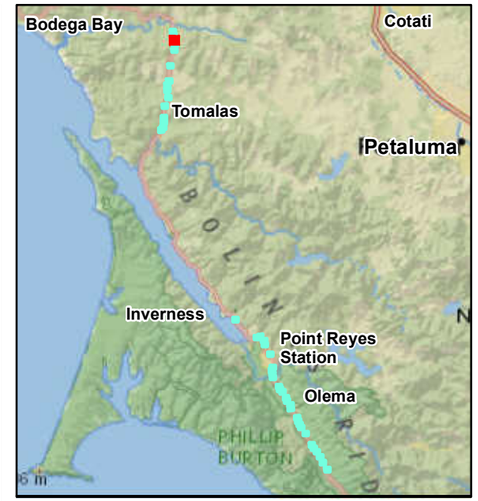
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California





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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Feet

Caltrans

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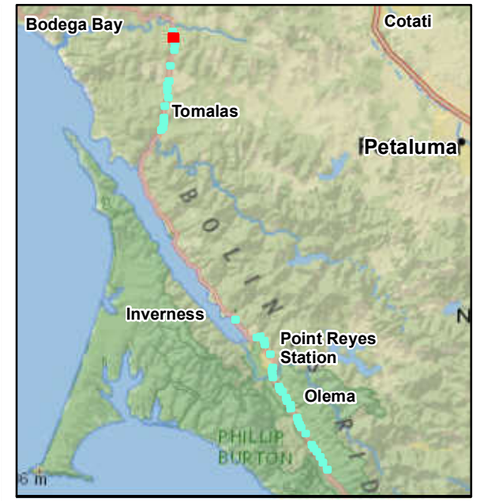
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Feet

Caltrans

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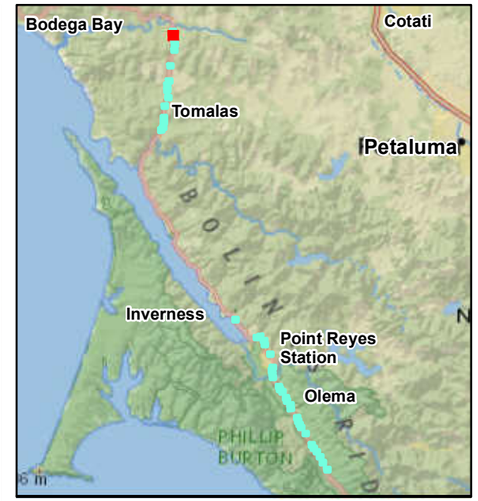
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Feet

Caltrans

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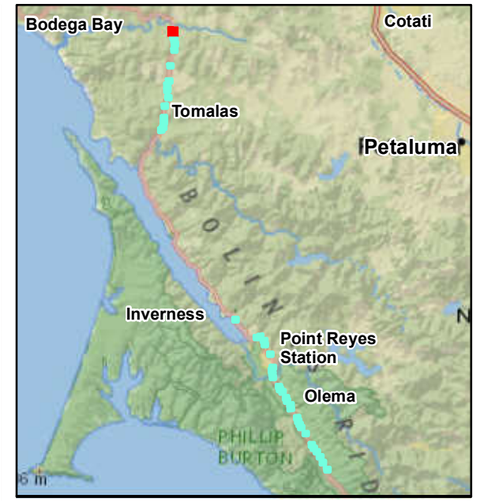
Project Components
State Route 1 Capital Preventive Maintenance (CAPM)
EA 1J960, MRN-1-PM 22.8/33.0; 45.0/50.5
Marin County, California



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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Feet

Caltrans

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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
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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.

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 Lmax[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] Lmax 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			
Abronia umbellata var. *breviflora* 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.
Agrostis blasdalei 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.
Alopecurus aequalis var. *sonomensis* 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.
Amorpha californica var. *napensis* 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.
Amsinckia lunaris 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.
Arabis blepharophylla 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.
Arctostaphylos montana ssp. *montana* 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.
Arctostaphylos virgata 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.
Astragalus breweri 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.
Astragalu`s pycnostachyus var. *pycnostachyus* 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.
Blennosperma bakeri 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.
Blennosperma nanum var. *robustum* 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.
Calamagrostis bolanderi 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.
Calamagrostis ophitidis 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.
Calochortus umbellatus 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.
Calystegia purpurata ssp. *saxicola* 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.
Campanula californica 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.
Cardamine angulata 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.

Common Name *Scientific Name* [a]	Listing Status [b]			Flowering Period [c]	Habitat Preferences and Range[c]	Potential to Occur
	Federal	State CA	CNPS			
Carex lyngbyei 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.
Castilleja affinis ssp. *neglecta* 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.
Castilleja ambigua var. *ambigua* 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.
Castilleja ambigua var. *humboldtiensis* Humboldt Bay owl's-clover	-	-	1B.2	April-June	In coastal saltmarshes with Spartina, Distichlis, Salicornia, and Jaumea between 0-20 meters.	Suitable habitat absent; therefore, this species is not expected to occur. Species not found during floristic surveys.
Castilleja leschkeana 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.
Ceanothus decornutus 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.
Ceanothus gloriosus var. *exaltatus* 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.
Ceanothus gloriosus var. *gloriosus* 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.
Ceanothus gloriosus var. *porrectus* 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.
Ceanothus masonii 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.
Ceanothus rigidus 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.
Chloropyron maritimum ssp. *palustre* Point Reyes salty bird's-beak	-	-	1B.2	June-October	In coastal saltmarsh with Salicornia, Distichlis, Jaumea, and Spartina from 0-115 meters.	Suitable habitat absent; therefore, species is not expected to occur. Species not found during floristic surveys.
Chorizanthe cuspidata var. *cuspidata* 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.
Chorizanthe cuspidata var. *villosa* 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.
Chorizanthe robusta var. *robusta* 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.
Cicuta maculata var. *bolanderi* 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.
Cirsium andrewsii 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.
Cirsium hydrophilum var. *vaseyi* 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.
Clarkia concinna ssp. *raichei* 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.
Collinsia corymbosa 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.
Delphinium bakeri 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.
Delphinium luteum 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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Dirca occidentalis 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.
Elymus californicus 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.
Entosthodon kochii 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.
Eriogonum luteolum var. *caninum* 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.
Erysimum concinnum 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.
Fritillaria lanceolata var. *tristulis* 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.
Fritillaria liliacea 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.
Gilia capitata ssp. *chamissonis* 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.
Gilia capitata ssp. *tomentosa* 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.
Gilia millefoliata 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.
Grindelia hirsutula var. *maritima* 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.
Hemizonia congesta ssp. *congesta* 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.
Hesperevax sparsiflora var. *brevifolia* 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.
Hesperolinon congestum 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.
Heteranthera dubia 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.
Horkelia cuneata var. *sericea* 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.
Horkelia marinensis 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.
Horkelia tenuiloba 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.
Hosackia gracilis 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.
Hypogymnia schizidiata *i*sland 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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Iris longipetala 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.
Kopsiopsis hookeri small groundcone	-	-	2B.3	April-August	North Coast coniferous forest	Suitable habitat absent; therefore, species is not expected to occur.
Lasthenia californica ssp. *bakeri* 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.
Lasthenia californica ssp. *macrantha* 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.
Lasthenia conjugens 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.
Layia carnosa 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.
Leptosiphon acicularis 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.
Leptosiphon croceus 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.
Leptosiphon grandiflorus 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.
Leptosiphon rosaceus 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.
Lessingia hololeuca 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.
Lessingia micradenia var. *micradenia* 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.
Lilaeopsis masonii 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.
Lilium maritimum 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.
Lilium pardalinum ssp. *pitkinense* 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.
Limnanthes vinculans 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.
Lupinus tidestromii 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.
Micropus amphibolus 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.
Microseris paludosa 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.
Mielichhoferia elongata elongate copper moss	-	-	4.3	NA	Metamorphic rock, usually acidic, usually vernally 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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Monardella sinuata ssp. *nigrescens* 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.
Navarretia rosulata 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.
Perideridia gairdneri ssp. *gairdneri* 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.
Phacelia insularis var. *continentis* 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.
Piperia michaelii 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.
Pleuropogon hooverianus 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.
Pleuropogon refractus 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.
Polygonum marinense 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.
Potentilla uliginosa 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.
Quercus parvula var. *tamalpaisensis* 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.
Ranunculus lobbii 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.
Rhynchospora californica 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.
Rhynchospora globularis 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.
Ribes victoris 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.
Sagittaria sanfordii 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.
Sidalcea calycosa ssp. *rhizomata* 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.
Sidalcea hickmanii ssp. *viridis* 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.
Sidalcea malviflora ssp. *purpurea* 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.
Silene scouleri ssp. *scouleri* 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.
Stebbinsoseris decipiens 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.

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Streptanthus batrachopus 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.
Streptanthus glandulosus ssp. *pulchellus* 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.
Thamnolia vermicularis 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.
Trifolium amoenum 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.
Trifolium buckwestiorum 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.
Triphysaria floribunda 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.
Triquetrella californica 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 (CNDDB; CDFW 2019a); common names from CNDDB 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 (CNDDB) 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 (*Syncaris pacifica*)	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 CNDDB occurrences within 5 miles of the BSA: CNDDB 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. CNDDB 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. CNDDB Occurrence #15: California freshwater shrimp were found in Olema Creek 0.5 mile upstream from Lagunitas Creek confluence. CNDDB 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 (*Speyeria zerene myrtleae*)	FE	-	-	Restricted to the foggy, coastal dunes/hills of the Point Reyes peninsula; extirpated from coastal San Mateo County. Larval foodplant thought to be *Viola adunca*.	Absent	Low potential to occur. Suitable habitat and larval foodplant not present within the BSA. There are six CNDDB occurrences within 5 miles of the BSA.
	San Bruno elfin butterfly *Callophrys mossii bayensis*	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 CNDDB occurrences within 5 miles of the BSA.
Fish	Coho salmon - central California coast ESU (*Oncorhynchus kisutch 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 CNDDB occurrences within 5 miles of the BSA.
	Delta smelt *Hypomesus transpacificus*	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 CNDDB recorded occurrences within 5 miles of the BSA.
	Longfin smelt (*Spirinchus thaleichthys*)	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 CNDDB occurrences within 5 miles of the BSA.
	Steelhead - central California coast DPS (*Oncorhynchus mykiss irideus 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 CNDDB occurrences within 5 miles of the BSA.
	Tidewater goby (*Eucyclogobius newberryi*)	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 CNDDB occurrences within 5 miles of the BSA.
	Tomales roach (*Lavinia symmetricus* ssp. *2*)	-	-	SSC	Tributaries to Tomales Bay.	Absent	Low potential to occur. Suitable habitat not present within the BSA. There are four CNDDB 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 (*Dicamptodon ensatus*)	-	-	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 CNDDB occurrences within 5 miles of the BSA: CNDDB Occurrence #175: larvae found in Olema Creek during snorkeling surveys. Closest occurrence to BSA.
	California red-legged frog (*Rana draytonii*)	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+ CNDDB occurrences are within 5 miles of the BSA.
	Foothill yellow-legged frog (*Rana boylii*)	-	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 CNDDB 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 *Chelonia mydas*	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 CNDDB occurrences within 5 miles of the BSA.
	Western pond turtle (*Emys marmorata*)	-	-	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 CNDDB occurrences within 5 miles of the BSA.
Birds	Ashy storm-petrel (*Oceanodroma homochroa*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	Black swift (*Cypseloides niger*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	Burrowing owl (*Athene cunicularia*)	-	-	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 CNDDB occurrences within 5 miles of the BSA.
	California black rail (*Laterallus jamaicensis coturniculus*)	-	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 CNDDB occurrences within 5 miles of the BSA.
	California brown pelican (*Pelecanus occidentalis californicus*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	California least tern *Sterna antillarum browni*	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 CNDDB 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 (*Rallus obsoletus obsoletus*)	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 CNDDB occurrence within 5 miles of the BSA.
	Marbled murrelet *Brachyramphus marmoratus*	FT	--	--	Dense stands of tall conifers.	Absent	No potential to occur. Suitable habitat not present within the BSA. There are no recorded CNDDB occurrences within 5 miles of the project location.
	Northern harrier (*Circus hudsonius*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	Northern spotted owl *Strix occidentalis caurina*	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 CNDDB occurrences within 5 miles of the BSA.
	Osprey (*Pandion haliaetus*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	Saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*)	-	-	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 CNDDB occurrences within 5 miles of the BSA.
	San Pablo song sparrow (*Melospiza melodia samuelis*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	Short-tailed albatross *Diomedea albatrus*	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 CNDDB occurrences within 5 miles of the BSA.
	Tricolored blackbird (*Agelaius tricolor*)	-	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 CNDDB occurrences within 5 miles of the BSA.
	Western snowy plover (*Charadrius alexandrinus nivosus*)	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 CNDDB occurrences within 5 miles of the BSA.
	Yellow-billed cuckoo (*Coccyzus americanus*)	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 CNDDB occurrences within 5 miles of the BSA.
	Yellow rail (*Coturnicops noveboracensis*)	-	-	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 CNDDB occurrence within 5 miles of the BSA.
	Yellow warbler (*Setophaga petechia*)	-	-	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 CNDDB 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 (*Taxidea taxus*)	-	-	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 CNDDB occurrences within 5 miles of the BSA.
	Pallid bat (*Antrozous pallidus*)	-	-	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 rooting habitat. There are seven CNDDB 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 (*Zapus trinotatus orarius*)	-	-	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 CNDDB occurrences within 5 miles of the BSA, which are on the Pacific side of Point Reyes National Seashore.
	Point Reyes mountain beaver (*Aplodontia rufa phaea*)	-	-	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 CNDDB occurrences within 5 miles of the BSA.
	Sonoma tree vole (*Arborimus pomo*)	-	-	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 CNDDB occurrence within 5 miles of the BSA; it is approximately 4.5 miles north of the BSA.
	Townsend's big-eared bat (*Corynorhinus townsendii*)	-	-	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 CNDDB occurrences within 5 miles of the BSA.
	Western red bat (*Lasiurus blossevillii*)	-	-	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 CNDDB 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 (CNDDB) 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
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	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_2O	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

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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

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 take[1] 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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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 rational 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.

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Tree Removal
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 Rules[2].

3

Erosion Control
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

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[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 Mating: 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 habitat[3]. 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 decline[4], so any reduction in successful nesting is a potentially significant impact.

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

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> 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, 2012[5]. 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 2006[6]). 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].

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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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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, 2018[7]. 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 CNNDB 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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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).

Comment SA_2, California Coastal Commission, page 1 of 4

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY GAVIN NEWSOM, GOVERNOR

CALIFORNIA COASTAL COMMISSION
NORTH CENTRAL COAST DISTRICT OFFICE
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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

Comment SA_2, California Coastal Commission, page 2 of 4

agree to process a consolidated permit, under Section 30601.3, the polices 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.

Comment SA_2, California Coastal Commission, page 3 of 4

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

Comment SA_2, California Coastal Commission, page 4 of 4

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

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

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 1966[8] 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)

NAHC HEADQUARTERS
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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, subds. (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

COUNTY OF MARIN

BOARD OF SUPERVISORS

April 3nd, 2020

Marin County Civic
3501 Civic Center D
Suite 329
San Rafael, CA 94903
415 473 7331 T
415 473 3645 F
415 473 6172 TTY
www.marincounty.o

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

COUNTY OF MARIN BOARD OF SUPERVISORS 3501 Civic Center Drive · Suite 329 · San Rafael, CA 94903

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

1

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

Caltrans

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 railings 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

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 • 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

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

Ramp + ~~Step~~ 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.

1

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

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 "Visitor Center" + Bathrooms by Strandi Building are temporary and access + change designed – should be aware.

2 • ADA requirements – in a rural town. Needs to be design for rural community

3 • Do nothing at Strandi for now – Save money! Let developer do ADA redo

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

Caltrans

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: 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

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: Gordon Bryan Date: _____

1 Affiliation (if applicable): stop the rail the rail is ridiculous

Address: _____

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

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

Caltrans

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:

1

Caltrans District 4, Office of Environmental Analysis
Attention: Arnica MacCarthy
P.O. Box 23660
Oakland, CA 94623

i would like to be part of building discussion

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

2

Affiliation (if applicable): Ø rail in grant Ø rail

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

Please keep me informed about design revisions

Comment

3

(1) we request another meeting to town

4

(2) this is new info & the web site was not functioning until 7 days after -

5

(3) Request another meeting

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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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 – planting strip on all sidewalks

2 – smaller signs in town

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. Bryan Date: _____

Affiliation (if applicable): _____

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 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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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 Stairs in front of Grandi 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 Its 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

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: 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 "1. Preserve 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

2 One major difference between rural appearance and urban appearance is the presence of ~~sidewalks~~ sidewalks, Point Reyes has fought to keep new cement sidewalks out of town. Please consider a more rural approach to the Grandi 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

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: Peggy Day Date: 3/11/20

Affiliation (if applicable):

Address:

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

North side across from W.M School

1 Please Fix culverts under driveways. 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,

1 I have a few comments regarding the CalTrans work being proposed for our community.
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
2

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. 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.
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

1

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:

1 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

1

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.

1

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!

1

Comment IND-16_Richard, James, page 2 of 4

2

Comment IND-16_Richard, James, page 3 of 4

3

Comment IND-16_Richard, James, page 4 of 4

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

1

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).

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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 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.

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4 As I am sure you are aware, there are excessive existing trees, shrubs and/or vegetation along this stretch in the 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 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 Joe Licea 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.

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6

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

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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

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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.