

State Route 131 Capital Preventive Maintenance Project



Draft Initial Study with Proposed Negative Declaration

MARIN COUNTY, CALIFORNIA
DISTRICT 4 – MRN – 131 (PM 0.00–4.40)
04-1Q230

Prepared by the
State of California, Department of Transportation

September 2023



General Information about this Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Proposed Negative Declaration (IS/ND) for the proposed State Route 131 Capital Preventive Maintenance Project (Project). Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (State Route [SR] 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PM) 0.00 to 4.40. Proposed Project improvements include rehabilitating and adding new pavement, constructing Class I and IV bikeways, modifying intersections, upgrading curb ramps to Americans with Disabilities Act standards, upgrading guardrails to current standards, upgrading signage, improving pavement delineation, rehabilitating drainage systems, and modifying electrical systems.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This IS/ND describes why Caltrans proposes the Project; how the existing environment could be affected by the Project; potential environmental impacts; and the Project features and avoidance and minimization measures.

What you should do:

- Please read this document.
- The document, maps, Project information, and supporting technical studies are available for review weekdays from 8:00 a.m. to 5:00 p.m. at the Caltrans District 4 Office, 111 Grand Avenue, Oakland, CA 94612. The document is also available to download at the [Caltrans District 4 Environmental Documents by County website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>). Additionally, the document will be made available at the following three locations in the vicinity of the proposed Project:
 - Belvedere Tiburon Library – 1501 Tiburon Boulevard, Belvedere, CA 94920
 - Mill Valley Public Library – 375 Throckmorton Avenue, Mill Valley, CA 94941
 - Civic Center Library – 3501 Civic Center Drive, San Rafael, CA 94903

- Attend a virtual public meeting on: October 26, 2023, from 6:00 p.m. to 7:30 p.m.

We would like to hear what you think. Send comments by November 3, 2023, to either of the following:

Caltrans, District 4
ATTN: Maxwell Lammert
P.O. Box 23660
Oakland, CA 94623-0660

Or SR131CapMProject@dot.ca.gov

What happens next:

In accordance with CEQA Section 15073, Caltrans will circulate the IS/ND for review for 36 days, from September 29, 2023, to November 3, 2023. During the 36-day public review period, the general public and responsible and trustee agencies can submit comments on this document to Caltrans. Caltrans will consider the comments and respond after the 36-day public review period.

After comments have been received from the public and reviewing agencies, Caltrans may do one of the following:

1. Grant environmental approval to the Project
2. Conduct additional environmental studies
3. Abandon the Project

If the Project is granted environmental approval and funding is obtained, Caltrans could design and construct all or part of the Project.

Alternative Formats:

For individuals with sensory disabilities, the document can be made available in Braille, with large print, on audiocassette, or on computer disk by writing to the address provided in preceding text, emailing the department, or calling the California Relay Service at (800) 735-2929 (TTY), (800) 735-2922 (voice), or 711.

An accessible electronic copy of this IS/ND is available to download at the [Caltrans District 4 Environmental Documents by County website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).

Initial Study with Proposed Negative Declaration

04-MRN-131

Dist. – Co. – Rte.

0.00-4.40

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E.A.

Project title:	State Route 131 Capital Preventive Maintenance Project
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
Contact person and phone number:	Maxwell Lammert, Acting Office Chief (510) 506-9862
Project location:	Marin County, Town of Tiburon, City of Belvedere
General plan description:	Multiple
Zoning:	Multiple
Other public agencies whose approval is required (such as, permits, financial approval, or participation agreements)	• San Francisco Bay Conservation and Development Commission • California Department of Fish and Wildlife • California Transportation Commission • Regional Water Quality Control Board • United States Army Corps of Engineers • United States Fish and Wildlife

The document, maps, Project information, and supporting technical studies are available for review weekdays from 8:00 a.m. to 5:00 p.m. at the Caltrans District 4 Office, 111 Grand Avenue, Oakland, CA 94612. The document is also available to download at the [Caltrans District 4 Environmental Documents by County website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>).

Maxwell Lammert

9/22/2023

Maxwell Lammert
Acting Office Chief, Office of Environmental Analysis
California Department of Transportation, District 4

Date

To obtain a copy in Braille, in large print, on computer disk, or on audiocassette, please contact: Department of Transportation, Attn: Maxwell Lammert, Acting Office Chief, Office of Environmental Analysis, 111 Grand Avenue, MS 8-B, Oakland, CA 94612: (510) 506-0481 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Proposed Negative Declaration

Project Description

The California Department of Transportation (Caltrans) has prepared this Initial Study with Proposed Negative Declaration (IS/ND) for the proposed State Route 131 Capital Preventive Maintenance Project (Project). Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (State Route [SR] 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PM) 0.00 to 4.40 (Appendix A, Figures 1-1 and 1-2). Proposed Project improvements include rehabilitating and adding new pavement, constructing Class I and IV bikeways, modifying intersections, upgrading curb ramps to Americans with Disabilities Act standards, upgrading guardrails to current standards, upgrading signage, improving pavement delineation, rehabilitating drainage systems, and modifying electrical systems.

Given the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (Appendix A, Figure 2-1). Additional Project information is provided in Chapter 2.

Determination

This Proposed Negative Declaration is included to notify the general public, responsible agencies, and trustee agencies that Caltrans intends to adopt a Negative Declaration for this Project. This Negative Declaration is subject to change based on comments received by the general public, responsible agencies, and trustee agencies.

- The Project would have no impacts on agriculture and forest resources, mineral resources, and population and housing.
- The Project would have less than significant impacts on aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land

use and planning, noise, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

- The Project would not require the implementation of any mitigation measures.

Christopher Caputo
Acting Deputy District Director
Environmental Planning and Engineering
California Department of Transportation, District 4

Date

DRAFT

Table of Contents

General Information about this Document.....	iii
Initial Study with Proposed Negative Declaration.....	v
Proposed Negative Declaration.....	vii
List of Abbreviated Terms.....	xi
Chapter 1 Proposed Project.....	1-1
1.1 Introduction.....	1-1
1.2 Purpose and Need.....	1-1
1.2.1 Purpose.....	1-1
1.2.2 Need.....	1-1
Chapter 2 Project Description.....	2-1
2.1 Introduction.....	2-1
2.2 Project Components.....	2-1
2.2.1 Project Components Common to All Project Segments.....	2-2
2.2.2 Western Project Segment.....	2-7
2.2.3 Central Project Segment.....	2-9
2.2.4 Eastern Project Segment.....	2-10
2.3 Construction Methodologies.....	2-11
2.3.1 Construction Staging.....	2-11
2.3.2 Construction Schedule.....	2-12
2.3.3 Construction Equipment.....	2-12
2.3.4 Staging Areas.....	2-12
2.3.5 Vegetation Removal.....	2-13
2.3.6 Utility Relocation.....	2-13
2.3.7 Right-of-Way.....	2-13
2.4 Permits and Approvals Needed.....	2-17
Chapter 3 California Environmental Quality Act Evaluation.....	3-1
3.1 Environmental Factors Potentially Affected.....	3-1
3.2 Determination.....	3-2
3.3 CEQA Environmental Checklist.....	3-3
3.3.1 Aesthetics.....	3-4
3.3.2 Agriculture and Forest Resources.....	3-8
3.3.3 Air Quality.....	3-10
3.3.4 Biological Resources.....	3-13
3.3.5 Cultural Resources.....	3-24
3.3.6 Energy.....	3-29
3.3.7 Geology and Soils.....	3-31
3.3.8 Greenhouse Gas Emissions.....	3-36
3.3.9 Hazards and Hazardous Materials.....	3-38
3.3.10 Hydrology and Water Quality.....	3-43
3.3.11 Land Use and Planning.....	3-49
3.3.12 Mineral Resources.....	3-59
3.3.13 Noise.....	3-61
3.3.14 Population and Housing.....	3-67
3.3.15 Public Services.....	3-69
3.3.16 Recreation.....	3-71
3.3.17 Transportation.....	3-72
3.3.18 Tribal Cultural Resources.....	3-75

3.3.19	Utilities and Service Systems	3-77
3.3.20	Wildfire	3-79
3.3.21	Mandatory Findings of Significance	3-82
Chapter 4	Comments and Coordination	4-1
4.1	Community Outreach.....	4-1
4.2	Consultation and Coordination with Public Agencies	4-1
Chapter 5	List of Preparers.....	5-1
Chapter 6	Distribution List.....	6-1
6.1	Agencies.....	6-1
6.2	Elected Officials	6-1

List of Tables

Table 2-1.	Specific Project Guardrail Upgrades	2-2
Table 2-2.	Specific Project Curb Ramp Upgrades.....	2-4
Table 2-3.	Right-of-Way Acquisition.....	2-14
Table 2-4.	Required Permits	2-17
Table 3-1.	Summary of Construction-related GHG Emissions	3-36
Table 3-2.	City of Belvedere General Plan 2030 – Relevant Goals and Policies	3-50
Table 3-3.	Town of Tiburon General Plan 2040 – Relevant Goals and Policies	3-51
Table 3-4.	BCDC San Francisco Bay Plan – Relevant Objectives and Policies	3-52
Table 3-5.	Richardson Bay Special Area Plan – Relevant Objectives and Policies	3-55
Table 3-4.	Summary Construction Noise Results from RCNM	3-63
Table 4-1.	Agency Coordination Meetings and Contacts	4-1
Table 5-1.	List of Preparers and Reviewers.....	5-1

List of Appendices

Appendix A	Figures
Appendix B	Title VI Policy Statement
Appendix C	Summary of Project Features and Avoidance and Minimization Measures
Appendix D	List of Technical Studies and References
Appendix E	USFWS, NMFS, CDFW, and CNPS Special-status Species Lists

List of Abbreviated Terms

Abbreviation	Definition
AC	asphalt concrete
ADA	Americans with Disabilities Act
AMM	avoidance and minimization measure
APN	assessor parcel number
ASR	Archaeological Survey Report
Bay Plan	<i>San Francisco Bay Plan</i>
BMP	best management practice
BSA	Biological Study Area
CAL FIRE	California Department of Forestry and Fire Protection
CAL-CET 2020	Caltrans Construction Emissions Tool 2020
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGF	California Fish and Game Code
CFR	<i>Code of Federal Regulations</i>
CMP	corrugated metal pipe
CNPS	California Native Plant Society
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRLF	California red-legged frog
dBA	A-weighted decibel
ESA	environmentally sensitive area
FEMA	Federal Emergency Management Agency
FIGR	Federated Indians of the Graton Rancheria
GHG	greenhouse gas

Abbreviation	Definition
IS/ND	Initial Study/Negative Declaration
Leq	average hourly noise level
Lmax	maximum hourly noise level
LRA	local responsibility area
MBGR	metal beam guardrail
MGS	Midwest Guardrail System
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NESMI	<i>Natural Environment Study (Minimal Impacts)</i>
NMFS	National Marine Fisheries Service
OPC	California Ocean Protection Council
PDE	Permanent Drainage Easement
PF	Project feature
PM	post mile
PM _{2.5}	particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers
PM ₁₀	particulate matter with aerodynamic diameter equal to or less than 10 micrometers
PQS	Professionally Qualified Staff
Project	State Route 131 Capital Preventive Maintenance Project
PTE&C	Permits to Enter and Construct
RCNM	Roadway Construction Noise Model
ROW	right-of-way
SHOPP	State Route Operation and Protection Program
SHPO	State Historic Preservation Officer
SR	State Route

Abbreviation	Definition
SRA	state responsibility area
SWPPP	stormwater pollution prevention plan
TCE	temporary construction easement
TMP	Traffic Management Plan
U.S. 101	U.S. Highway 101
USFWS	U.S. Fish and Wildlife Service
VIA Memo	<i>Visual Impact Assessment and Scenic Resources Evaluation Memorandum</i>

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), as the California Environmental Quality Act (CEQA) lead agency and sponsor for the proposed State Route 131 Capital Preventive Maintenance Project (Project), has prepared this Initial Study with Proposed Negative Declaration (IS/ND) for the Project.

The Project would occur along State Route (SR) 131 in the Town of Tiburon, Marin County, California (Appendix A, Figures 1-1 and 1-2). Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PM) 0.00 to 4.40. This area is also referred to as the Project footprint or Project corridor (Appendix A, Figures 1-1 and 1-2).

The Project would be funded by the State Highway Operation and Protection Program (SHOPP) under program code Roadway Preservation (20.XX.201.121). Additional complete streets elements, namely a Class IV bikeway on a section of SR 131, is funded through the SHOPP 2020 Complete Streets Reservation. Complete Streets Reservation funding is coming from the SHOPP-Roadway Preservation funding source. The estimated Project cost is \$22,883,000.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this Project is to improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. In addition, the Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint.

1.2.2 Need

Throughout the Project footprint the existing pavement exhibits moderate to frequent rutting, aggregate raveling, potholing, and surface cracking. If left uncorrected, the asphalt pavement on SR 131 would lead to major deterioration and require roadway rehabilitation.

Due to Design Information Bulletin 81-02 and Asset Management guidelines in SHOPP, this Project includes upgrades of existing curb ramps to current Americans with Disabilities Act (ADA) standards which include installation of new curb ramps where they are needed and improvements to existing Caltrans facilities (multi-assets) within the Project footprint.

Asset Management is being implemented to satisfy the requirements of Streets & Highways Code Section 164.6, Senate Bill 486, and Executive Order 30-15. Asset Management activities include improving existing safety features, upgrading signage, improving pavement delineation, rehabilitating drainage facilities, and modifying electrical systems.

Additionally, the *Caltrans District 4 Bike Plan* (2018), *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* (2018), the *Town of Tiburon's Bicycle and Pedestrian Master Plan* (2016), and the *Town of Tiburon Bay Trail Gap Study* (2012) identify a major gap in the overall active transportation network on SR 131 between East Strawberry Drive and Greenwood Cove Drive (approximately one block in length). Construction of a Class IV or Class I bicycle lane connection is identified as a need in these plans and has been acknowledged as a “Top Tier” priority in the *Caltrans District 4 Bike Plan*.

Chapter 2 Project Description

2.1 Introduction

The State Route SR 131 Capital Preventive Maintenance Project is in the Town of Tiburon, Marin County, California. Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. 101 interchange extending east to the Tiburon Boulevard/Main Street intersection, from PM 0.00 to 4.40 (Appendix A, Figures 1-1 and 1-2). Given the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (Appendix A, Figure 2-1).

Within the Project footprint, SR 131 connects with U.S. 101 at its western terminus and serves as a primary access route for the Tiburon Peninsula and the Town of Tiburon. Approximately half of the highway is a four-lane divided road, which narrows to two lanes as it heads eastbound toward Main Street. SR 131 is not a Classified Landscaped Freeway, nor is it part of a Designated or Eligible State Scenic Highway. The corridor is lined with commercial, residential, and recreational uses; and many of the adjacent structures are either elevated above the highway on slopes or set back from the road behind trees and shrubs.

2.2 Project Components

The Project proposes to rehabilitate and add new pavement, construct Class I, II, and IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Project components proposed by the Project would be upgraded and constructed to meet the current *Highway Design Manual* standards (Caltrans 2022b). Figure 2-1 (Appendix A) depicts the Project components and footprint along SR 131 from 1,000 feet west of PM 0.00 to 4.40.

2.2.1 Project Components Common to All Project Segments

This section discusses Project components that would apply to all segments of the Project.

REHABILITATE PAVEMENT AND ADD NEW PAVEMENT

The Project would repair the existing SR 131 roadway pavement throughout the Project footprint and add 880 feet of new pavement within the Western Project Segment along eastbound SR 131. Pavement rehabilitation would include the following:

- Removal and replacement of 0.25 foot of asphalt concrete (AC) pavement, which would be accomplished in two lifts. The existing 0.25 foot AC pavement surface layer would be removed.
- The removal and replacement limits of the AC pavement extend throughout the Project footprint along SR 131. AC pavement would extend across the entire traveled way and shoulders, from edge of pavement to edge of pavement.

An approximate 800-foot-long, 2- to 6-foot-wide area of the existing median along eastbound SR 131 (PM 0.74 to 0.78) would be converted to new pavement in support of a Class I bike lane proposed along the existing eastbound shoulder within the Western Project Segment. The total depth of pavement needed for the conversion of the median is 2.35 feet. Additionally, a concrete barrier would be established within the new median to separate the opposite lanes of traffic and provide a barrier between the eastbound travel way and the Class I bikeway at this location.

UPGRADE GUARDRAILS

All guardrails within the Project footprint would be upgraded to Midwest Guardrail System (MGS) to meet the current standard. Specific guardrail upgrades proposed by the Project are identified in Table 2-1.

Table 2-1. Specific Project Guardrail Upgrades

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
Western Segment	PM 0.0	Eastbound	A WB Type-31 guardrail connection would be installed to connect existing concrete barrier to MGS at the U.S. 101 overpass approximately 195 feet west of PM 0.00.
Western Segment	PM 0.25	Eastbound	A guardrail between North Knoll Road and Bay Vista Drive (PM 0.25) would be replaced by an

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
			MGS and lengthened by approximately 12.5 feet.
Western Segment	PM 0.74	Eastbound	A guardrail between East Strawberry Road and Greenwood Cove Drive (PM 0.74) would be replaced by an MGS.
Western Segment	PM 0.77	Westbound	A guardrail between East Strawberry Road and Greenwood Cove Drive (PM 0.77) would be replaced by an MGS.
Western Segment	PM 0.88	Westbound	A guardrail between Greenwood Cove Drive and Cecilia Way (PM 0.88) would be replaced by an MGS.
Western Segment	PM 1.26	Eastbound	A guardrail between Cecilia Way and Reed Ranch Road (PM 1.26) would be replaced by an MGS.
Western Segment	PM 1.45	Eastbound	A guardrail between Cecilia Way and Reed Ranch Road (PM 1.45) would be replaced by an MGS.
Central Segment	PM 1.79	Eastbound	To protect the cantilever flashing beacon at the Jefferson Drive intersection (PM 1.79), the existing metal beam guardrail (MBGR) would be extended by approximately 100 feet to the west to cover the flashing beacon. The existing dike at the location would also need to be replaced with a concrete curb. The curb would be 100 feet long and 25 feet in advance of a guardrail.
Central Segment	PM 1.79	Westbound	A guardrail between Jefferson Drive and Trestle Glen Boulevard (PM 1.79) would be replaced by an MGS.
Central Segment	PM 1.83	Eastbound	A guardrail between Jefferson Drive and Trestle Glen Boulevard (PM 1.83) would be replaced by an MGS.
Central Segment	PM 1.86	Westbound	A guardrail between Trestle Glen Boulevard and Stewart Drive (PM 1.86) would be replaced by an MGS.
Central Segment	PM 1.94	Eastbound	A guardrail between Trestle Glen Boulevard and Stewart Drive (PM 1.94) would be replaced by an MGS.
Central Segment	PM 2.07	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.07) would be replaced by an MGS.
Central Segment	PM 2.13	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.13) would be replaced by an MGS.
Central Segment	PM 2.23	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.23) would be replaced by an MGS.
Central Segment	PM 2.27	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.27) would be replaced by an MGS. A max-tension MBGR would be installed at the intersection of Avenida Miraflores and Pine Terrace (PM 2.36).

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
Central Segment	PM 2.37	Eastbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.37) would be replaced by an MGS.
Central Segment	PM 2.38	Westbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.38) would be replaced by an MGS.
Central Segment	PM 2.55	Westbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.55) would be replaced by an MGS.
Eastern Segment	PM 3.27	Eastbound	A guardrail between San Rafael and Ned's Way (PM 3.27) would be replaced by a 125-foot-long MGS.
Eastern Segment	PM 3.28	Westbound	A guardrail between San Rafael and Ned's Way (PM 3.28) would be replaced by an MGS.
Eastern Segment	PM 3.64	Eastbound	A guardrail between Ned's Way and Lyford Drive (PM 3.64) would be replaced by an MGS.
Eastern Segment	PM 3.64	Westbound	A guardrail between Ned's Way and Lyford Drive (PM 3.64) would be replaced by an MGS.
Eastern Segment	PM 3.86	Westbound	A guardrail between Lyford Drive and Mar West Street (PM 3.86) would be replaced by an MGS.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Thirty curb ramps would be upgraded, eight new curb ramps would be installed, and nine mid-block crosswalks would be upgraded throughout the Project limits (Table 2-2).

Table 2-2. Specific Project Curb Ramp Upgrades

Project Segment	Post Mile	Travel Direction	Upgrade Detail
Western Segment	Not applicable	Westbound	Two curb ramp upgrades at the East Blithedale Avenue and U.S. 101 southbound off-ramp intersection.
Western Segment	PM 0.16	Eastbound	Four curb ramp upgrades at the Redwood Highway Frontage Road and SR 131 intersection.
Western Segment	PM 0.19	Eastbound	One new curb ramp at the South Knoll Road and SR 131 intersection.
Western Segment	PM 0.23	Eastbound and Westbound	Two curb ramp upgrades at the Bay Vista Drive and SR 131 intersection.
Western Segment	PM 0.66	Eastbound	Two new curb ramps at the East Strawberry Drive and SR 131 intersection. One new curb ramp at the median pedestrian refuge within the East Strawberry Drive and SR 131 intersection.
Western Segment	PM 0.66	Westbound	Three new curb ramps at the East Strawberry Drive and SR 131 intersection.

Project Segment	Post Mile	Travel Direction	Upgrade Detail
Central Segment	PM 1.84	Eastbound	One new curb ramp at the Trestle Glen Boulevard and SR 131 intersection.
Central Segment	PM 2.06	Eastbound and Westbound	Two curb ramp upgrades at the Stewart Drive and SR 131 intersection.
Central Segment	PM 2.35	Eastbound	Three curb ramp upgrades at the Pine Terrace and SR 131 intersection.
Central Segment	PM 2.35	Westbound	One curb ramp upgrade at the Avenida Miraflores and SR 131 intersection.
Central Segment	PM 2.73	Eastbound and Westbound	Two curb ramp upgrades at the Rock Hill Road and SR 131 intersection.
Central Segment	PM 3.25	Eastbound	Two curb ramp upgrades at the San Rafael Avenue and SR 131 intersection.
Eastern Segment	PM 3.54	Eastbound and Westbound	One new curb ramp and one curb ramp upgrade at the Ned's Way and SR 131 intersection.
Eastern Segment	PM 3.72	Eastbound	Two curb ramp upgrades at the Lyford Drive and SR 131 intersection.
Eastern Segment	PM 3.72	Westbound	Four curb ramp upgrades at the Lyford Drive and SR 131 intersection.
Eastern Segment	PM 4.08	Eastbound	One mid-block curb ramp upgrade along SR 131.
Eastern Segment	PM 4.09	Westbound	Three mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.16	Westbound	Two curb ramp upgrades at the Beach Road and SR 131 intersection.
Eastern Segment	PM 4.25	Eastbound and Westbound	Three mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.31	Eastbound and Westbound	Two mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.34	Eastbound	Two curb ramp upgrades at the Juanita Lane and SR 131 intersection.
Eastern Segment	PM 4.36	Eastbound	One curb ramp upgrade at the Main Street and SR 131 intersection.

UPGRADE SIGNAGE

The existing lane drop signage that is approximately 150 feet west of the Reed Ranch Road/SR 131 intersection (PM 1.55) does not meet current standards and would need to be upgraded in-place as part of the Project.

Three crosswalk signs would need to be replaced within the Central Project Segment: (1) eastbound direction on SR 131 approximately 300 feet north of Stewart Drive (PM 1.99), (2) eastbound direction on SR 131 approximately 150 feet west of Gilmartin Drive (PM 3.01), and (3) westbound direction on SR 131 approximately

200 feet east of Gilmartin Drive (PM 3.09). These signs are not within 50 feet of their respective pedestrian crossings. Replacement plans would be coordinated with the Town of Tiburon and City of Belvedere during the final design phase of the Project to determine if these three crosswalk signs need to be relocated.

FLASHING SPEED LIMIT SIGNS ARE PROPOSED AT THE EXISTING INTERSECTION OF MAR WEST STREET (PM 3.95) TO FACILITATE SAFE PEDESTRIAN AND BICYCLE CROSSINGS. IMPROVE PAVEMENT DELINEATION

All existing left turning arrow markings within the Project footprint would be updated to the current standard of “Type III” left turning lane arrow markings, following the pavement rehabilitation along SR 131. Additionally, every turning lane would need to be updated to include two turning arrow markings.

MODIFY ELECTRICAL SYSTEMS

The Project would modify and upgrade electrical systems along the entire SR 131 corridor, including new traffic signal poles/foundations, lighting standard poles/foundations, temporary wooden poles, overhead lines, pull boxes, loop detectors, Accessible Pedestrian Signal Systems (ADA Compliance), conduit installed by directional boring, service enclosures, controller cabinet, push button, and flashing beacons.

The proposed traffic signal poles/foundations, lighting standard poles/foundations, push buttons, flashing beacons, and conduits would require ground disturbance. Pits (4 feet deep by 4 feet wide by 4 feet long) would be excavated near traffic signals to place a machine for directional boring. Conduits between 2 to 3 inches in size would be installed by directional boring 30 inches below the ground surface.

Since the existing median along eastbound SR 131 (PM 0.74 to 0.78) would be converted to new pavement in support of the Class I bike lane outside of eastbound SR 131, several types of electrical facilities would be affected, including the following:

- Two existing state traffic signals [between intersection of SR 131/East Strawberry Drive (PM 0.67) and intersection of SR 131/Greenwood Cove Drive (PM 0.81)] would be relocated as depicted on Figure 2-1 (Appendix A).
- The existing state lighting system (in the median) would be relocated near the guardrail along eastbound SR 131 (PM 0.70).

- The existing state interconnect cable system (in the median) would be relocated to the Bay Vista Drive intersection on the northeast corner (PM 0.67).
- The city license plate reader system (PM 0.75) would be removed during construction and placed in the median once construction has been completed.

2.2.2 Western Project Segment

This section describes the proposed repairs or upgrades proposed only within the Western Project Segment footprint from Tower Drive, approximately 1,000 feet west of U.S. 101 PM 0.00, to Reed Ranch Road (PM 1.52) (Appendix A, Figure 2-1, Maps 1 through 13).

CLASS I AND IV BIKEWAYS

Class IV bikeways constructed as part of the Project within the Western Project Segment would improve bicycle access along SR 131, from approximately 1,000 feet west of U.S. 101, PM 0.00 to approximately Trestle Glen Boulevard (PM 1.85). A Class I bikeway is proposed from East Strawberry Road (PM 0.67) to Greenwood Cove Drive (PM 0.84), to address a major gap in the overall active transportation network on SR 131.

Class I Bikeway (Bike Path)

A two-way Class I bikeway would be constructed along the eastbound SR 131 shoulder between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to 0.84). The Class I bikeway would provide a two-way bikeway over a distance of 950 feet and would be 8 feet wide at minimum. The existing SR 131 shoulder from PM 0.67 to 0.84 is 7 to 9 feet in width; therefore, the proposed Class I bikeway would require shifting traffic lanes to allow for the Class I bikeway width along the eastbound roadway shoulder, as discussed in the previous *Rehabilitate Pavement and Add New Pavement* section. The median conversion would also require the construction of a center line concrete barrier to separate opposing traffic lanes along SR 131.

Class IV Bikeway (Separated Bikeway)

A Class IV bikeway is proposed at the U.S. 101/SR 131 interchange over a distance of 0.7 mile between Tower Drive and Strawberry Drive (PM 0.00 to 0.67), in either direction. A barrier would be installed between the eastbound travel way and the Class I bikeway. The existing shoulders would be converted to the Class IV bikeways consisting of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet for both the Western and Central Project segments. Modifications to the design of the Class IV

bike lanes would be determined during the final design phase to address existing constraints within this area, such as the interchange ramps and the existing overcrossing bridge.

Additionally, the striped shoulders of SR 131 would be converted to a Class IV bikeway over a distance of 0.71 mile from Greenwood Cove Drive to Reed Ranch Road (PM 0.84 to 1.55). The Class IV bikeway would be located on both outer shoulders of the roadway and would also consist of a minimum 5-foot bikeway with 2-foot buffers, for a 7-foot-wide, one-directional bikeway.

MODIFY INTERSECTIONS

Two intersections within the Western Project Segment would be modified, including the East Strawberry Drive/SR 131 intersection (PM 0.67) and Reed Ranch Road/SR 131 intersection (PM 1.55) (Appendix A, Figure 2-1). Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the existing bus stop that is along eastbound SR 131 at PM 0.69. The bus stop at this intersection (PM 0.69) would need to be relocated to construct the proposed Class I bikeway between East Strawberry Drive and Greenwood Cove Drive. Relocation of the bus stop within the Project footprint would be further coordinated with transit authorities and local stakeholders during the final design phase.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

A pedestrian refuge island would be constructed in the median at the Bay Vista Drive/East Strawberry Drive intersection (PM 0.67). The approximate dimensions of the new pedestrian refuge island would be 30 feet long by 8 feet wide.

At the intersection of North Knoll Road (PM 0.25) there is currently a pedestrian crossing without curb ramps. However, an existing power line pole at this intersection creates a clear width issue for a proposed ADA curb ramp. Therefore, the Project proposes to construct a bulb out, or curb extension with a standard curb ramp to avoid relocation of the power pole. An existing driveway to a gas station, located at the corner of the intersection, would be affected by the bulb out. The driveway would also be upgraded to meet ADA requirements. A water line cover near the pedestrian crossing would be disturbed during the construction of the bulb out or curb extension. The owner of this water line is Marin Municipal Water District and Caltrans would

coordinate any necessary utility locations with applicable agencies prior to Project construction.

Additionally, under existing conditions, there are no crosswalk facilities between Greenwood Cove Drive (PM 0.84) and Trestle Glen Boulevard (PM 1.85). The Project would construct an additional crosswalk at the Reed Ranch Road/SR 131 intersection (PM 1.55) to facilitate pedestrian and bicycle crossing of SR 131.

REHABILITATE DRAINAGE SYSTEMS

Two corrugated metal pipe (CMP) culverts would be replaced as part of the Project. An existing 18-inch by approximate 55-foot-long cross culvert CMP, is along the westbound SR 131 roadway shoulder, approximately 370 feet east of Blackfield Drive (Appendix A, Figure 2-1, Maps 8 and 9) (PM 0.88). Additionally, an 18-inch by approximate 260-foot-long longitudinal CMP, between PM 0.87 to 0.92 (Appendix A, Figure 2-1, Maps 8 and 9), is along the eastbound shoulder. Both culverts are severely corroded and need to be removed and replaced by trench excavation. An estimated depth of 8 feet is needed to complete this work. Plans to replace or rehabilitate the culverts would be determined during the final design phase of the Project.

SEA-LEVEL RISE RESILIENCE

The Project would construct an additional 320-foot concrete barrier along the eastbound SR 131 shoulder to address the existing and anticipated flooding that SR 131 experiences due to sea-level rise. The 320-foot concrete barrier would be at the existing edge of pavement within the eastbound SR 131 shoulder, between approximately Greenwood Cove Drive (PM 0.88) and Cecilia Way (PM 1.00) (Appendix A, Figure 2-1, Map 9).

2.2.3 Central Project Segment

This section describes the proposed repairs or upgrades to SR 131 located only within the Central Project Segment footprint from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24) (Appendix A, Figure 2-1, Maps 14 through 26).

CLASS IV BIKEWAY (SEPARATED BIKEWAY)

A Class IV bikeway would be constructed along SR 131 as part of the Project within the Central Project Segment. The striped shoulders of SR 131 would be converted to a Class IV bikeway over a distance of 0.3 mile from Reed Ranch Road to Trestle Glen Boulevard (PM 1.55 to 1.85). No Class I bikeway is proposed for this segment.

MODIFY INTERSECTIONS

One intersection within the Central Project Segment would be modified under the proposed Project. Intersection modifications required at the Avenida Miraflores/Pine Terrace/SR 131 intersection (PM 2.36) would include the removal of an existing free right turn lane and the construction of a bulb out or curb extension (Appendix A, Figure 2-1, Map 20). At the Avenida Miraflores/SR 131 intersection, the existing free right turn lane from westbound SR 131 onto northbound Avenida Miraflores would be removed. At the Pine Terrace/SR 131 intersection (Appendix A, Figure 2-1, Map 20) (PM 2.36), a bulb out or curb extension would be constructed at the southwest corner of the intersection to increase visibility of crossing pedestrians and allow for larger queuing of pedestrians at the existing crosswalks.

REHABILITATE DRAINAGE SYSTEMS

At Trestle Glen Boulevard (PM 1.86), a high side gutter (approximately 400 feet long and 3 feet wide) would be constructed along the westbound edge of the shoulder, in the north-south direction. Additionally, from PM 1.87 to 1.92, the Project would replace the wall of the existing headwall and five drainage inlets located south of Trestle Glen Boulevard and 400 feet of 18-inch storm drainpipe along the westbound shoulder to properly convey exiting flows into the high side gutter. To avoid creating an unsafe condition, the existing MBGR would be removed or modified at this location. An existing utility pole and overhead sign would also need to be relocated outside of the clear recovery zone if the MBGR is removed.

On the northbound shoulder, 510 feet to 680 feet north of Gilmartin Drive (PM 2.90), along Tiburon Boulevard, the area adjacent to the northbound edge of pavement drains poorly. Two drainage inlets, approximately 150 feet of 18-inch storm drainpipe, and minor grading of the area adjacent to the roadway would be installed and performed.

2.2.4 Eastern Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Eastern Project Segment footprint from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40) (Appendix A, Figure 2-1, Maps 26 through 36).

BIKEWAY

No bikeways are proposed within the Eastern Project Segment footprint.

MODIFY INTERSECTIONS

Two intersections within the Eastern Project Segment would be modified, including the Mar West Street/SR 131 intersection (PM 3.95) and Ned's Way/SR 131 intersection (PM 3.55) (Appendix A, Figure 2-1, Map 29). Intersection modifications required at the Mar West Street/SR 131 intersection (PM 3.95) include constructing a bulb out or curb extension at the southwest corner of the intersection to increase visibility of crossing pedestrians and allow for larger queuing of pedestrians at the existing crosswalks. At the Ned's Way/SR 131 intersection (PM 3.55), yields lines would be placed in the westbound direction on SR 131.

REHABILITATE DRAINAGE SYSTEMS

At the Ned's Way/SR 131 intersection (PM 3.55), the northern portions of the intersection periodically flood during storm and rain events. To address existing flooding conditions, the Project would install two 24-inch-wide sidewalk openings at and near the gutter low points of the Ned's Way/SR 131 intersection. These sidewalk openings would result in greater hydraulic capacity to convey gutter flow to the concrete-lined ditch and would be less susceptible to debris clogging as compared to the existing 4-inch pipes.

Approximately 37 feet of curb along eastbound SR 131 at the southwest corner of Beach Road intersection (PM 4.15) has settled and would be replaced.

2.3 Construction Methodologies

This section discusses how construction of the Project would occur.

2.3.1 Construction Staging

During construction, pavement rehabilitation would be performed in stages to keep travel lanes open to the public and minimize traffic disruptions. Partial lane and shoulder closures are expected as part of Project construction; however, no detours or signalized traffic control are anticipated. To protect construction workers and the traveling public, traffic control would be in place while construction activities are underway. A detailed Traffic Management Plan (TMP) would be developed during the design phase to maintain access along SR 131. The Project is anticipated to involve nightwork, including paving, striping, and curb replacement work. Weekend work would potentially occur. Construction staging plans would be developed during the final design phase.

The anticipated order of construction activities is as follows and would be finalized during the final design phase:

- Install construction area signs
- Clear and grub
- Install associated temporary best management practices (BMPs)
- Rehabilitate drainage systems
- Modify intersections
- Upgrade curb ramps to ADA
- Construct Class I and IV bikeways
- Rehabilitate pavement
- Upgrade guardrails
- Improve pavement delineation
- Modify signage
- Modify electrical systems
- Permanent erosion control
- Remove construction area signs

2.3.2 Construction Schedule

Construction is expected to begin June 2025 and would take approximately 220 working days to construct, or one construction season. The Project is anticipated to involve nightwork, including paving, striping, and settlement correction work. Weekend work would potentially occur. Ground-disturbing activities would be restricted to the dry season (between April 15 and October 31); however, proposed ground-disturbing activities within jurisdictional waters would be further restricted to between June 15 and October 31. Some components of the work, such as settlement correction, signage upgrades, sea-level rise resilience, and curb ramps, can be done simultaneously.

2.3.3 Construction Equipment

Construction equipment may include, but is not limited to, the following: AC cold-planing milling machine, dump trucks, paving machine, rollers, backhoes, jackhammer, concrete truck, excavator, and street sweeper trucks. Other vehicles would be pickup trucks for traffic control and miscellaneous equipment and tools.

2.3.4 Staging Areas

Four areas have been identified as materials and equipment staging areas. The Caltrans right-of-way (ROW) within the U.S. 101 southbound on-ramp, northbound

on-ramp and northbound off-ramp serve as three of the potential staging area and can be accessed from East Blithedale Avenue, the U.S. 101/SR 131 interchange ramps, or from the U.S. 101 road shoulders. The fourth potential staging area is SR 131 westbound after Mar West Street (PM 3.80) and can be accessed from SR 131 directly. All staging locations are identified on Figure 2-1 (Appendix A). The precise staging area limits would be determined during the final design phase of the Project. The TMP developed during the design phase would provide an implementation plan for staging area ingress and egress activities, specifically to the U.S. 101/SR 131 interchange and SR 131 at Mar West Street (PM 3.80).

All pavement grindings and broken concrete material would be off-hauled to an appropriate disposal facility.

2.3.5 Vegetation Removal

Throughout the corridor, impacts to trees within the Project boundaries would be minimized where possible, and all disturbed areas would be reseeded with a regionally appropriate seed mix to maintain visual continuity with the surrounding environment. It is not determined yet if tree removal would be required for grading and construction of proposed Project features (PFs); however, design modifications with the potential to avoid or minimize tree removal would be pursued. Tree removal if necessary, will be determined during the environmental and design phases of the Project.

2.3.6 Utility Relocation

Utility verification (that is, potholing) would occur during the final design phase to confirm the need for utility relocations. If needed, utility relocations would occur prior to the beginning of construction and in consultation with utility providers.

2.3.7 Right-of-Way

The Project would acquire Temporary Construction Easements (TCEs) for approximately 1.39 acres that are collectively located within 19 Marin County assessor parcel numbers (APNs) (Table 2-3). The Project would also acquire Permits to Enter and Construct (PTE&C) for approximately 0.93 acre that is located collectively from within 14 APNs (Table 2-3), and the Project would acquire approximately 0.25 acre of ROW from within one APN for the purposes of Permanent Drainage Easements (PDEs) (that is, to maintain the portion(s) of the culvert(s) that would extend beyond the Caltrans ROW) (Table 2-3).

Table 2-3. Right-of-Way Acquisition

Location	Post Mile	Easement Type	Marin County Assessor Parcel Number	Approximate Size (acre)	Land Use	Zoning	Construction-related Work Activity
1	0.00	PTE&C	City owned	0.2749	Road	Road	Rehabilitate pavement and construct Class IV bikeway
2	0.25	PTE&C	City owned	0.0339	Road	Road	Rehabilitate pavement and upgrade curb ramp
3	0.25	TCE	034-141-06	0.0004	Commercial - Improved	Admin and Professional	Upgrade curb ramp
4	0.67	PTE&C	City owned	0.0314	Road	Road	Rehabilitate pavement and upgrade curb ramp
5	0.92	PTE&C	055-051-19	0.0060	Commercial - Improved	Tiburon Boulevard Commercial	Install concrete barrier
6	0.92	PTE&C	055-051-15	0.0080	Commercial - Improved	Tiburon Boulevard Commercial	Install concrete barrier
7	0.92	TCE/PDE	034-212-19	0.0246	Commercial - Improved	Neighborhood Commercial/Affordable Housing Overlay	Line or remove/replace culvert
8	1.80	PTE&C	City owned	0.0940	Road	Road	Rehabilitate pavement and replace MBGR with MGS and electrical work
9	1.83	TCE	034-252-02	0.00010	Tax exempt	Road	Rehabilitate pavement and replace MBGR with MGS
10	1.88	TCE	055-072-18	0.1320	Single Residential - Improved	Single Family Residential	Drainage improvements
11	1.90	TCE	055-072-19	0.1200	Single Residential - Improved	Single Family Residential	Construct retaining wall
12	2.36	TCE	055-131-06	0.0042	Single Residential - Improved	Single Family Residential	Upgrade curb ramp and electrical work

Location	Post Mile	Easement Type	Marin County Assessor Parcel Number	Approximate Size (acre)	Land Use	Zoning	Construction-related Work Activity
13	2.36	PTE&C	City owned	0.0057	Road	Road	Upgrade curb ramp and electrical work
14	2.36	TCE	055-131-18	0.0024	Common area	Road	Upgrade curb ramp and electrical work
15	2.36	PTE&C	City owned	0.0039	Road	Road	Upgrade curb ramp and electrical work
16	2.36	PTE&C	City owned	0.0264	Road	Road	Upgrade curb ramp and electrical work
17	2.36	PTE&C	City owned	0.0186	Road	Road	Upgrade curb ramp and remove porkchop curb
18	3.05	PTE&C	City owned	0.0150	Road	Road	Upgrade curb ramp
19	3.09	PTE&C	City owned	0.0010	Road	Road	Upgrade curb ramp
20	3.25	PTE&C	055-262-01	0.0032	Tax exempt	Road	Upgrade curb ramp and electrical work
21	3.25	PTE&C	City owned	0.0016	Road	Road	Upgrade curb ramp
22	3.25	PTE&C	City owned	0.0030	Road	Road	Upgrade curb ramp
23	4.10	PTE&C	City owned	0.0550	Road	Road	Rehabilitate pavement and upgrade curb ramp
24	4.34	TCE	059-101-12	0.0027	Commercial - Unimproved	Neighborhood Commercial - Tiburon Zoning	Upgrade curb ramp
25	4.34	PTE&C	City owned	0.0002	Road	Road	Curb ramp construction
26	4.40	TCE	059-161-12	0.0710	Commercial - Improved	Neighborhood Commercial - Tiburon Zoning	Rehabilitate pavement
27	4.40	PTE&C	City owned	0.5760	Road	Road	Rehabilitate pavement
28	4.40	TCE	059-161-07	0.0205	Commercial - Improved	Road	Rehabilitate pavement

Source: Marin County 2022

2.4 Permits and Approvals Needed

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

Table 2-4. Required Permits

Agency	Permit	Description
United States Army Corps of Engineers	Section 404 Permit	Application submittal anticipated during the final design phase
State Water Resources Control Board	Section 401 Water Quality Certification	Application submittal anticipated during the final design phase
California Department of Fish and Wildlife	Section 1602 Lake and Streambed Alteration Agreement	Application submittal anticipated during the final design phase
United States Fish and Wildlife Service	Biological Opinion	Targeting to receive by November 2023
San Francisco Bay Conservation and Development Commission	San Francisco Bay Conservation and Development Commission Permit	Application submittal anticipated during the final design phase
California Transportation Commission	Project Approval	Targeting to receive by November 2023

Chapter 3 California Environmental Quality Act Evaluation

The following discussions evaluate potential environmental impacts related to the CEQA checklist to comply with CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091).

3.1 Environmental Factors Potentially Affected

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no impacts were identified: agriculture and forestry, mineral resources, and population and housing.

The environmental factors noted in the following checklist could be affected by the Project. Further analysis of these environmental factors is provided in the discussion that follows.

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

3.2 Determination

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	
Signature:		Date:
<i>Maxwell Lammert</i>		9/22/2023
Printed Name: Maxwell Lammert		For:

3.3 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the Project. In many cases, background studies performed in connection with projects will indicate that there are no impacts to a particular resource. A “no impact” answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not National Environmental Policy Act, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

PFs are measures incorporated into Caltrans projects to reduce environmental impacts that can include both design components of the Project and standardized measures that are applied to all, or most of, Caltrans projects, such as BMPs and measures included in the Standard Plans and Standard Specifications or as Standard Special Provisions. PFs are an integral part of the Project. Avoidance and minimization measures (AMMs) are additional measures to avoid and minimize a project’s environmental impacts, but are more specifically tailored to a given project’s particular impacts. The PFs and AMMs presented in this section have been considered prior to any significance determinations documented in this section; refer to Sections 3.3.1 through 3.3.20 and Appendix C for a detailed discussion and summary, respectively, of these PFs and AMMs.

Sections 3.3.1 through 3.3.20 present the CEQA determinations under Appendix G of the CEQA Guidelines. The CEQA determinations depend on the level of potential environmental impact that would result from the Project. The level of significance determinations are defined as follows:

- **No Impact:** Indicates no physical environmental change from existing conditions.
- **Less than Significant Impact:** Indicates the potential for an environmental impact that is not significant with or without the implementation of AMMs.
- **Less than Significant Impact with Mitigation Incorporated:** Indicates the potential for a significant environmental impact that would be mitigated to a less than significant impact level.
- **Potentially Significant Impact:** Indicates the potential for a significant and unavoidable environmental impact.

3.3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	Less than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AESTHETICS

The *Visual Impact Assessment and Scenic Resources Evaluation Memorandum* (VIA Memo) assessed visual impacts associated with the Project (Caltrans 2021c). This included views from commercial, residential, and recreational properties along the length of the Project corridor, as well as the view for highway users on SR 131. A summary of the findings is presented here.

No portion of the Project within SR 131 is listed as eligible for State Scenic Highway designation, nor is it listed as eligible for such a designation. Since SR 131 is a conventional highway, it is not a Classified Landscaped Freeway, and plantings are not maintained by Caltrans. The corridor is lined with commercial, residential, and recreational properties, with many of the adjacent structures either elevated above the highway on slopes or set back from the road behind trees and shrubs. There is landscaping on private properties, and naturalized vegetation along the highway corridor. The Town of Tiburon has installed and maintains roadside plantings separating the roadway from the bicycle path. Vegetation lining the roadway and within the Caltrans ROW has also been installed and periodically maintained by local groups, although no Adopt-A-Highway agreements currently appear to be in place. The Town of Tiburon holds Encroachment Permits to plant, irrigate, and maintain plantings within certain stretches of the highway. The plantings are nearly continuous and are in good condition and attractive, ranging from groundcover and small shrubs to larger oleanders.

The character of SR 131 varies from east to west. Within the Western Project Segment, there are generally four traffic lanes, wide shoulders, center medians, and many overhead utilities. As the highway travels eastward toward the Central Project Segment, lanes are reduced from four to two, the shoulders begin to narrow, and there are fewer overhead utilities. Additionally, in this segment, vegetation is generally closer to the roadway, and center medians are striped rather than raised where they exist. The Eastern Project Segment has similar character to that of the Central Project Segment, with the addition of views of the Richardson Bay and beyond. Additionally, the Town of Tiburon maintains roadside plantings and a decorative turn lane and crosswalk paving within the downtown area of the Eastern Project Segment, which contribute to the character of the corridor and the “Main Street” feel of the area.

a, b, c) Less than Significant Impact

The Project scope primarily involves pavement repair and replacement and curb ramp upgrades as well as restoring existing drainage systems to reduce roadside flooding. Additionally, the Project would result in the construction of Class I and IV bicycle lanes within the Western and Central Project Segment areas. The VIA Memo concluded that the Project components would not adversely affect any designated scenic resources, such as a rock outcropping, tree grouping, or historic property. Project elements would not substantially affect the appearance of the SR 131 corridor and would be visually consistent with the character of the surrounding area.

The installation of the Class I bicycle lane between Strawberry Drive and Greenwood Cove Drive would potentially result in a cut slope condition that may require installation of a low retaining wall at the southeastern corner of the Strawberry Drive/SR 131 intersection. Although impacts to vegetation would not be extensive, the removal of trees at limited locations may be necessary. However, such removal would not change the character of the highway nor constitute a substantial impact. The trees in this location are in proximity to the existing roadway and are non-native species. Provisions for their removal and replacement with a more appropriate species would be considered, compared to extensive avoidance measures.

PF-AES-1 through PF-AES-5 and AMM-AES-1 through AMM-AES-4, identified in the VIA Memo, would be implemented to avoid, reduce, or minimize the visual impacts of the Project and associated construction activities. As a result, the Project would not have a substantial adverse effect on a scenic vista, scenic resources, or the

visual character of the area. Impacts on visual resources would be less than significant.

d) Less than Significant Impact

The proposed Project components, including pavement repair and replacement, curb ramp upgrades, guardrail upgrades, and installation of bikeways, would not result in new permanent sources of light or introduce reflective features that would be likely to create glare. Vegetation removal to facilitate construction access and the proposed signage upgrades do have the potential to slightly increase instances of glare along the Project corridor. In addition, the Project includes proposed intersection and roadway lighting improvements and the potential for inclusion of nighttime construction work. Therefore, the Project would include directional lighting and temporary lighting that could potentially affect highway users and nearby residences. With the implementation of AMM-AES-4, potential impacts resulting from changes to glare and lighting resulting from the proposed Project would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to visual resources. PF-AES-1 through PF-AES-5 are presented in this section and in Appendix C.

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.
- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.
- **PF-AES-3, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond direct view of the motoring public and residential properties to the extent feasible.
- **PF-AES-4, Architectural Treatment.** The need for the architectural treatment of proposed Project elements such as a retaining wall should be investigated by the Caltrans Office of Landscape Architecture during the design phase and

incorporated as appropriate. This may include coloring or other treatments to new concrete paving or retaining walls, anti-graffiti coatings, and other elements.

- **PF-AES-5, Tree Trimming.** Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.

Avoidance and Minimization Measures

AMM-AES-1 through AMM-AES-4, presented in the following and in Appendix C, would avoid or minimize potential impacts to visual resources.

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction affecting tree roots.
- **AMM-AES-2, Project Coordination.** Design and construction related to an ongoing or planned project, such as the local Hawthorne Undergrounding Utility Project and Caltrans Bike Plan project, should be coordinated with the Town of Tiburon, and the designers and contractors involved. Additional avoidance and minimization measures, as appropriate, should be identified and implemented.
- **AMM-AES-3, Erosion Control.** Application of erosion control seeding and similar measures would be made to areas of disturbance that are beyond paved areas.
- **AMM-AES-4, Night Lighting and Glare.** Directional lighting and shielding would be maintained for all traffic, roadway, or construction lights installed or used for the Project.

3.3.2 Agriculture and Forest Resources

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

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

CEQA SIGNIFICANCE DETERMINATIONS FOR AGRICULTURE AND FOREST RESOURCES

This analysis of potential impacts on agriculture and forest resources is based on a review of the following: California Important Farmland Maps produced by the California Department of Conservation (2022a), Marin County Williamson Act Land GIS Map (Marin County 2023), the *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (City of Belvedere 2010), and the *Town of Tiburon General Plan 2040* (Town of Tiburon 2023). The Project is located along previously disturbed portions of SR 131, and the Project footprint is not within farmland, forestland, or timberland (California Department of Conservation 2022a).

According to the Farmland Mapping and Monitoring Program's Farmland Finder, parcels along the SR 131 Project corridor are identified entirely as urban and built-up, and other land (California Department of Conservation 2022a). No parcels within or adjacent to the Project footprint are under a Williamson Act contract. In addition, no

forestland or timberland is in or near the Project footprint (California Department of Conservation 2022a).

a, b) No Impact

The Project would occur primarily within Caltrans ROW along SR 131 and would require approximately 1.39 acres of TCEs, 0.93 acre of PTE&Cs, and 0.25 acre of PDEs from approximately 30 total properties adjacent to existing Caltrans ROW. The affected parcels consist of existing roadway, commercial, residential, public/quasi-public, and recreational land uses. The Project would not affect any parcels currently zoned as or designated for farmland or agricultural uses. Additionally, the Project would not affect any areas under a Williamson Act contract. Therefore, the Project would have no impact.

c, d) No Impact

The Project would upgrade, replace, and improve Project components along the SR 131 Project corridor. The area within the Project footprint is not within areas zoned for timberland or forestland (Marin County 2014). The Project would not result in the loss or conversion of forestland. There would be no impact.

e) No Impact

The Project would not involve other changes in the existing environment that would result in the conversion of forestland or agricultural land. There would be no impact.

3.3.3 Air Quality

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

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

CEQA SIGNIFICANCE DETERMINATIONS FOR AIR QUALITY

The Project footprint is within Marin County, which is within the San Francisco Bay air basin and within the jurisdiction of the San Francisco Bay Area Air Quality Management District (BAAQMD). The BAAQMD comprises all of Marin, Napa, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco Counties and the southern and western portions of Sonoma and Solano Counties, respectively. Marin County and the Project footprint are designated as non-attainment for ozone and particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers (PM_{2.5}) under National Ambient Air Quality Standards (CARB 2022), and as non-attainment for ozone, PM_{2.5}, and particulate matter with aerodynamic diameter equal to or less than 10 micrometers (PM₁₀) under California Ambient Air Quality Standards (CARB 2022).

a) No Impact

No long-term impacts to air quality within the Project vicinity are anticipated because the Project is not expected to increase capacity on SR 131 or alter vehicle operations on the roadway once construction is complete. The Project would generate temporary construction emissions; and construction-related activities would comply with federal, state, and local regulations and policies. Emission reduction measures would be implemented as discussed under PF-AQ-1 through PF-AQ-4, presented in Appendix C, to minimize or reduce construction emissions. With this implementation of emission reduction measures, the Project would not conflict with or obstruct implementation of an applicable air quality plan, and there would be no impact.

b, c, d) Less than Significant Impact

The Project is required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air pollution rules, regulations, ordinances, and statutes for construction along the SR 131 corridor. Construction activities would be temporary; therefore, air pollutants resulting from construction would be minimal. Potential impacts to air quality, including emissions of pollutants, odors affecting nearby sensitive receptors, and exposure of sensitive receptor, would be less than significant based on the temporary nature of the Project construction-related activities. Additionally, the Project would implement BMPs and PF-AQ-1 through PF-AQ-3, which would further reduce potential air quality impacts.

The Project would have no long-term impacts on air quality, and temporary construction-related impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to air quality. PF-AQ-1 through PF-AQ-4 are presented in the following and in Appendix C.

- **PF-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 graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans Resident Engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.
- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.
- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.

- **PF-AQ-4, Recycle Waste and Materials.** If practicable, non-hazardous waste and excess material would be recycled. If recycling is not practicable, dispose of material according to applicable regulations.

3.3.4 Biological Resources

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR BIOLOGICAL RESOURCES

A *Natural Environmental Study (Minimal Impacts)* (NESMI) was prepared by the Caltrans Office of Biological Sciences and Permits to evaluate the effects of the Project on biological resources, including sensitive plants and wildlife species (Caltrans 2023c). The lists of potentially occurring special-status species obtained from the United States Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), and California Native Plant Society (CNPS) are included in Appendix E. A summary of the findings is presented here.

The Biological Study Area (BSA) is approximately 72.23 acres and includes the Project footprint and a buffer in certain areas where the Project would result in direct or indirect impacts to habitat. Roadside areas within the BSA have been affected by historical disturbance associated with the urbanized environment of the Tiburon Peninsula and are dominated by developed and landscaped areas, ruderal grassland species, and fragment forest habitats.

The Project footprint is located in the Marin Hills and Valleys Ecological subsection of the Northern California Coast Ecological Section (Miles and Goudey 1997). This subsection consists of mountains and hills with rounded ridges, steep and moderately steep sides, and narrow canyons, with most of the mountains elongated in the north-northwest to northwest direction. The elevation within the BSA ranges from approximately 7 feet to 90 feet above mean sea level. The topography within the BSA can be described as gently sloped with the lowest elevation near the eastern terminus and the highest elevation near the western terminus.

The area in the vicinity of the BSA is characterized by cool, wet winters, and warm, dry summers. Regional temperatures range from a low of around 39 degrees Fahrenheit in December and January to a high of around 83 degrees Fahrenheit in July and August. Average annual rainfall is between 37 and 47 inches, most of which occurs between October and April (WRCC 2023).

Wetland features were identified within the BSA and included a total of 0.052 acre (343 linear feet) of wetlands, 0.016 acre (51 linear feet) of other waters, and 0.133 acre (340 linear feet) of culverted waters. Additionally, a review of the CDFW Biogeographic Information Observation System Viewer (CDFW 2023) Areas of Conservation Emphasis layer identified that the BSA falls within the connectivity rank score of 1, meaning the BSA provides “limited connectivity opportunity.” This finding results from the prevalence of non-native and disturbed vegetation within the BSA as well as the high level of human disturbance, resulting in unsuitable movement corridors for terrestrial and aquatic wildlife.

A regional list of special-status wildlife and plant species was compiled using databases to evaluate the potential impacts that could occur to sensitive biological resources as a result of the Project. The database search included the California Natural Diversity Database, the USFWS Information for Planning and Consultation Database, species list from the NMFS, the CNPS Inventory of Rare and Endangered Plants of California, the National Wetlands Inventory, and soils information from the Natural Resources Conservation Service. The special-status plant and animal species compiled from these data sources is included in the NESMI prepared for the Project (Caltrans 2023c) and was evaluated to determine their potential to occur within the BSA.

a) Less than Significant Impact

Special-status species habitats were evaluated for their potential to occur in the BSA. Suitable habitats for special-status species are considered environmentally sensitive areas (ESAs). This analysis provides approximate impacts to ESAs within the BSA, and these impacts and avoidance and minimization efforts would be refined in consultation with relevant permitting agencies prior to construction of the Project. Special-status species that are potentially present within or adjacent to the BSA are discussed here.

Animals

California Red-legged Frog: California red-legged frog (CRLF; *Rana draytonii*) is a federally threatened species and a California species of special concern. The Project is located outside of critical habitat and any designated recovery units, and no suitable breeding habitat was identified within the BSA during the field assessment conducted in May 2023. However, the BSA has the potential to provide upland dispersal habitat in the wet season due to water features and forested habitat, and there are two documented California Natural Diversity Database occurrences of CRLF within a 2-mile radius of the Project footprint. Additionally, the Project is located within the current known range of CRLF.

Potential Project impacts include loss of individuals during construction, primarily due to guardrail replacement, bike lane construction, access curb construction, and construction staging that may extend outside of the paved roadway within the Project footprint. Construction activities within the unpaved areas of the Project footprint have a potential to impact suitable CRLF upland habitat; however, these construction activities are not expected to affect CRLF individuals or populations nor the long-term suitability to support CRLF should they occur in the Project footprint in the future. CRLF are not expected to be affected because the BSA is characterized as having low potential for CRLF to occur based on the high anthropogenic disturbance levels, and only marginal upland roadside habitat is present within the BSA. Although the likelihood of encountering a CRLF within the Project footprint is low, it should not be entirely ruled out, and potential impacts to CRLF and its associated upland environmental sensitive habitat areas would be avoided and minimized through the implementation of PF-BIO-1 through PF-BIO-6, and AMM-BIO-1, AMM-BIO-4, and AMM-BIO-5, presented in this section and summarized in Appendix C. The impact would be less than significant.

Nesting Birds/Raptors: During the nesting season (February 1 to September 30), migratory birds and raptors, and other species protected under the Migratory Bird Treaty Act that are highly tolerant of urban environments may occur within or near the BSA. The BSA and adjacent landscape provides both nesting and foraging habitat for many different commonly occurring urban-tolerant bird species. Trees, shrubs, and other vegetation surrounding the Project footprint may provide nesting habitat for these birds.

Special-status bird species, including white-tailed kite (*Elanus leucurus*), have potential to occur as flyover observations; but suitable foraging or nesting habitat for this species, as well as the other special-status birds listed in the NESMI (Caltrans 2023), does not occur within the BSA. Several species of birds that are common in urban or coastal environments such as house finch (*Haemorrhous mexicanus*), song sparrow (*Melospiza melodia*), mourning dove (*Zenaida macroura*), California scrub jay (*Aphelocoma californica*), American coot (*Fulica americana*), wood duck (*Aix sponsa*), and mallard (*Anas platyrhynchos*) have the potential to forage and nest around and within the vicinity of the Project footprint.

Potential Project impacts to nesting birds and raptors include temporary impacts to potential foraging habitat and/or nesting habitat as a result of visual or noise disturbance from construction activities. Where possible, vegetation- and tree-removal activities would be performed outside of the active nesting season (February 1 to September 30). PF-BIO-1 through PF-BIO-6, and AMM-BIO-2 and AMM-BIO-3, presented in this section and summarized in Appendix C, would minimize potential impacts to active nests and migratory bird species. The impact would be less than significant.

Plants

No special-status plant species were observed within the BSA during the May 2023 rare plant assessment and surveys and, therefore, were not considered further. The Project would have less than significant impacts, either directly or through habitat modification, on any identified candidate, sensitive, or special-status plant species with implementation of PFs and AMMs presented in this section and in Appendix C.

b) Less than Significant Impact

The BSA does not contain USFWS-designated critical habitat. San Quentin and San Rafael 7.5-minute United States Geological Survey quadrangles do contain essential fish habitat for Chinook and coho salmon (NOAA Fisheries 2023); however, the

Project includes replacement of existing pavement and, thus, is not anticipated to impact essential fish habitat or sensitive wildlife corridors.

The BSA does include approximately 0.714 acre of sensitive natural communities under CDFW 1600 jurisdiction. These California Fish and Game Code (CFGF) 1600 features were delineated as the outer edge of riparian canopy or the top of bank when riparian canopy was absent. Within the BSA, 0.24 acre of potential CFGF 1600 jurisdiction is present at West Creek (R-01NB), 0.013 acre is present at East Creek (R-02NB), 0.40 acre is present on the south side of Unnamed Creek (R-03SB), and 0.061 acre is present on the north side of Unnamed Creek (R-03NB).

Project activities would include vegetation clearing and grubbing; however, there is no anticipated loss of permanent riparian habitat. Implementation of PF-BIO-1 through PF-BIO-4 and AMM-BIO-6, as presented in this section and summarized in Appendix C, and PF-WQ-1 through and PF-WQ-4, as presented in Section 3.3.10, would reduce, avoid, or minimize impacts to riparian habitat or environmentally sensitive natural communities. Temporary impacts to riparian ESA habitat are anticipated and would be minimized through the implementation of PF-BIO-1. The impact would be less than significant.

c) Less than Significant Impact

Project impacts to aquatic resources are limited to the one salt marsh wetland identified in the NESMI prepared for the Project. Permanent impacts to aquatic features would result from the construction of a concrete barrier near the SR 131/ Greenwood Cove Drive intersection to address current and projected sea-level rise and installation of a drainage inlet. Permanent impacts to the existing salt marsh aquatic resource would total 0.0019 acre. Temporary impacts to the same salt marsh aquatic resource are also anticipated to occur as a result of construction access and would temporarily affect approximately 0.037 acre. Other than work occurring within the salt marsh aquatic resource previously identified, all other Project work would occur on the roadways, sidewalks, and roadside vegetation, and would remain outside of aquatic features.

Since the salt marsh aquatic resource present within the Project footprint would be temporarily and permanently impacted by the proposed Project, a Clean Water Act Section 404 and Section 401 permit would be required. Caltrans would submit a request subject to Clean Water Act Section 404 Nationwide Permit No. 14 for the Project. Water Quality Certification under Section 401 of the Clean Water Act would

also be required from the San Francisco Bay Regional Water Quality Control Board for the Project.

It is not anticipated that the Project would have a significant impact on aquatic resources. The area of potential permanent (0.0019 acre) and temporary impacts (0.037 acre) to aquatic features within the Project footprint is considered relatively minor. PF-BIO-1 through PF-BIO-6 and AMM-BIO-4 would be implemented to help avoid and minimize potential impacts. Therefore, the impact would be less than significant.

d) No Impact

The Project would not construct barriers to wildlife movement or interfere with established native resident or migratory wildlife corridors. Available data on terrestrial habitat connectivity were assessed via the CDFW Biogeographic Information Observation System Viewer (CDFW 2023) Areas of Conservation Emphasis layer. The BSA falls within the connectivity rank score of 1, meaning “limited connectivity opportunity.” The BSA is mapped as “limited connectivity opportunity” because the majority of the Project includes non-native and disturbed vegetation within an urban, commercial, or residential setting of high human disturbance and does not provide suitable movement corridors consisting of natural habitat for terrestrial and aquatic wildlife. The high disturbance within the BSA and limited natural areas surrounding the Project make it unlikely that wildlife would access these areas for local or long-distance movement and represents a physical barrier to wildlife dispersal. There would be no impact.

e) Less than Significant Impact

Minor tree and vegetation trimming would be required within the BSA, with up to three trees requiring removal within the Central Project segment, north of SR 131 PM 0.9. These three trees have been determined to be non-native evergreen landscaping trees associated with the Cove Shopping Center and would be removed as a result of guardrail replacements and culvert replacement work proposed by the Project. According to the Town of Tiburon Tree Ordinance (Chapter 15A), these three trees do not qualify as protected, but would require a tree removal permit from the Town of Tiburon (Chapter 15A-3). Tree removal permits would be obtained prior to construction of the proposed Project. Therefore, the impact would be less than significant.

f) No Impact

The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to biological resources. PF-BIO-1 through PF-BIO-6 are presented in the following and in Appendix C.

- **PF-BIO-1, Environmentally Sensitive Areas.** Before starting construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering sensitive habitat areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.
- **PF-BIO-2, Construction Site Management Practices.** The following site restrictions would be implemented to avoid or minimize potential effects on listed species and their habitats:
 - a. Project-related vehicle traffic would be restricted to established roads and construction areas. The speed limit of 15 miles per hour within the Project footprint and on unpaved and paved areas would be enforced to reduce dust and excessive soil disturbance.
 - b. Project personnel would be required to comply with current guidance governing vehicle use, speed limits, fire prevention, and other hazards.
 - c. Construction access, staging, storage, and parking areas would use existing maintenance vehicle pullouts, existing paved areas, gravel shoulder backing, and disturbed areas within the Project limits. Staging and storage areas would be located at least 50 feet from wetlands, the ordinary high-water mark of

- jurisdictional waters, a concentrated flow of stormwater, a drainage course, or an inlet, unless additional containment efforts are used. Access routes and boundaries of the footprint would be clearly marked prior to initiating construction activities and would be limited to the extent necessary to construct the proposed Project. Only approved areas clearly delineated in the plans may be used for staging and storage.
- d. Any borrow material must be certified non-toxic and free of weeds to the maximum extent possible.
 - e. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project footprint.
 - f. All pets would be prohibited from entering the Project area during construction to prevent harassment of, injury to, or mortality of sensitive species.
 - g. Firearms would be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.
- **PF-BIO-3, Vegetation Removal.** Vegetation would be cleared only where necessary and would be cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction. Vegetation removed by construction operations within the Project limits would be replaced according to Caltrans policy. Appropriate native species would be used to the maximum extent possible. Shrubs and groundcover would be selected for drought tolerance and disease resistance. Mulch would be applied to planted areas to reduce weed growth, conserve moisture, and minimize maintenance operations.
 - **PF-BIO-4, Replant, Reseed, and Restore Disturbed Areas.** Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native vegetation or other methods to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.

- **PF-BIO-5, Night Lighting.** Nighttime work would be avoided to the maximum extent practicable. For unavoidable nighttime work, all lighting would be shielded and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.
- **PF-BIO-6, Invasive Weed Control.** To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would 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. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for the proper disposal of materials. Areas subject to noxious weed removal or disturbance would 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 footprint would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

Avoidance and Minimization Measures

AMM-BIO-1 through AMM-BIO-5, as presented in the following and in Appendix C, would avoid or minimize impacts to biological resources.

- **AMM-BIO-1, Worker Environmental Awareness Training.** Prior to the start of construction, a biologist would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, notes key avoidance measures, and provides employee guidance would be given to each person who completes the training program.

- **AMM-BIO-2, Pre-construction Nesting Bird Surveys.** If Project activities occur between February 1 and September 30, then a pre-construction survey would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the nest would be monitored for compliance with the Migratory Bird Treaty Act and CFGC Section 3503.
- **AMM-BIO-3, Active Nest Buffer.** If an active bird nest is found during construction activities, then the following ESA buffers would be established:
 - If an active raptor nest is observed, a 300-foot ESA buffer would be implemented to avoid affecting the young until they have fledged.
 - If an active nest of non-raptor migratory birds is observed, a 50-foot ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined by consultation with CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and CFGC Section 3503.
- **AMM-BIO-4, Work Period in Dry Weather Only.** Work would only be conducted during periods of dry weather. Forecast precipitation would be monitored. When 0.25 inch or more of precipitation is forecast to occur, work would stop before precipitation commences. No Project activities would be started if their associated erosion control measures cannot be completed prior to the onset of precipitation. After any storm event, all sites currently under construction and all sites scheduled to begin construction within the next 72 hours would be inspected for erosion and sediment problems, and corrective action would be taken as needed. In addition, 72-hour weather forecasts from National Weather Service would be consulted, and work would not start back up until runoff ceases and there is a less than 50% forecast for precipitation for the following 24-hour period.
- **AMM-BIO-5, Prevent Inadvertent Entrapment.** To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the

Project footprint overnight would be inspected before they are subsequently moved, capped, or buried.

3.3.5 Cultural Resources

Would the Project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR CULTURAL RESOURCES

Caltrans prepared a memorandum on cultural compliance for the Project (Caltrans 2023d). The investigation was prepared by a Caltrans archaeologist and architectural historian who are Professionally Qualified Staff (PQS) for prehistoric archaeology and architectural history. The investigation was conducted in accordance with the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of Federal-Aid Highway Program in California* (January 2014). A summary of the findings is presented here.

Caltrans PQS contacted the Native American Heritage Commission (NAHC) by email on September 23, 2021, and asked to conduct a search of its Sacred Lands File for any Native American cultural resources within the Project footprint. The NAHC responded on November 5, 2021, stating that the Sacred Lands File search was positive and to contact the Federated Indians of Graton Rancheria (FIGR) for more information, and included the Native American Contact list of interested individuals or groups.

Formal notification under Assembly Bill 52 began with emailing Native American consultation initiation letters on December 8, 2021, to individuals of the following tribes:

- Federated Indians of the Graton Rancheria
- Guidiville Indian Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

Caltrans received a response from FIGR on December 15, 2022, requesting formal consultation. Caltrans PQS staff met with FIGR representatives on January 18, 2022, March 11, 2022, and December 14, 2022, to discuss the Project and existing concerns.

Caltrans' PQS conducted a literature review of the Caltrans Cultural Resource Database on December 28, 2021, and found that eight previously recorded archaeological sites were located within the Project footprint. No potentially eligible built-environment properties were identified as likely to be affected within the Project footprint. An Archaeological Survey Report (ASR) completed for Caltrans District 4 (Caltrans 2023a) determined the Project footprint is composed of a mix of areas with low to high sensitivity for potential buried and surface archaeology sites. Therefore, extended Phase I and Phase II testing was conducted to determine presence and absence of subsurface cultural resources within the Project footprint. Field investigations were completed in April 2023 and found that of the five tested sites, only two were present within the area of potential effect for the Project. The two resources have been found eligible for the National Register of Historic Places (report pending), and State Historic Preservation Officer (SHPO) concurrence is anticipated in October 2023.

a) No Impact

According to the findings of the Office of Cultural Resource Studies Section 106 Summary Memo (Caltrans 2023d), no historical resources pursuant to Section 15064.5 are present in the Project footprint. Therefore, there would be no impact.

b) Less than Significant Impact

Cultural resource investigations conducted for the Project and included in the Office of Cultural Resource Studies Section 106 Summary Memo (Caltrans 2023d), the ASR prepared for the Project (Caltrans 2023a), the pending Extended Phase I and II Report (Caltrans 2023b), and tribal recommendations identified known archaeological resources within the Project site. These would be protected through the implementation of AMM-CUL-1 through AMM-CUL--3. With the implementation of AMM-CUL-1 through AMM-CUL-3, and the support of the Office of Cultural Resource Studies Section 106 Summary Memo (Caltrans 2023d), the ASR prepared for the Project (Caltrans 2023a), the pending Extended Phase I and II Report (Caltrans 2023b), and

tribal recommendations, a Finding of No Adverse Effect without Standard Conditions is anticipated for the Project.

In addition, an ASR completed for Caltrans District 4 (Caltrans 2023a) determined that the Project footprint consists of soils with a mix of areas with low to high sensitivity for potential unknown buried and surface archaeology sites. Therefore, the potential always exists for the Project to encounter previously unrecorded buried cultural resources during construction. Pursuant to PF-CUL-1, if previously unrecorded cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. Therefore, given the anticipated Finding of No Adverse Effect without Standard Conditions and inclusion of PF-CUL-1 and AMM-CUL-1 through AMM-CUL-3, impacts would be less than significant.

c) Less than Significant Impact

As discussed under item b), the Project footprint is considered sensitive for buried archaeological resources, including human remains. Therefore, the potential exists for buried cultural resources, including human remains, to be encountered during ground earthmoving activities. PF-CUL-2 and AMM-CUL-1 through AMM-CUL-3 would be implemented to address the potential to encounter buried cultural resources at the site.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities must stop in any area or nearby area suspected to overlie the remains, and the county coroner must be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the Most Likely Descendant (MLD). At that time, the person who discovered the remains would contact the Caltrans District 4 PQS, who would work with the MLD to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed, as applicable, pursuant to PF-CUL-2. Therefore, impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset unanticipated impacts to cultural resources. PF-CUL-1 and PF-CUL-2 are presented in the following and in Appendix C.

- **PF-CUL-1, Unanticipated Archaeological Discovery.** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.
- **PF-CUL-2, Unanticipated Human Remains Discovery.** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains, and the county coroner would be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the MLD. At that time, the person who discovered the remains would contact the Environmental Senior and PQS, who would work with the MLD to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.

Avoidance and Minimization Measures

AMM-CUL-1 through AMM-CUL-3, as presented in the following and in Appendix C, would avoid or minimize impacts to cultural resources.

- **AMM-CUL-1, Cultural Environmentally Sensitive Areas:** Before starting construction, ESAs (defined as areas containing previously recorded archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.
- **AMM-CUL-2, Archaeological Monitoring.** Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource

within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.

- **AMM-CUL-3, Post-review Discovery Plan:** If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.

3.3.6 Energy

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR ENERGY

This energy use analysis is based on the *Construction Greenhouse Gas Emissions Analysis Memorandum* prepared for the Project in August 2021 (Caltrans 2021a). To assess energy consumed by construction equipment and vehicles associated with the Project, CAL-CET 2020, version 1.0, was used to quantify carbon dioxide (CO₂) emissions. United States Environmental Protection Agency Greenhouse Gas (GHG) equivalency formulas were used to convert CO₂ to fuel volume. Project energy usage calculations conservatively assumed that equipment and vehicles used during construction would use diesel fuel and calculated that approximately 33,953 gallons of diesel fuel would be consumed during Project construction (USEPA 2023).

a) Less than Significant Impact

During Project construction, diesel would be consumed during the operation of heavy-duty equipment, material deliveries, and debris hauling. Energy use associated with Project construction is estimated to result in the short-term consumption of approximately 33,953 gallons of diesel for powered equipment (USEPA 2023). This temporary demand would cease once construction is complete. A minor increase in operational energy use is anticipated as a result of the Project, due to the installation and replacement of traffic signals and traffic lights along the Project corridor (Appendix A, Figure 2-1). The traffic signal and lighting components of the Project are not anticipated to generate a substantial new permanent source of energy demand. The demand for fuel would have no noticeable effect on peak or baseline demands for energy. In addition, PF-AQ-3 and PF-AQ-4 (Section 3.3.3, Air Quality) would minimize energy consumption from construction activities associated with the Project. Therefore, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. This impact would be less than significant.

b) No Impact

The proposed Project components, including pavement repair and replacement, curb ramp upgrades, guardrail upgrades, and installation of bikeways would not obstruct state or local plans for renewable energy or energy efficiency. Therefore, there would be no impact on state or local plans for renewable energy or energy efficiency.

3.3.7 Geology and Soils

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR GEOLOGY AND SOILS

Site reconnaissance was conducted at the Project footprint in April 2023.

Geotechnical subsurface exploration and laboratory testing were not performed for the Project. The following discussion presents results from the site reconnaissance and other desktop research conducted that analyzes the geology and soils in consideration of the Project.

GEOLOGY

Fault Rupture

According to the California Department of Conservation Alquist-Priolo Earthquake Fault Zone Map, the Project footprint does not include a designated fault zone and is not within 1,000 feet from any Holocene or younger fault lines (California Department of Conservation 2022b). Therefore, the Project footprint is not considered susceptible to surface fault rupture hazards.

Seismic Hazards

The United States Geological Survey Quaternary Faults and Folds Database (USGS 2023) and California Geological Survey Fault Activity Map of California (California Department of Conservation 2015a) do not indicate the presence of any faults crossing SR 131 within the Project footprint. The Hayward fault is approximately 10.4 miles east of Project footprint. The Project footprint is susceptible to strong earthquake-induced ground motions during the design life of the planned improvements. However, site-specific ground motion data are not necessary for the design of the Project components.

Liquefaction Potential

Surficial soils are predominantly made up of gravelly loam and clay materials, and overlie fragmented Franciscan Complex bedrock (USDA 2023; California Department of Conservation 2015b). There is no potential for liquefaction within the Project footprint.

Subsurface Conditions

Based on geologic mapping of the site vicinity, subsurface conditions below the Project footprint consist of undivided and fragmented volcanic rocks of the Franciscan Complex. These subsurface geologic features consist of low-plasticity mixtures of gravel, loam, and clay soils. Existing fills and trench backfills along the Project corridor are anticipated to be composed of low-plasticity sandy clay and clayey sand. Based on this, as well as the planned scope of work, subsurface materials are not anticipated to affect constructability (California Department of Conservation 2015b, USDA 2023).

Geologic Conditions

The Western and Central Project Segments are entirely located atop a *mélange* of fragmented and sheared Franciscan Complex rocks from the Cretaceous-Jurassic age and typically consist of stony clay soils overlain by gravelly loam deposits. The Eastern Project Segment diverges slightly and is nearly entirely located atop undivided Mesozoic-aged volcanic and metavolcanic rocks (California Department of Conservation 2015b, USDA 2023).

Paleontology

Geologic units with potential to contain paleontological resources occur within the Project footprint. These include Mesozoic-age and Cretaceous-Jurassic-age geologic units of the Franciscan Complex. Although the majority of the Project components, such as pavement rehabilitation, curb ramp upgrades, bikeway improvements, and signage installation, would be working at shallow depths that are anticipated to only

affect existing disturbed soils, proposed activities, such as traffic lighting and signal pole upgrades, guardrail upgrades, and the construction of retaining walls, would have the potential to work at depths that may affect native or undisturbed soils and may be sensitive for paleontological resources.

a(i), (ii), (iii), (iv) Less than Significant Impact

Because active faults occur within the Project vicinity, surface rupture in the Project footprint is possible. However, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects; therefore, the Project components would be designed to meet Caltrans' stringent seismic requirements. The Project would be designed according to Caltrans seismic standards, thereby minimizing the risk to construction workers or the traveling public from strong seismic ground shaking. Although surface rupture has the potential to occur, this design would ensure that the Project components would be sourced, installed, and maintained to ensure an appropriate level of safety. Because of the potential for strong ground shaking in the Project vicinity, seismically related ground failure has the potential to occur in the Project footprint. However, as noted for surface rupture, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and the Project components would be designed to meet Caltrans' stringent seismic requirements. Surficial soils are predominantly gravelly loam and stony clay, and overlie fragmented and unbroken Franciscan Complex bedrock. There is no potential for liquefaction in the Project footprint. This impact would be less than significant.

As previously discussed, the Project footprint is not within an Alquist-Priolo Earthquake Fault Zone or areas that are susceptible to expansive soils, liquefaction, or landslides. Erosion control features would be installed as required to prevent surficial erosion and sedimentation within the Project footprint and to the nearby bay. This impact would also be less than significant.

b) Less than Significant Impact

Ground-disturbing earthwork associated with clearing and construction activities in the Project footprint has the potential to increase soil erosion rates and loss of topsoil. As described in Section 3.3.10, Hydrology and Water Quality, BMPs related to erosion control and implementation of the Stormwater Pollution Prevention Plan would minimize erosion and the loss of topsoil. With implementation of the BMPs

identified for hydrology and water quality, less than significant impacts are anticipated for the Project.

c) Less than Significant Impact

As previously discussed, subsurface conditions below the existing Project footprint consist of low-plasticity mixtures of gravelly loam and stony clay. Because the potential exists for strong ground shaking in the area, the Project components have the potential to be located on an unstable geologic or soil unit. However, as noted under the surface rupture discussion, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and each culvert would be designed to meet Caltrans' stringent seismic requirements. This impact would be less than significant.

d) No Impact

No expansive soils are present within the Project footprint. There would be no impact.

e) No Impact

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

f) Less than Significant Impact

As previously described, the Project footprint is within geologic units that have the potential to contain paleontological resources. These geologic units include Mesozoic-age and Cretaceous-Jurassic-age geologic units of the Franciscan Complex. Because the Project footprint is within a mapped geological unit that may include paleontological resources and the proposed depth of some of the proposed Project activities is anticipated to affect native or undisturbed soils, the potential exists for the unanticipated discovery of paleontological resources during Project construction. This potential for the unanticipated discovery of paleontological resources would be addressed through AMM-GEO-1. A less than significant impact is anticipated.

Avoidance and Minimization Measures

Caltrans would incorporate the following AMM into the Project to avoid and minimize impacts to geology and soils. AMM-GEO-1 is presented in the following and in Appendix C.

- **AMM-GEO-1, Unanticipated Paleontological Resources.** As outlined in Standard Specifications 14-7.03, Discovery of Unanticipated Paleontological Resources, if unanticipated paleontological resources are discovered at the job site in the native Pleistocene terrace deposits, the following measures would be implemented:
 1. Stop all work within a 60-foot radius of the discovery.
 2. Secure the area.
 3. Notify the Project engineer.

The Caltrans Department of Geology Services would investigate the discovery and modify the dimensions of the secured area if needed. Paleontological resources would not be moved or taken from the job site until appropriate coordination and consultation has been completed. Work within the radius of discovery would not resume until authorized by a qualified paleontologist.

3.3.8 Greenhouse Gas Emissions

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR GREENHOUSE GAS EMISSIONS

Caltrans prepared a *Construction Greenhouse Gas Emissions Analysis* memorandum on GHG emissions for the Project (Caltrans 2021a).

Construction-generated GHG emissions include emissions resulting from material processing, the use of onsite construction equipment, workers commuting to and from the Project footprint, and traffic delays from construction. Emissions would be produced at different levels throughout the Project, depending on the activities involved during various phases of construction. The GHG analysis prepared for this Project focused on vehicle-emitted GHGs. CO₂ is the single most important GHG pollutant because of its abundance compared with other vehicle-emitted GHGs, including methane, nitrous oxide, hydrofluorocarbon, and black carbon.

Construction-related GHG emissions were calculated using Caltrans Construction Emissions Tool 2020 (CAL-CET 2020), version 1.0. For the Project construction duration of 10 months, it was estimated that the total amount of CO₂ produced by Project construction would be approximately 381 tons (Caltrans 2021a). Table 3-1 summarizes the construction-related emissions, including total carbon dioxide equivalent (CO₂e) emissions.

Table 3-1. Summary of Construction-related GHG Emissions

Project Location: Marin County, SR 131 PM 0.00 to 4.40	Individual Emissions Parameters			Project Total
	CO ₂ (tons)	CH ₄ (tons)	N ₂ O (tons)	CO ₂ e (metric tons)
Total Emissions	381	0.01	0.02	352

CH₄ = methane

N₂O = nitrous oxide

Source: Caltrans 2021a

a) Less than Significant Impact

Construction GHG emissions would result from the use of onsite construction equipment, workers commuting to and from the Project, and traffic delays resulting from temporary lane closures during construction. The emissions would be produced at different rates throughout construction. Implementation of Caltrans Standard Specifications, such as complying with air pollution rules, regulations, ordinances, and statutes that apply to work performed under contract, and the use of PF-AQ-1 through PF-AQ-4, identified in *Section 4.3.3 Air Quality*, would reduce GHG emissions from construction.

The Project would not increase operational capacity or affect travel demand or travel patterns that would contribute to a long-term increase in GHG emissions. In addition, with innovations such as improvements in traffic management and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance activities. Therefore, the Project would not generate GHG emissions that may have a significant impact on the environment. The impacts would be less than significant.

b) No Impact

Plans and policies adopted for the purposes of reducing GHG emissions in California include multiple Senate Bills, Assembly Bills, and Executive Orders. These policies establish GHG emissions reduction goals, set low-carbon fuel standards, support rapid commercialization of zero-emission vehicles, fund clean vehicle programs, and require climate adaptation planning. The Association of Bay Area Governments and the Metropolitan Transportation Commission developed the Plan Bay Area, a Regional Transportation Plan and Sustainable Communities Strategy for the Bay Area, which includes strategies and policies for reducing GHG emissions (ABAG and MTC 2021).

The Project would comply with applicable state and regional GHG reduction policies and implement emission control measures to minimize or reduce GHG emissions. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The Project would not contribute to a long-term increase in GHG emissions. Therefore, the Project would not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of GHGs. There would be no impact.

3.3.9 Hazards and Hazardous Materials

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR HAZARDS AND HAZARDOUS MATERIALS

This section describes hazards and hazardous materials and impacts that have the potential to result from construction and operation of the Project. Information in this section is based on consultation with Caltrans' Hazardous Waste Branch (Marin, pers. comm. 2022).

To identify potential hazardous sites within the Project footprint, government databases of such sites and facilities were reviewed. A search of the California Department of Toxic Substances Control EnviroStor database and the State Water Resources Control Board GeoTracker database covered the Project footprint and a 0.25-mile buffer (DTSC 2022; SWRCB 2022). Five closed leaking underground storage unit sites were identified within or adjacent to the Project footprint, and four closed leaking underground storage unit sites were identified within 0.25 mile of the Project footprint.

Because of the Project's relatively low average daily traffic along SR 131, the potential for encountering a significant accumulation of aerially deposited lead in the unpaved shoulder areas is low. Since the Project footprint and surrounding areas include primarily residential, parks and recreation, and commercial/retail land uses, and because heavy industrial development is not present within the area, there is little potential for encountering offsite sources of hazardous waste within the Project footprint. In addition, naturally occurring asbestos is not identified as present within the Project footprint (California Department of Conservation 2019). However, since the Project proposes ground disturbance along SR 131 throughout the Project footprint, a site investigation would be required prior to construction to characterize soil for contaminants, primarily aerially deposited lead (Marin, pers. comm. 2022). The requirement of the site investigation and any special provisions required for the safe handling of soil within the Project footprint are identified in PF-HAZ-1.

MBGR is proposed for removal or alteration throughout the Project footprint; and therefore, the handling of treated wood waste would be required for the Project.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the Project footprint would be located entirely within areas zoned as not subjected to very high fire hazard severity (CAL FIRE 2008).

a) Less than Significant Impact

Caltrans' Hazardous Waste Branch determined that the potential for encountering an accumulation of aerially deposited lead in the unpaved shoulder areas is negligible. However, since the Project proposes ground disturbance along SR 131 throughout the Project footprint, a site investigation would be required prior to construction to characterize soil for contaminants, as identified in PF-HAZ-1. Database searches did not identify active or significant known hazardous waste sites within the Project limits, and the presence of naturally occurring asbestos would not be anticipated. Treated wood waste is anticipated throughout the Project footprint because of the inclusion of MBGR replacements along SR 131.

During construction, the potential exists for an accidental release of the types of fuels, lubricants, and solvents that are typically used, handled, and stored by contractors. Caltrans Standard Specifications Section 13-4, Job Site Management, would be implemented to prevent and control spills or leaks from construction equipment or from the storage of fuels, lubricants, and solvents. All aspects of the Project associated with the removal, storage, transport, and disposal of hazardous material

would be done in accordance with the California Health and Safety Code. The handling and management of hazardous materials would comply with Caltrans Standard Specification Section 14-11, Hazardous Waste and Contamination, which outlines procedures for handling, storing, and disposing of hazardous waste. Therefore, the impact would be less than significant.

b) Less than Significant Impact

As described under checklist item a), Project construction has the potential to result in accidental spills or a release of chemicals. Construction activities would adhere to the 2018 Caltrans Standard Specifications for construction spill prevention (that is, Standard Specifications Section 13-2, Water Pollution Control Program). Therefore, the impact would be less than significant.

c) Less than Significant Impact

As described under checklist item a), Project construction has the potential to result in accidental spills or a release of chemicals. Additionally, the Project is within 0.25 mile of multiple school facilities. Construction activities would adhere to the 2018 Caltrans Standard Specifications for construction spill prevention (that is, Standard Specifications Section 13-2, Water Pollution Control Program). Therefore, the impact would be less than significant.

d) No Impact

The Project location is not on the Government Code Section 65962.5 list (Cortese List) and, therefore, would not create a significant hazard to the public or the environment. There would be no impact.

e) No Impact

The Project is not within an airport land use plan or within 2 miles of a public airport or public use airport. There would be no impact.

f) Less than Significant Impact

Within the Project footprint, SR 131 is identified as an emergency response and evacuation route for the communities of Tiburon, Belvedere, and the surrounding communities. During construction, delays are anticipated along SR 131 due to temporary lane closures for construction and staging activities. However, with

shifting of traffic and the use of one-way alternating traffic control, when necessary, access along SR 131 would be maintained throughout construction. A TMP, as identified in *Section 3.3.17, Transportation* (PF-TRF-1) would be developed during the design phase that would identify potential traffic delays, traffic management features, and alternative routes for traffic at the Project footprint. Emergency response times are not anticipated to change during construction because the TMP would provide priority to emergency vehicles during one-way alternating traffic control. In addition, the TMP is anticipated to provide instructions for response or evacuation in the event of an emergency at or adjacent to the Project footprint. Therefore, the Project would not conflict with emergency response or evacuation plans. The impact would be less than significant.

g) Less than Significant Impact

The Project footprint is entirely located in an area that is not subjected to very high fire hazard severity (CAL FIRE 2008). Therefore, the Project has little potential to expose workers to fire risks and hazards during construction. Construction of the Project also has the potential to increase the wildfire risk in the Project footprint through the introduction of construction materials to areas with existing high fire hazard risks and the potential to delay emergency response through the implementation of temporary lane closures. During the construction period, standard precautions to prevent fire incidents (such as, requiring the use of spark arrestors) would be implemented in accordance with the California Division of Occupational Safety and Health fire protection and prevention guidance. In addition, a TMP (PF-TRF-1) would be developed in coordination with CAL FIRE and the local fire protection districts prior to construction that would identify potential traffic delays and alternative routes. The TMP would maintain emergency access throughout construction and minimize potential delays to the extent feasible. Therefore, the Project would not introduce new or modified permanent features that would expose people or structures to a risk of loss, injury, or death involving wildland fires. Therefore, impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to hazards and hazardous materials. PF-HAZ-1 is presented in the following and in Appendix C.

- **PF-HAZ-1, Preliminary Site Investigations.** A preliminary site investigation (PSI) for aerially deposited lead, agricultural chemicals, and potential hazardous

materials concerns related to soil and groundwater would be conducted during the Project design phase to investigate soil within Project limits proposed to be excavated, encountered, or disturbed and managed. The findings of the preliminary site investigation would be used to evaluate soil and groundwater handling practices, construction worker health and safety concerns, and soil and groundwater reuse and disposal options. If hazardous materials are identified during the preliminary site investigation, additional investigation could be required. The results of the site investigation would determine the special provisions to be used in the final design package. The site investigation report would be included as part of the information handout made available as a part of the final design package.

3.3.10 Hydrology and Water Quality

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR HYDROLOGY AND WATER QUALITY

Caltrans investigated potential impacts on hydrology and water quality from the Project and prepared a *Location Hydraulic Study/Floodplain Analysis* (Caltrans 2021b) and *Water Quality Study Report* (Caltrans 2022c). This section summarizes the findings.

The Project is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (Region 2), which is responsible for implementation and enforcement of state laws and regulations concerning water quality. The Project is within the Bay Bridges Hydrologic Unit. In addition, the Project footprint is within the Corte Madera Creek – Frontal San Francisco Bay Watersheds and the Arroyo Corte Madera Del Presidio – Frontal San Francisco Bay Estuaries Sub-Watersheds. All waterways and stormwater within the Project footprint are ultimately discharged into the Richardson and San Francisco Bays; however, none of these existing water features within the Project footprint are listed as beneficial water bodies. The Richardson Bay, south of the Project footprint, is listed as a beneficial water body by the San Francisco Bay Regional Water Quality Control Board, and beneficial uses identified for the water feature include commercial and sport fishing, estuarine

habitat, industrial service supply, fish migration, navigation, preservation of rare and endangered species, contact/non-contact water recreation, shellfish harvesting, fish spawning, and wildlife habitat (Caltrans 2022c).

According to Federal Emergency Management Agency (FEMA) mapping, the Project footprint includes areas that are designated within Zones AE, Zone X, and Zone X with 0.2 Percent Annual Chance Flood Hazard. Zone X indicates areas between the limits of the base flood and the 0.2%-annual-chance (or 500-year) flood. Zone X with 0.2% Annual Chance Flood Hazard identifies areas of 1% annual chance flood with average depth less than 1 foot or with drainage areas of less than 1 square mile. Zone AE identifies area floodplains subject to 1% annual chance flood with known base elevation flood depths (FEMA 2020).

The Project footprint is within the San Francisco Bay Conservation and Development (BCDC) District jurisdictional boundary and, therefore, requires an analysis of future sea-level rise. The California Ocean Protection Council's *State of California Sea-Level Rise Guidance, 2018 Update* (OPC 2018) was used to assess future sea-level rise risk because it provides the most current accepted estimates for sea-level rise in California. Projected sea-level rise based on the Ocean Protection Council guidance at the nearest tide gauge (San Francisco), assuming a high emissions scenario to end of century (that is, the year 2100) with a 1-in-20 (5%) probability, indicates that sea-level rise within the Project vicinity would rise to meet or exceed 4.4 feet above current conditions. To analyze how this projected sea-level rise would affect the Project footprint, the [National Oceanic and Atmospheric Administration Sea Level Rise viewer](https://coast.noaa.gov/digitalcoast/tools/slr.html) (<https://coast.noaa.gov/digitalcoast/tools/slr.html>) and [Point Blue's Our Coast Our Future viewer](https://data.pointblue.org/apps/ocof/cms/index.php?page=flood-map) (<https://data.pointblue.org/apps/ocof/cms/index.php?page=flood-map>) were used to review SR 131 at the Project footprint.

a) Less than Significant Impact

The proposed Project is anticipated to primarily work within the existing paved areas of the Caltrans ROW along SR 131; however, the Project would result in a disturbed soil area of more than 1 acre and, therefore, the Project is subject to the Construction General Permit. Additionally, the Project is anticipated to result in the creation of approximately 0.022 acre of additional impervious surface within the Project footprint. Soil-disturbing activities and the staging of construction equipment within the Project footprint may result in potential temporary water quality impacts

associated with the release of fluids, construction debris, sediment, and litter beyond the Project footprint. Potential discharge of sediment and cement during construction has the potential to result in temporary impacts to receiving waterbodies including increased turbidity and pH. However, the implementation of construction BMPs including PF-WQ-1 through PF-WQ-3 have the potential to reduce temporary water quality impacts resulting from Project-related construction. Therefore, the Project would not substantially degrade surface water or groundwater quality. In addition, the Project is not expected to result in long-term impacts to water quality standards or exceed waste discharge requirements. Impacts would be less than significant.

b) No Impact

Neither construction nor operation of the Project would use groundwater. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded. There would be no impact.

c)(i) Less than Significant Impact

Temporary impacts on water quality have the potential to occur at disturbed soil areas during construction. The Project is anticipated to result in more than 1 acre of disturbed soil area, which, when within and adjacent to drainages, has the potential to result in the transport of sediment and other pollutants to adjacent wetland and riparian areas. However, the Project includes the replacement of drainage facilities within the Project facilities, and is anticipated to improve the existing drainage operations along SR 131 within the Project site. Additionally, implementation of construction BMPs (PF-WQ-1 through PF-WQ-3) would reduce temporary water quality impacts resulting from construction. Therefore, the Project would not result in substantial erosion or siltation. Impacts would be less than significant.

c)(ii) Less than Significant Impact

The Project would result in the addition of minor new impervious surfaces (0.022 acre). Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. With the implementation of PF-WQ-1 there would be a less than significant impact.

c)(iii) Less than Significant Impact

Similar to item c.ii), the Project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

c)(iv) Less than Significant Impact

The Project is within an existing 100-year floodplains as defined by FEMA flood hazard mapping at multiple locations within the Project footprint. Additionally, the Project is within the BCDC jurisdictional boundary and requires a sea-level rise analysis. After reviewing the entire SR 131 corridor using the National Oceanic and Atmospheric Administration Sea Level Rise viewer and Point Blue's Our Coast Our Future viewer tools described previously, Caltrans determined that the Project is also in an area subject to sea-level rise, and portions of the Project footprint may experience flooding impacts as a result of sea-level rise under low, moderate, and high potential sea-level rise conditions by the end of the century. Portions of the Project footprint along SR 131 at the SR 131/Greenwood Cove Drive have already been shown to flood under existing high tide and storm events. To reduce or prevent the effects of sea-level rise at the SR 131/Greenwood Cove Drive the Project would construct a concrete barrier along the eastbound shoulder of SR 131. The barrier at this location would reduce flooding of the travel lanes during existing and future flood events. With the implementation of PF-WQ-1 through PF-WQ-4, the Project would reduce the effects existing and anticipated flooding events within the Project footprint. There would be a less than significant impact.

d) Less than Significant Impact

The Project footprint is not located within a seiche or tsunami zone. The potential for flooding during the construction and operation of the Project would result in a risk of the release of pollutants due to Project inundation. With the incorporation of PF-WQ-1 through PF-WQ-4, and AMM-BIO-4 described in *Section 3.3.4, Biological Resources*, the Project would not result in the release of pollutants due to Project inundation identified. Impacts would be less than significant.

e) Less than Significant Impact

With the implementation of PF-WQ-1 through PF-WQ-4, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to hydrology and water quality. PF-WQ-1 through PF-WQ-4 are presented in the following and in Appendix C.

• **PF-WQ-1, Construction and Implementation of Best Management Practices.**

Erosion control BMPs would be included in the final Project plans, and Standard Special Provisions would be included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System permit. The Caltrans BMP Guidance Handbook (Caltrans 2017) would provide guidance for provisions to be included in the construction contract for measures to protect environmentally sensitive areas and avoid or minimize stormwater and non-stormwater discharges. Construction BMPs for stormwater may include, but are not limited to, the following:

- Construction tracking control practices
- Job site management
- Sediment control (fiber rolls and silt fencing)
- Waste management and materials pollution control
- Materials stockpile management
- Dust and wind erosion controls
- Non-stormwater management
- Water quality monitoring
- Maintaining and tuning construction vehicles and equipment approximately 50 feet away from known water features

- Locating designated fueling areas approximately 50 feet from downslope drainage facilities
- **PF-WQ-2, Water Pollution Control Program.** A Water Pollution Control Program would be prepared by the contractor and approved by Caltrans, pursuant to the 2018 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans Water Pollution Control Program Preparation Manual (Caltrans 2021d). The Water Pollution Control Program would be implemented prior to the beginning of construction.
- **PF-WQ-3, Temporary Stream Diversions.** Temporary stream diversions would be used when necessary for culvert replacements. If needed, stream diversions would be determined during the design phase of the Project.
- **PF-WQ-4, Permanent BMPs.** To minimize and avoid potential post-construction impacts on water quality, the Project would consider design pollution prevention BMPs. Design pollution prevention BMPs would be used to minimize runoff, maximize infiltration, maximize vegetation (depending on the location), and reduce erosion.

3.3.11 Land Use and Planning

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR LAND USE AND PLANNING

This analysis of potential impacts on land use and planning is based on a review of the *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (2010), and the *Town of Tiburon General Plan 2040* (2023).

The Project footprint is along the highly developed SR 131 corridor, which extends from unincorporated areas of Marin County in the west to the downtown portions of the Town of Tiburon and City of Belvedere in the east. The Project footprint and communities of Tiburon and Belvedere are within the northern portion of the San Francisco Bay, along a peninsula of land immediately north of Richardson Bay. Along the entire length of the Project footprint and SR 131 corridor, the roadway is typically lined with residential, commercial, recreation, and public/quasi-public developments. The Project footprint is outside of the California Coastal Zone but is within the BCDC jurisdictional boundary.

a) **No Impact**

The Project involves repairing, replacing, and improving approximately 4.6 miles of East Blithedale Avenue and SR 131, from approximately 1,000 feet west of the U.S. 101 interchange to PM 4.40 in the downtown area of the Town of Tiburon. The Project would not introduce a new road or barrier between communities. As discussed in Section 3.3.17, Transportation, access along SR 131 would be maintained throughout construction of the Project with the implementation of lane closures and traffic control. Therefore, there would be no impact.

b) **Less than Significant Impact**

Plans, policies, and regulations adopted to avoid or mitigate effects to environmental resources include the *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (2010), and the *Town of Tiburon General Plan 2040* (2023).

Marin Countywide Plan 2020

The *Marin Countywide Plan* was originally adopted in 2007 to integrate sustainability principles; address climate change; and link equity, economy, and the environment in its policies and programs. Since 2007, the General Plan has been amended four times, with the most recent amendment occurring in September 2013 (Marin County 2014)

The Project would be consistent with the overall goals and policy framework for the different categories established within the *Marin Countywide Plan* and includes PFs as necessary to protect resources established as valuable by the *Marin Countywide Plan*.

City of Belvedere General Plan 2030

The *City of Belvedere General Plan 2030* was originally adopted in June 2010 to develop decision-making policies in the City of Belvedere, in a manner consistent with the goals and quality of life desired by the City's residents.

The Project would be consistent with the overall goals and policy framework established within the *City of Belvedere General Plan 2030* and includes PFs as necessary to protect resources established as valuable in the document. The Project would comply with the relevant goal and policies identified in the *City of Belvedere General Plan 2030* Land Use section and presented in Table 3-2.

Table 3-2. City of Belvedere General Plan 2030 – Relevant Goals and Policies

Goal/Policy	Goal/Policy Description
Goal LU-1	Ensure that development maintains the unique character of Belvedere.
Policy LU-1.3	New construction is to be in harmony with existing development.
Policy LU-1.4	Views from public spaces of the Bay, San Francisco, and the mountains are to be retained wherever possible.
Policy LU-2.5	Review opportunities to repair or mitigate environmental hazards such as pyrophytic plants and trees, sub-standard retaining walls and foundations, hazardous site access and obstructions, and roadway repair at time of development review.
GOAL LU-5	Coordinate with neighboring jurisdictions to safeguard the integrity of Richardson Bay.

Town of Tiburon General Plan 2040

The *Town of Tiburon General Plan 2040* was adopted in May 2023 and supersedes the *Tiburon 2020 General Plan* adopted in 2005. The *Town of Tiburon General Plan 2040* is intended to be an overarching document that guides the growth and

development of Tiburon over the next 20 years, addressing issues like land use, housing, open space, conservation, parks and recreation, transportation, and environmental hazards.

The Project would be consistent with the overall goals and policy framework established within the *Town of Tiburon General Plan 2040* and includes PFs as necessary to protect resources established as valuable in the document. The Project would comply with the relevant goal and policies identified in the *Town of Tiburon General Plan 2040* Land Use section and presented in Table 3-3.

Table 3-3. Town of Tiburon General Plan 2040 – Relevant Goals and Policies

Goal/Policy	Goal/Policy Description
Goal LU-A	Manage growth and land use changes to preserve the health, safety, welfare, and natural beauty of the community.
Goal LU-B	Ensure that new development is sensitive to onsite and surrounding environmental resources and hazards, and can be adequately served by public infrastructure.
Goal LU-C	Address regional issues, such as transportation, infrastructure, housing, and adaptation to climate change, in coordination with neighboring cities, the county, and other governmental entities.
Policy LU-2, Infrastructure for New Development	Assure that sewer, water, and other essential infrastructure improvements are to the developer to serve new development by the time of completion of construction and that anticipated traffic levels are consistent with adopted Vehicle Miles Traveled standards. New development shall pay its fair share of essential expanded infrastructure to the maximum extent allowed by law.
Policy LU-3, Undergrounding of Utilities	Require the undergrounding of all utilities in new developments. Assist existing property owners who wish to establish local undergrounding districts.
Policy LU-7, View Preservation	Minimize the reduction of views, privacy, and solar access for neighboring properties. Locate and limit the height of new development and associated landscaping to interfere minimally with existing primary views.
Policy LU-8, Outdoor Lighting	Allow outdoor lighting for safety purposes, but limit excessive light spillover and glare.
Policy LU-13, Coordinated Planning	Coordinate the Town's land use and zoning plans with the County of Marin, Strawberry Community, the City of Belvedere, Town of Corte Madera, Marin Local Agency Formation Commission, and other agencies and jurisdictions to provide for more effective comprehensive planning.

BCDC San Francisco Bay Plan

The Project footprint lies within the BCDC jurisdictional boundaries, and Project components and impacts within these boundaries are subject to review according to the *BCDC San Francisco Bay Plan* (Bay Plan)(BCDC 2020). The McAteer-Petris

Act directs the BCDC to exercise its authority to issue or deny permit applications for placing fill, extracting material, or changing use of any land, water, or structure within the BCDC's jurisdiction in conformity with the provisions and policies of both the McAteer-Petris Act and the Bay Plan. Additionally, the Project footprint falls within the *Richardson Bay Special Area Plan* (BCDC 1984) area, which is an amendment to the Bay Plan that applies the Bay Plan policies in greater detail to the area covered by the Special Area Plan.

The policies that are relevant to the Project and are established by the *BCDC San Francisco Bay Plan* and the *Richardson Bay Special Area Plan* are presented in Table 3-4 and Table 3-5, respectively.

Table 3-4. BCDC San Francisco Bay Plan – Relevant Objectives and Policies

Objectives/Policy	Objectives/Policy Description
Objective 1	Protect the Bay as a great natural resource for the benefit of present and future generations.
Objective 2	Develop the Bay and its shoreline to their highest potential with a minimum of Bay filling.
Policy 2 – Fish, Other Aquatic Organisms and Wildlife	Native species, including candidate, threatened, and endangered species; species that CDFW, NMFS, and/or USFWS have listed under the California or federal Endangered Species Act; and any species that provides substantial public benefits, as well as specific habitats that are needed to conserve, increase, or prevent the extinction of these species, should be protected, whether in the Bay or behind dikes. Protection of fish, other aquatic organisms, and wildlife and their habitats may entail placement of fill to enhance the Bay's ecological function in the near-term and to ensure that they persist into the future with sea-level rise.
Policy 4 – Fish, Other Aquatic Organisms and Wildlife	The Commission should: a. Consult with the CDFW, and USFWS or NMFS, whenever a proposed project may adversely affect an endangered or threatened plant, fish, other aquatic organism or wildlife species; b. Not authorize projects that would result in the "taking" of any plant, fish, other aquatic organism or wildlife species listed as endangered or threatened pursuant to the state or federal Endangered Species Acts, or the federal Marine Mammal Protection Act, or species that are candidates for listing under these acts, unless the project applicant has obtained the appropriate "take" authorization from USFWS, NMFS, or CDFW; and c. Give appropriate consideration to the recommendations of CDFW, NMFS, or USFWS to avoid possible adverse effects of a proposed project on fish, other aquatic organisms, and wildlife habitat.
Policy 1 – Water Quality	Bay water pollution should be prevented to the greatest extent feasible. The Bay's tidal marshes, tidal flats, and water surface area and volume should be conserved and, whenever possible, restored

Objectives/Policy	Objectives/Policy Description
	and increased to protect and improve water quality. Freshwater inflow into the Bay should be maintained at a level adequate to protect Bay resources and beneficial uses.
Policy 2 – Water Quality	Water quality in all parts of the Bay should be maintained at a level that will support and promote the beneficial uses of the Bay as identified in the San Francisco Bay Regional Water Quality Control Board's Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin and should be protected from all harmful or potentially harmful pollutants. The policies, recommendations, decisions, advice, and authority of the State Water Resources Control Board and the Regional Board, should be the basis for carrying out the San Francisco Bay Conservation and Development Commission's water quality responsibilities.
Policy 3 – Water Quality	New projects should be sited, designed, constructed, and maintained to prevent or, if prevention is infeasible, to minimize the discharge of pollutants into the Bay by (a) controlling pollutant sources at the project site; (b) using construction materials that contain non-polluting materials; and (c) applying appropriate, accepted, and effective best management practices, especially where water dispersion is poor and near shellfish beds and other significant biotic resources.
Policy 4 – Water Quality	When approving a project in an area polluted with toxic or hazardous substances, the San Francisco Bay Conservation and Development Commission should coordinate with appropriate local, state, and federal agencies to ensure that the project will not cause harm to the public, to Bay resources, or to the beneficial uses of the Bay.
Policy 6 – Water Quality	To protect the Bay and its tributaries from the water quality impacts of non-point source pollution, new development should be sited and designed consistent with standards in municipal stormwater permits and state and regional stormwater management guidelines, where applicable, and with the protection of Bay resources. To offset impacts from increased impervious areas and land disturbances, vegetated swales, permeable pavement materials, preservation of existing trees and vegetation, planting native vegetation, and other appropriate measures should be evaluated and implemented where appropriate.
Policy 7 – Water Quality	Whenever practicable, native vegetation buffer areas should be provided as part of a project to control pollutants from entering the Bay; and vegetation should be substituted for rock riprap, concrete, or other hard surface shoreline and bank erosion control methods where appropriate and practicable.
Policy 3 – Tidal Marshes and Tidal Flats	Projects should be sited and designed to avoid, or if avoidance is infeasible, minimize adverse impacts on any transition zone present between tidal and upland habitats. Where a transition zone does not exist and it is feasible and ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats.
Policy 1 – Shell Deposits	Filling or diking that adversely affects known shell deposits should be allowed only for purposes of providing more public benefit than the availability of the shells.
Policy 3 – Climate Change	To protect public safety and ecosystem services, within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects—other than repairs of existing facilities, small projects that do not increase risks to public safety, and interim projects and infill projects within existing urbanized areas—should be designed to be resilient to mid-century

Objectives/Policy	Objectives/Policy Description
	sea-level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea-level rise at the end of the century.
Policy 5 – Climate Change	Wherever feasible and appropriate, effective, innovative sea-level rise adaptation approaches should be encouraged.
Policy 7 – Climate Change	Until a regional sea-level rise adaptation strategy can be completed, the San Francisco Bay Conservation and Development Commission should evaluate each project proposed in vulnerable areas on a case-by-case basis to determine the project's public benefits, resilience to flooding, and capacity to adapt to climate change impacts. The following specific types of projects have regional benefits, advance regional goals, and should be encouraged, if their regional benefits and their advancement of regional goals outweigh the risk from flooding: a. Remediation of existing environmental degradation or contamination, particularly on a closed military base; b. A transportation facility, public utility, or other critical infrastructure that is necessary for existing development or to serve planned development; c. A project that will concentrate employment or housing near existing or committed transit service (whether by public or private funds or as part of a project), particularly within those Priority Development Areas that are established by the Association of Bay Area Governments and endorsed by the San Francisco Bay Conservation and Development Commission, and that includes a financial strategy for flood protection that will minimize the burdens on the public and a sea-level rise adaptation strategy that will adequately provide for the resilience and sustainability of the project over its designed lifespan; and d. A natural resource restoration or environmental enhancement project. The following specific types of projects should be encouraged if they do not negatively impact the Bay and do not increase risks to public safety: a. Repairs of an existing facility; b. A small project; c. A use that is interim in nature and either can be easily removed or relocated to higher ground or can be amortized within a period before removal or relocation of the proposed use would be necessary; and d. A public park.
Policy 8 – Climate Change	To effectively address sea-level rise and flooding, if more than one government agency has authority or jurisdiction over a particular issue or area, project reviews should be coordinated to resolve conflicting guidelines, standards, or conditions.
Policy 1 – Transportation	Because of the continuing vulnerability of the Bay to filling for transportation projects, the San Francisco Bay Conservation and Development Commission should continue to take an active role in Bay Area regional transportation and related land use planning affecting the Bay, particularly to encourage alternative methods of transportation and land use planning efforts that support transit and that do not require fill. The Metropolitan Transportation Commission, Caltrans, the California Transportation Commission, the Federal Highway Administration, county congestion management agencies,

Objectives/Policy	Objectives/Policy Description
	and other public and private transportation authorities should avoid planning or funding roads that would require fill in the Bay and certain waterways.
Policy 4 – Transportation	Transportation projects on the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails. Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline.
Policy 1 – Appearance, Design, and Scenic Views	To enhance the visual quality of development around the Bay and to take maximum advantage of the attractive setting it provides, the shores of the Bay should be developed in accordance with the Public Access Design Guidelines.
Policy 2 – Appearance, Design, and Scenic Views	All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore. To this end, planning of waterfront development should include participation by professionals who are knowledgeable of the San Francisco Bay Conservation and Development Commission's concerns, such as landscape architects, urban designers, or architects, working in conjunction with engineers and professionals in other fields.
Policy 4 – Appearance, Design, and Scenic Views	Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to have an impact visually on the Bay and shoreline. In particular, parking areas should be located away from the shoreline. However, some small parking areas for fishing access and Bay viewing may be allowed in exposed locations.
Policy 8 – Appearance, Design, and Scenic Views	Shoreline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay. Developments along the shores of tributary waterways should be Bay-related and should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay.

Table 3-5. Richardson Bay Special Area Plan – Relevant Objectives and Policies

Objectives/Policy	Objectives/Policy Description
Policy 2 – Aquatic and Wildlife Resources	Future shoreline developments adjacent to mud flats or tidal or diked marshes should provide a natural landscaped buffer area between the development and the shoreline. The buffer area should be a minimum of 20 to 40 feet wide, depending on the sensitivity of the wildlife and the density and intensity of development, and should be planted with native shrubs and trees such as coyote brush, toyon, and coast live oak.
Policy 5 – Aquatic and Wildlife Resources	Any development within Richardson Bay should avoid destruction of marshes, mud flats, shellfish beds, and eelgrass beds. If such losses are unavoidable, the project should be authorized only if the minimum amount of habitat disturbance necessary to accomplish the purpose of the project occurs and the habitat loss is mitigated to the fullest extent. Mitigation should be within Richardson Bay, preferably at the development site, or if that is not feasible, at a site

Objectives/Policy	Objectives/Policy Description
	identified in the Tidal Restoration and Marsh Enhancement section of the Special Area Plan.
Policy 1 – Water Quality	Bay water pollution should be prevented to the greatest extent feasible. The Bay's tidal marshes, tidal flats, and water surface area and volume should be conserved and, whenever possible, restored and increased to protect and improve water quality. Freshwater inflow into the Bay should be maintained at a level adequate to protect Bay resources and beneficial uses.
Policy 3 – Water Quality	Local governments should continue to carry out the urban runoff control measures recommended in the Marin County Surface Runoff Management Plan to the maximum extent feasible. Bayside parking areas should be designed and constructed so that pollutants are retained on land and not washed into Bay waters.
Policy 5 – Water Quality	The local governments should adopt erosion and sediment control ordinances and regulatory programs that are consistent with applicable provisions of the Association of Bay Area Governments' Manual of Standards for Erosion and Sediment Control Measures as required by the Regional Water Quality Control Board. The ordinances should (a) either prohibit grading during the rainy season (October 15 – April 15) or provide that grading during the rainy season be authorized only when the local government determines that at no stage of the work will there be any substantial risk of increased sediment discharge from the site; (b) require that all erosion and sediment control measures be installed and operable by the first of October; and (c) provide an exception to (a) and (b) above in emergency situations.
Policy 6 – Water Quality	The San Francisco Bay Conservation and Development Commission should include erosion and sediment control conditions in its Richardson Bay permits involving shoreline work consistent with applicable provisions of the Association of Bay Area Governments' Manual of Standards of Erosion and Sediment Control Measures and (a) prohibit grading in the Richardson Bay shoreline band during the rainy season (October 15 – April 15) except when the San Francisco Bay Conservation and Development Commission determines that at no stage of the work will there be any substantial risk of increased sediment discharge from the site; and (b) require installation of all erosion and sediment control measures by the first of October. The San Francisco Bay Conservation and Development Commission should make an exception to the requirements of (a) and (b) above when grading is required in emergency situations.
Policy 6 – Water Quality	To protect the Bay and its tributaries from the water quality impacts of non-point source pollution, new development should be sited and designed consistent with standards in municipal stormwater permits and state and regional stormwater management guidelines, where applicable, and with the protection of Bay resources. To offset impacts from increased impervious areas and land disturbances, vegetated swales, permeable pavement materials, preservation of existing trees and vegetation, planting native vegetation, and other appropriate measures should be evaluated and implemented where appropriate.
Policy 2 – Public Access, Views, and Vistas	Maximum feasible public access to and along the Richardson Bay shoreline should be provided as part of each shoreline or water area development consistent with the project. Such areas would include continued development of the pedestrian promenade on the Bay side of existing buildings in downtown Tiburon. The access areas should be connected to existing adjacent public access areas, public park and open space facilities, and public ROW; be related to

Objectives/Policy	Objectives/Policy Description
	the adjacent uses; and be designed, constructed, and maintained to indicate their public nature. If there is no public access on adjacent land, but could reasonably be expected to be provided in the future as part of a development, the public access design should provide for connection to the future adjacent access area. In cases where public access at the project site would be inconsistent because of public safety considerations or significant use conflicts, access should be provided offsite, in nearby areas. Special consideration should be given in the design of public access areas in marinas where houseboats and live-aboards will be moored to assure that the private residential use does not interfere with the public access use of the marina shoreline.
Policy 4 - Public Access, Views, and Vistas	Public access areas should be landscaped, and appropriate amenities such as seating, lighting, trash containers, drinking fountains, and restrooms should be provided where appropriate. These facilities should be maintained as part of the project, and clear and visible signing of the public access area should be provided. Adequate public parking and access facilities for the handicapped should be provided for public use of the access area.
Policy 5 - Public Access, Views, and Vistas	Pedestrian and bicycle paths should be separated wherever possible. Access paths for pedestrian use only should be a minimum of 6 feet in width, and paths designed for bicycle use only should be a minimum of 10 feet in width wherever such widths are feasible. Paths designed for joint pedestrian and bicycle use should be 13 feet in width wherever possible.
Policy 9 – Public Access, Views, and Vistas	All local, regional, and state agencies should work together to provide new public access and parks, especially to link the existing shoreline parks and public access areas to the extent feasible without additional filling in the Bay or adversely affecting natural resources.
Policy 10 – Public Access, Views, and Vistas	In all shoreline development, the siting and height of all buildings and placement of landscaping should maintain views and vistas of Richardson Bay, Mount Tamalpais, and San Francisco through the project from major roadways, vista points, and the shoreline. All development should be subject to design review processes.
Policy 11 – Public Access, Views, and Vistas	The public should have a clear visual link between public thoroughfares and shoreline public access areas so that the public nature of shoreline access areas is clear.
Policy 13 – Public Access, Views, and Vistas	Publicly-owned lands that provide views or vistas of the Bay, such as streets, walkways, and ROWs, should be designated as view corridors.
Policy 14 – Public Access, Views, and Vistas	Plant materials for shoreline landscaping should be selected and sited to dramatize and enhance views of the water for shoreline users. The plant materials used should have demonstrated capacity to thrive with minimum maintenance under high wind speed, high atmospheric salt content, a highly saline water table, and poor subsurface soil with varying drainage capabilities. Whenever possible, native plant materials should be used.

As discussed previously, the proposed Project would be consistent with the *Marin Countywide Plan*, *City of Belvedere General Plan 2030*, *Town of Tiburon General*

Plan 2040, BCDC San Francisco Bay Plan, and Richardson Bay Special Area Plan.
Impacts would be less than significant.

3.3.12 Mineral Resources

Would the Project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR MINERAL RESOURCES

This section describes mineral resources and potential impacts on these resources that could result from construction and operation of the proposed Project.

According to the *Marin Countywide Plan*, current mineral extraction within the county is largely limited to fine sand and gravel. Eight sites in Marin County have been designated by the State as having significant mineral resources for the North Bay region. An additional four sites have been identified by Marin County and permitted as mineral resource extraction sites (Marin County 2014). One state-designated mineral resource site (Ring Mountain) is within the vicinity of the Project site; however, this site is considered a Scientific Resource Zone and, therefore, no mineral resource production occurs at this site (Marin County 2014). The Mineral Resource Zone (MRZ) Map for Concrete Aggregate in Marin County (Miller and Busch 2013) indicates the Project footprint is in an MRZ-3, indicating there are no known significant resources deposits present.

a) No Impact

No important mineral deposits, MRZs, or existing or previous mines are within the Project footprint. Because there are no mineral resources or resource protection zones in the Project footprint, there would be no loss of availability of known mineral resources. Because construction and operation of the proposed Project would not affect access to a known aggregate resource area, there would be no impact on the availability of a known mineral resource that would be of value to the region and the residents of the state.

b) No Impact

The Project footprint is not located near any mineral resource areas identified in the *Marin Countywide Plan* or located within a known aggregate resource MRZ (Marin

County 2014, Miller and Busch 2013). Therefore, construction and operation of the Project would not affect the availability of locally important mineral resources, and there would be no impact.

3.3.13 Noise

Would the Project result in:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR NOISE

This section describes the potential impacts that have the potential to result from noise associated with construction and operation of the Project. Information in this section is based on the Construction Noise Analysis conducted by Caltrans for the Project (Caltrans 2022a).

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) was used to estimate the noise levels during construction. Vehicles and equipment likely to be used during each phase of construction were input into RCNM to estimate the maximum (L_{max}) and the average hourly noise levels (L_{eq}) at various distances.

Construction activities proposed by the Project, including pavement rehabilitation, guardrail replacement, and the proposed culvert replacement were analyzed in the RCNM. Construction equipment used described in Chapter 2, Project Description, were input into the RCNM to estimate the L_{max} and L_{eq} noise levels at the nearby residences (Caltrans 2022a).

The 2022 Caltrans Standard Specifications, Section 14-8.02, Noise Control, states that L_{max} is not to exceed 86 A-weighted decibels (dBA) at 50 feet from the job site between 9 p.m. and 6 a.m. Using the Google Maps measuring tool, it was determined there are sensitive receptors within 50 feet from the jobsite activities that would perceive noise greater than 86 dBA between 9:00 p.m. and 6:00 a.m. Land uses surrounding the Project footprint include residences, commercial properties, undeveloped land, school facilities, parks and recreation facilities, and public/quasi-public developments.

a) Less than Significant Impact

Noise from construction activities may intermittently dominate the environment in the immediate area of the Project location. Based on the results of noise modeling conducted for the Project in the Construction Noise Analysis Memo (Caltrans 2022a), the operations producing the most noise would be drainage restoration and upgrading curb ramps, which would produce L_{max} of 88.9 dBA and 89.6 dBA at 50 feet, respectively. As the loudest activities proposed for Project construction, these activities would be avoided at night, between 9 p.m. and 6 a.m., to avoid impacts to nearby residences.

Noise levels generated during construction would be a function of the individual pieces of construction equipment, the type and amount of equipment operating at any given time, the timing and duration of construction activities, and the proximity of nearby sensitive receptors. Construction noise would result primarily from operation of heavy construction equipment and the arrival and departure of heavy-duty trucks. Table 3-4 lists noise levels for common activities, allowing readers to compare the actual and predicted highway noise levels discussed in this section with construction activities.

Table 3-4. Summary Construction Noise Results from RCNM

Address	Receptor Distance (ft)	Pavement Rehabilitation		Drainage Restoration		Upgrading Curb Ramps		Upgrading Guardrails	
		Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)
Locations at 50 feet	50	83.4	81.6	88.9*	84.6*	89.6*	86.3*	85.2	84.3
Locations at 100 feet	100	77.4	75.6	82.9	78.6	86.3	80.3	79.2	78.3

xx.x* – Receptor exceeding 86 dBA

The residences near the proposed construction activities may be exposed to elevated noise levels during construction. Sensitive receptors would be exposed to elevated noise levels intermittently for short periods of time (that is, days or weeks), depending on the work required. The implementation of AMM-NOI-1 and AMM-NOI-2 would reduce the temporary impacts of construction noise in excess of applicable Caltrans standards.

The Project would not permanently affect the operations on SR 131. Traffic volumes, composition, and speeds would generally remain the same along the Project corridor. The Project would not result in operational noise or generate noise levels in excess of thresholds. The impact would be less than significant.

b) Less than Significant Impact

Construction activities, particularly drainage restoration, bore-hole drilling, and upgrading of curb ramps, would have the potential to generate ground-borne vibration. However, no substantial vibration-inducing construction activities, such as pile-driving or blasting, are proposed for the Project. Given the intermittent and temporary nature of construction activities, assuming that standard construction equipment and techniques would be employed, Project construction would not expose persons to or generate excessive ground-borne vibration or ground-borne noise. This impact would be less than significant.

c) No Impact

There are no airports or private airstrips within a 2-mile vicinity of the Project footprint. There would be no impact.

Project Features

Caltrans would incorporate standard PFs into the Project to offset impacts to noise. PF-NOI-1 and PF-NOI-2 are discussed here and summarized in Appendix C.

- **PF-NOI-1, Public Outreach.** Public outreach would be required before Project construction and throughout Project construction to update residents, businesses, and others with upcoming Project activities and timeframe. Public outreach could entail a public meeting, sending notices to nearby residents, notifying the City, and posting a notice on the Project website.

- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:
 - Any operation exceeding 86 dBA would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m.
 -
 - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.
 - If feasible, use solar or electricity as a power source instead of diesel generators.
 - Avoid unnecessary idling of internal combustion engines.
 - Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.
 - Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - Use “quiet” air compressors and other “quiet” equipment where such technology exists.
 - No construction equipment would be delivered and dropped off before 6:00 a.m.
 - Maintain all internal combustion engines properly to minimize noise generation.

Avoidance and Minimization Measures

AMM-NOI-1, as presented in the following and in Appendix C, would avoid or minimize potential impacts to noise within the Project footprint:

- **AMM-NOI-1, Noise Control and Monitoring.** The Contract Specifications would include a Special Provision requiring Noise Monitoring and Control, which

would include providing public outreach or a communication plan for residents, businesses, and others regarding upcoming construction-related activities and Project schedule.

3.3.14 Population and Housing

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR POPULATION AND HOUSING

This section describes population and housing, and the potential impacts that could result from construction and operation of the proposed Project. Information in this section is based on the 2020 United States Census, *Marin Countywide Plan*, Marin County Zoning Ordinance, *Tiburon 2040 General Plan*, and Tiburon Zoning Ordinance.

The Project footprint is primarily within the Town of Tiburon and City of Belvedere. According to the United States Census Bureau, the population of the Town of Tiburon was 9,144 in 2019, while the City of Belvedere was 2,134, and Marin County as a whole was 259,943 (United States Census Bureau 2022). As of 2020, there were approximately 111,564 housing units in Marin County, and there were only 4,047 and 1,060 homes in the Town of Tiburon and City of Belvedere, respectively (United States Census Bureau 2020).

a) No Impact

The proposed Project footprint would be located primarily within Caltrans ROW along SR 131, and the proposed Project would not include the construction of any residential structures. The Project proposes to rehabilitate and add new pavement, construct Class II and IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Implementation of the Project would not result in a new or different type of use for the area, nor would the Project create or improve any infrastructure serving the site or region that could lead to substantial unplanned population growth. The proposed Project is consistent with the *Marin Countywide Plan*, *Town of Tiburon General Plan 2040*, and *City of Belvedere General Plan 2030*; and no modification of land use and

development policies would be necessary to implement the Project components. Therefore, the proposed Project would have no impact.

b) No Impact

There are no people or housing units within the proposed Project footprint. However, multiple residences are present along SR 131 adjacent to the Project footprint. Construction of the proposed Project would take place primarily within the existing roadways and Caltrans ROWs, and would not displace any people or housing, there would be no impact.

3.3.15 Public Services

Would the Project:

Question	CEQA Determination
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	Less than Significant Impact
Police protection?	Less than Significant Impact
Schools?	Less than Significant Impact
Parks?	Less than Significant Impact
Other public facilities?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR PUBLIC SERVICES

This section describes public services and potential impacts on such resources that have the potential to result from construction and operation of the Project. Fire protection districts provide services through revenues from property taxes. The Project footprint is protected by both the Tiburon Fire Protection District (Stations 10 and 11) and the South Marin Fire Protection District (Stations 7 and 9). The Tiburon Fire Protection District encompasses the jurisdictional boundaries of the Town of Tiburon and City of Belvedere communities, as well as the remaining unincorporated portions of the Tiburon Peninsula (Tiburon Fire Protection District 2023). The South Marin Fire Protection District serves unincorporated portions of southern Marin County as well as the communities of Tamalpais Valley, Almonte, Homestead Valley, Alto, Strawberry, Tiburon, Sausalito, Fort Baker, and Marin Headlands (Southern Marin Fire Protection District 2023).

Police protection within the footprint is provided by the Tiburon Police Department, Belvedere Police Department, and Marin County Sheriff's Department. The Tiburon Police Department Station is adjacent to the proposed Project footprint, at 1155 Tiburon Boulevard, Tiburon, CA 94920 (Tiburon Police Department 2023). The Belvedere Police Department Station is approximately 0.5 mile south of the Project footprint, at 450 San Rafael Avenue, Belvedere, CA 94920 (Belvedere Police Department 2023). The closest Marin County Sheriff station to the Project is 2 miles south of the SR 131/U.S. 101 interchange, at 850 Drake Avenue, Sausalito, CA 94965 (Marin County Sheriff's Office 2023).

There are multiple schools within the 2-mile vicinity of the Project, including four elementary schools, four middle schools, one high school, and approximately five private education facilities. Two schools, Reed Elementary and Del Mar Middle School, are directly adjacent to the Project footprint.

The Project footprint is adjacent to multiple parks and recreation facilities, including Blackie's Pasture Park, Tiburon Dog Park, Tiburon Peninsula Historical Trail, and Tiburon Linear Park. Detailed descriptions of parks and recreation facilities in the vicinity of and affected by the Project are included in the Appendix F, Section 4(f) Analysis.

a) Less than Significant Impact

The Project involves repairing, replacing, and improving approximately 4.6 miles of East Blithedale Avenue and SR 131, and would not result in an increased demand for fire or police protection. The Project has the potential to result in temporary traffic delays during construction that would potentially affect the deployment of emergency services. However, the Project would include preparation and implementation of a TMP (PF-TRF-1) that would follow Caltrans' TMP guidelines. Additionally, the TMP would require coordination with emergency service providers to ensure that emergency routes are not impeded and that delays at the proposed lane closures are minimized to the extent feasible.

As a capital improvement project, the Project would not result in an increased demand for space in schools, parks, or public facilities in the area. Any changes to park access as a result of the proposed lane closures or presence of construction activities during construction would be temporary, and implementation of the TMP would maintain access to the parks throughout construction. Impacts on public services are less than significant.

3.3.16 Recreation

Would the Project:

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant

CEQA SIGNIFICANCE DETERMINATIONS FOR RECREATION

This section describes recreation and potential impacts on such resources that have the potential to result from construction and operation of the Project. SR 131 within the Project footprint passes along or near a variety of parks and recreational areas that are frequented by residents of the nearby communities of both Tiburon and Belvedere, as well as regional recreational users.

As is described in detail in the Section 4(f) Analysis prepared for the Project (Caltrans 2023e), the Project footprint is adjacent to multiple parks and recreation facilities, including Blackie's Pasture Park, Tiburon Dog Park, Tiburon Peninsula Historical Trail, and Tiburon Linear Park. Additionally, there are many more recreational and park facilities within the 2-mile vicinity of the Project footprint, particularly near the Middle and Eastern Project Segments.

a, b) Less than Significant Impact

The Project would not increase demand for recreational facilities. Furthermore, it would not result in the deterioration of parks or recreational facilities. The Project would not include the construction of park or recreational facilities or the expansion of such facilities. Any changes to park access as a result of the proposed lane closures or presence of construction activities would be temporary, and implementation of the TMP (PF-TRF-1) identified in *Section 3.3.17, Transportation*, would maintain access to the park throughout construction. Therefore, there would be a less than significant impact.

3.3.17 Transportation

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR TRANSPORTATION

This section describes transportation and circulation and the potential impacts that have the potential to result from construction and operation of the Project. In the Project footprint, SR 131 consists of a two- to four-lane freeway facility, with 11-foot-wide travel lanes and variable-width shoulders. The Project would maintain all existing non-standard roadway features, including design speed, lane and shoulder width, curve radius, cross slope, super-elevation rate, maximum grade, and sight distance.

Average daily traffic along eastbound SR 131 within the Project limits was recorded to be approximately 15,400 vehicles in 2016, and the average westbound SR 131 Average daily traffic was recorded to be approximately 16,600 in the same year (TAM 2017).

According to the *2016 Tiburon Bicycle and Pedestrian Plan*, there are existing Class I Class II, and Class III bicycle facilities located within and parallel to the Middle and Eastern Project Segments. Additionally, the *2016 Tiburon Bicycle and Pedestrian Plan* identifies proposed Class II bicycle lanes along SR 131 from the U.S. 101 Interchange to Trestle Glen Boulevard (Town of Tiburon 2016).

Marin Transit runs Route 219 along SR 131, which connects the U.S. 101 at the Strawberry Village Shopping Center to Tiburon Ferry Terminal, 7 days a week.

No park-and-ride facilities exist within the Project limits.

a) Less Than Significant Impact

Improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the SHOPP Program and current ADA standards for the corridor. In addition, as discussed in Section 3.3.11, Land Use and Planning, the Project objectives are consistent with statewide, regional, and local planning efforts, such as the *Plan Bay Area 2050*, *Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area* (ABAG and MTC 2021). The Project is also consistent with *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (City of Belvedere 2010), and the *Town of Tiburon General Plan 2040* (Town of Tiburon 2023). Additionally, the Project would result in the relocation of one Marin Transit Authority bus stop that is currently located along the eastbound shoulder of the SR 131/Strawberry Drive intersection. Implementation of PF-TRF-1 would ensure that bicycle access and transit service would be maintained during construction. There would be a less than significant impact.

b) No Impact

The Project would not result in an increase in vehicle miles traveled. There would be no impact.

c) No Impact

The Project is a capital preventive maintenance project that replace, upgrade, and rehabilitate infrastructure along SR 131, including asphalt pavement, guardrails, lighting and traffic signals, and signage. The Project would not increase hazards because of a geometric design feature. The Project does not include any design features or Project components that would substantially increase hazards. There would be no impact.

d) Less than Significant Impact

As described under Section 3.3.9, Hazards and Hazardous Materials, and Section 3.3.15, Public Services, Project construction has the potential to result in temporary delays from the use of lanes closures and traffic control along SR 131. However, access on SR 131 would be maintained throughout the Project footprint. A TMP, as

described in PF-TRF-1, would be developed prior to construction that would identify potential traffic delays and alternative routes. In addition, the TMP would maintain emergency access throughout construction and minimize potential delays to the extent feasible. Therefore, the Project would not result in inadequate emergency access. The impact would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset anticipated impacts to transportation and traffic. PF-TRF-1 is presented in the following and in Appendix C.

- **PF-TRF-1, Traffic Management Plan.** A TMP would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint. Temporary traffic barriers or traffic cones would be used to separate the open lanes from the closed lanes.

3.3.18 Tribal Cultural Resources

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

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less than Significant
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than Significant

CEQA SIGNIFICANCE DETERMINATIONS FOR TRIBAL CULTURAL RESOURCES

This section describes tribal cultural resources and impacts that have the potential to result from construction and operation of the Project. Formal notification under Assembly Bill 52 began with the Native American consultation initiation letters sent to the following individuals and tribes on December 8, 2021:

- Federated Indians of the Graton Rancheria (FIGR)
- Guidiville Indian Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

Caltrans received a response from FIGR on December 15, 2022, requesting formal consultation. Caltrans PQS staff met with FIGR representatives on January 18, 2022, March 11, 2022, and December 14, 2022, to discuss the Project and existing concerns. Additionally, during the December 14, 2022, meeting, FIGR representatives and the Caltrans team discussed the Project elements, the anticipated field investigation plan, and a plan for the curation of artifacts discovered by the Project. During this meeting, it was determined that curation of artifacts would need to be determined through the development of a Post-review Discovery Plan (MM-CUL-2) prior to construction. FIGR tribal monitors were present for the archaeological testing conducted in April 2023, and copies of testing results have been shared with FIGR as part of the ongoing consultation process.

a, b) Less than Significant Impact

As reviewed in Section 3.3.5, Cultural Resources, multiple previously recorded historical resources are within the Project footprint, including two resources eligible for listing in the California Register of Historical Resources and awaiting concurrence by the SHPO. Additionally, Section 3.3.5, Cultural Resources, identifies that the Project footprint is considered to contain a mix of areas with low to high sensitivity for buried archaeological resources. Caltrans has identified PF-CUL1 and PF-CUL2 to address the potential for unanticipated discovery of cultural resources within the Project footprint, which call for stopping work in the event of an accidental discovery. Additionally, the Project would implement AMM-CUL-1 through AMM-CUL-3 to avoid and minimize potential impacts on tribal cultural resources, resulting in less than significant impacts.

3.3.19 Utilities and Service Systems

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR UTILITIES AND SERVICE SYSTEMS

This section describes the potential impacts on utilities and service systems that have the potential to result from Project construction and operation. Utility verification (that is, potholing) may be required for the Project. If required, utility verification would occur during the final design phase. Utility relocations would occur prior to the beginning of construction.

a) Less than Significant Impact

The Project is not anticipated to result in construction of new or expanded utilities. However, during construction existing utilities would be temporarily relocated and potholing would be conducted to determine if unknown utilities are in the construction zone and need to be relocated. Any potential relocations would be handled on an as-needed basis, in coordination with the utility owner, to avoid and minimize interruptions in service (AMM-UT-1). This impact would be less than significant.

b) No Impact

The Project would require water only during construction. Water for construction would be provided by water trucks. Therefore, the Project would not require any additional permanent water supplies, and there would be no impact.

c) No Impact

The Project would not result in a change with respect to demand for wastewater treatment. Therefore, there is no impact.

d and e) Less than Significant Impact

Any solid waste produced by the Project would be limited to the construction period and the removal of existing culverts. All solid waste created during construction would be hauled away and disposed of according to state and local standards and would not exceed the capacity of any local infrastructure. No solid waste would be generated by the Project after construction. This impact would be less than significant.

Avoidance and Minimization Measures

Caltrans would incorporate AMM-UT-1 in the Project to avoid or minimize potential impacts to utilities.

- **AMM-UT-1, Utility Notifications.** Caltrans would notify all affected utility companies of the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

3.3.20 Wildfire

If located in or near state responsibility areas (SRAs) or lands classified as Very High Fire Hazard Severity Zones, would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR WILDFIRE

This section describes impacts related to wildfire that could result from the proposed Project. Information in this section is based on the *California Fire and Resource Management Program 2017 Assessment Report* (CAL FIRE 2017) and the *Marin Countywide Plan* (Marin County 2014).

The proposed Project would be within an urban and developed portion of Marin County and the Town of Tiburon. According to CAL FIRE, the Project area is located entirely within the local responsibility area (LRA) of Marin County and local fire jurisdictions. According to the CAL FIRE 2008 LRA Map for Marin County, the Project footprint would be located entirely within areas zoned as not subjected to very high fire hazard severity (Non-VHFHSZ). According to the CAL FIRE 2007 LRA Map for Marin County, the majority of the Project footprint is Unzoned for wildfire hazards; and small areas at approximate PMs 0.4, 1.9, 2.6, 3.4, and 4.0 are within moderate and high fire hazard severity zones (CAL FIRE 2007a, CAL FIRE 2007b). According to the Office of the State Fire Marshal, areas with low to moderate wildfire hazards are classified as Unzoned (Office of the State Fire Marshal 2023). Therefore, wildfire hazards in the Unzoned portion of the LRA within the Project footprint are determined to be unlikely.

a) Less than Significant Impact

The Project proposes to rehabilitate and add new pavement, construct Class II and IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems along SR 131 from PM 0.00 to 4.40. Construction of the proposed Project would introduce additional vehicles and truck traffic along local roadways within the footprint and would require partial lane and shoulder closures. However, Project construction would be performed in stages to keep travel lanes open to the public and minimize traffic disruptions. As detailed in Section 3.3.17, Transportation, operation of the proposed Project is not anticipated to significantly affect vehicular traffic or increase congestion or vehicle miles traveled within the Project area.

SR 131 within the Project area is designated as a major roadway for Marin County and the Town of Tiburon, and is identified as an emergency response and evacuation route for the Town of Tiburon and City of Belvedere communities. As discussed in detail in Section 3.3.9, Hazards and Hazardous Materials, and Section 3.3.15, Public Services, partial lane and shoulder closures required for Project construction and the anticipated subsequent congestion along SR 131 would have the potential to impede emergency response and adopted emergency evacuation plans in the Project vicinity. However, with the implementation of PF-TRF-1, a detailed TMP plan would be developed for the Project to ensure the implementation of a safe construction zone and to avoid any potential Project interference with existing emergency response plans or emergency evacuation plans. With the implementation of PF-TRF-1, construction of the proposed Project would result in less than significant impacts on emergency response plans or emergency evacuation plans in the Project vicinity.

b and c) Less than Significant Impact

The Project footprint is not located in or near SRAs or lands that have been classified as Very High Fire Hazard Severity Zones (CAL FIRE 2007b). The Project is within an existing urban and developed area of Marin County, and the threat of wildland fire has largely been determined to be unlikely to moderate (CAL FIRE 2008). Small portions of the Project footprint from approximate PM 3.3 to 3.5 have been designated as an LRA high wildfire susceptibility area; however, the majority of the Project footprint would be located within LRAs zoned as not subjected to very high fire hazard severity.

Construction of the proposed Project would temporarily increase the wildfire risk in the Project vicinity by introducing construction equipment and personnel along the existing SR 131 ROW and within adjacent TCEs. The introduction of construction personnel and equipment in shoulder areas along roadways would increase the potential for unintentional ignition of roadside vegetation. Additionally, the installation of infrastructure associated with the Project, including pavement, signage, and electrical systems could increase the potential for wildfire risk by introducing construction equipment and personal to vegetated roadway shoulders in the footprint. Because the increased wildfire risk would be temporary and the proposed Project would not be located in or near an SRA or LRA lands classified as Very High Fire Hazard Severity Zones, the Project would have a less than significant impact.

d) No Impact

The Project footprint is located primarily within the existing ROW along SR 131 and would not propose uses that would expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Project construction activities are not anticipated along slopes adjacent to the existing roadway that would increase risk of landslides, and drainage rehabilitation associated with the proposed Project would be along the existing roadway and would not result increases in downstream flooding. Therefore, the proposed Project would have no impact.

3.3.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR MANDATORY FINDINGS OF SIGNIFICANCE

a) Less than Significant Impact

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

The Project would have minor permanent and temporary impacts on riparian habitat and vegetation communities within the Project footprint, such as annual and perennial grasslands and forest fragments. The Project would also require the removal of up to three trees within the Project footprint. The Project also has the potential to have permanent and temporary impacts on wetlands and waters of the United States within the Project footprint. The Project would have minimal permanent impacts and temporary impacts on CRLF upland habitat but is not anticipated to result in the loss of CRLF during construction activities with the inclusion of PF-BIO-1 through PF-BIO-6, and AMM-BIO-1, AMM-BIO-4, and AMM-BIO-5. The Project would not eliminate important examples of the major periods of California history or prehistory.

b) Less than Significant Impact

The Project proposes to rehabilitate and add new pavement; construct Class I, II, and IV bikeways; modify intersections; upgrade curb ramps to ADA standards; upgrade

guardrails to current standards; upgrade signage; improve pavement delineation; rehabilitate drainage systems; and modify electrical systems. There is one other Caltrans project in the design phase within the Project footprint (EA 04-3AA90) along SR 131. Project EA 04-3AA90 includes the installation of a retaining wall at SR 131, PM 1.90/2.0 to address surface cracking and damage along the roadway. Additionally, Project EA 04-3AA90 would replace the existing drainage infrastructure within Caltrans ROW at the SR 131/Stewart Drive intersection. No other projects are known to be proposed within the Project footprint. Cumulative impacts associated the Project are anticipated to be less than significant.

c) Less than Significant Impact

Residences and businesses are adjacent to SR 131 throughout the Project footprint. Because of the proximity of residences and business to the Project footprint and the anticipated need to include night work during Project construction, PF-AES-1 through PF-AES-5 and AMM-AES-1 through AMM-AES-4 have been identified for the Project. In addition, access to residential and commercial driveways in proximity to construction activities would be maintained at all times through PF-TRF-1, and noise and air quality PFs and AMMs would be implemented to address noise and dust impacts. Therefore, temporary construction-related activities would not result in permanent or significant environmental impacts on human beings.

Chapter 4 Comments and Coordination

To date, public and agency coordination consists of the following.

4.1 Community Outreach

This IS/ND, maps, and Project information are available to download at the [Caltrans District 4 Environmental Documents by County website](https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs) (<https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>). In addition, hardcopies of this IS/ND are available at the following locations in the vicinity of the Project:

- Belvedere Tiburon Library – 1501 Tiburon Boulevard, Belvedere, CA 94920
- Mill Valley Public Library – 375 Throckmorton Avenue, Mill Valley, CA 94941
- Civic Center Library – 3501 Civic Center Drive, San Rafael, CA 94903

Additionally, a virtual public meeting will be held on October 26, 2023, from 6:00 p.m. to 7:30 p.m. to discuss the Project's components, Project features, avoidance and minimization measures, and Caltrans' Section 4(f) determination.

The public circulation for this document would occur between September 29, 2023, to November 3, 2023. The deadline for submission of comments on the IS/ND is November 3, 2023.

4.2 Consultation and Coordination with Public Agencies

Table 4-1 lists agency meeting and contacts.

Table 4-1. Agency Coordination Meetings and Contacts

Organization(s)	Date	Topic
NAHC and local Native American tribes (identified in Section 3.3.5, Cultural Resources, and Section 3.3.18, Tribal Cultural Resources)	December 8, 2021	Assembly Bill 52 Formal Notification
Town of Tiburon	May 2, 2023	Broadband Project Proposal
Safe Routes to School Committee	January 26, 2023	Reed Safe Routes to School Issues List
Marin County	February 9, 2023	Culvert Replacement Proposal

Chapter 5 List of Preparers

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

Table 5-1. List of Preparers and Reviewers

Organization Name	Name	Role
Caltrans	Christopher Caputo	Acting Deputy District Director, Division of Environmental Planning and Engineering
Caltrans	Maxwell Lammert	Office Chief (Acting), Office of Environmental Analysis
Caltrans	Arnica MacCarthy	Senior Environmental Planner, Office of Environmental Analysis
Caltrans	Elizabeth Nagle	Environmental Scientist, Office of Environmental Analysis
Caltrans	Brooklyn Klepl	Environmental Scientist, Office of Environmental Analysis
Caltrans	Jessica Thaggard	Branch Chief (Acting), Office of Biological Sciences and Permits
Caltrans	Robert Blizzard	Senior Biologist, Office of Biological Sciences and Permits
Caltrans	Jonathan Hogg	Environmental Scientist, Office of Biological Sciences and Permits
Caltrans	Kathryn Rose	Branch Chief, Office of Cultural Resource Studies
Caltrans	Britt Schlosshardt	Associate Environmental Planner, Office of Cultural Resource Studies, Archaeology
Caltrans	Douglas Bright	Associate Environmental Planner, Office of Cultural Resource Studies, Architectural History
Caltrans	Joaquin Pedrin	Branch Chief, Office of Landscape Architecture
Caltrans	Jessica Chan	Landscape Associate, Office of Landscape Architecture
Caltrans	Carlos Mora	Senior Water Quality Engineer, Office of Water Quality
Caltrans	Jannelle Hardzeichyk	Water Quality Engineer, Office of Water Quality
Caltrans	Shilpa Mareddy	Branch Chief, Office of Environmental Engineering
Caltrans	Radhika Mothkuri	Transportation Engineer, Office of Environmental Engineering
Caltrans	Preeti Purandar	Transportation Engineer, Office of Environmental Engineering
Caltrans	Marisol Marin	Transportation Engineer, Office of Environmental Engineering – Hazardous Waste
Caltrans	Nandini Vishwanath	District Branch Manager, Office of Environmental Engineering – Hazardous Waste
Caltrans	Mark Morancy	District Branch Chief, Office of Hydraulic Engineering
Caltrans	Saman Soheilifard	Project Manager, Project Management North

Organization Name	Name	Role
Caltrans	Stewart Lee	Senior Transportation Engineer, Office of Design South, Special Projects
Caltrans	Nazeer Babacarkhial	Senior Transportation Engineer, Office of Design South, Special Projects
Caltrans	Rosa Maria Candiotti	Civil Engineer, Office of Structural Design
Caltrans	Henry Seto	Project Liaison Engineer, Office of North Bay Construction
Caltrans	Stanley Ku	Civil Engineer, Office of Structural Design
Caltrans	Ryan Graybehl	Construction Liaison, Office of North Bay Construction
Caltrans	Shella Orson	Right of Way Agent, Office of Right of Way Acquisitions & Project Management Services
Caltrans	Jim Murphy	Right of Way Agent, Office of Right of Way Acquisitions & Project Management Services
Jacobs	Sam Schoevaars	Environmental Planner
Jacobs	Joza Burnam	Environmental Planner
Jacobs	Valisa Nez	Environmental Planner
Jacobs	Chris Archer	Geospatial Professional
Jacobs	Clarice Ericsson	Senior Publications Technician
Jacobs	Celeste Brandt	Technical Editor
ICF	Zachary Cornejo	Senior Environmental Planner
ICF	Shivani Raina	Environmental Planner

Chapter 6 Distribution List

The Initial Study with Proposed Negative Declaration will be circulated by September 29, 2023, to the following agencies and government officials.

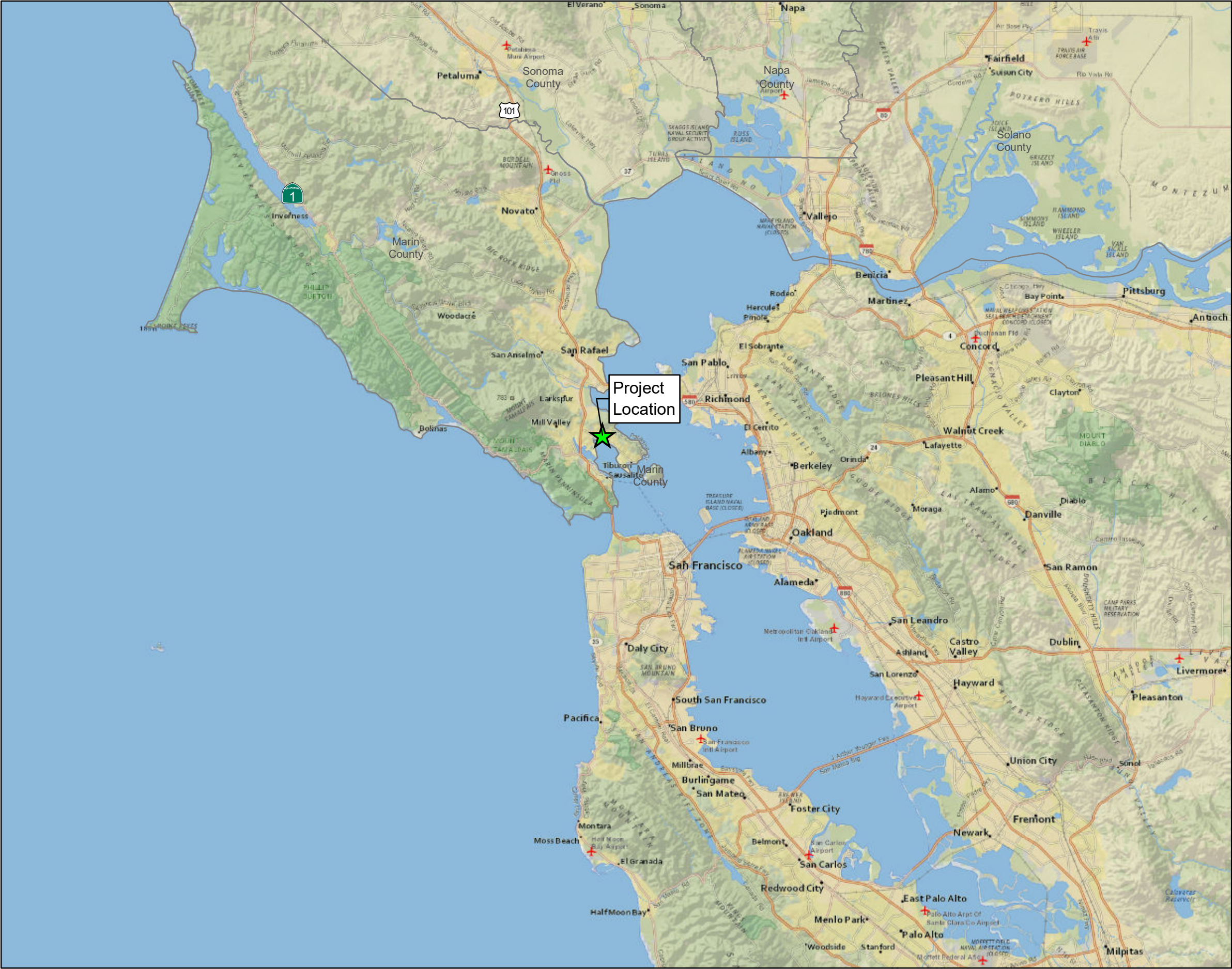
6.1 Agencies

- Bay Area Air Quality Management District
- Belvedere Police Department
- California Department of Fish and Wildlife
- City of Belvedere Planning Department
- San Francisco Bay Regional Water Quality Control Board
- Marin County Planning Division
- Marin County Sheriff's Office
- Marin County Transportation Authority
- San Francisco Bay Conservation and Development Commission (BCDC)
- State Water Resources Control Board
- Town of Tiburon Planning Division
- Tiburon Police Department
- United States Fish and Wildlife Service
- United States Army Corps of Engineers

6.2 Elected Officials

- United States Senator Dianne Feinstein
- United States Senator Alex Padilla
- California State Senator Mike McGuire
- Congressman Jared Huffman
- Assembly Member Damon McGuire
- Supervisor Stephanie Moulton-Peters
- Marin County Sheriff Jamie Scardina
- Tiburon Police Chief Michelle Jean
- Belvedere Police Chief Jason Wu

Appendix A Figures



Legend

★ Project Location

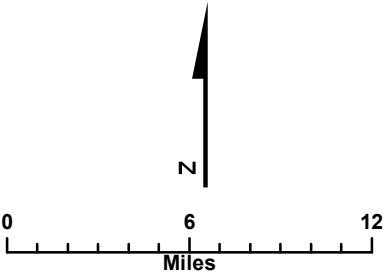
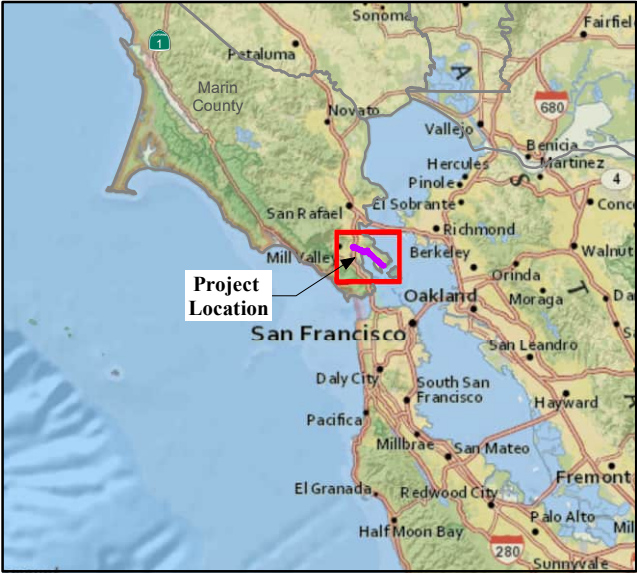
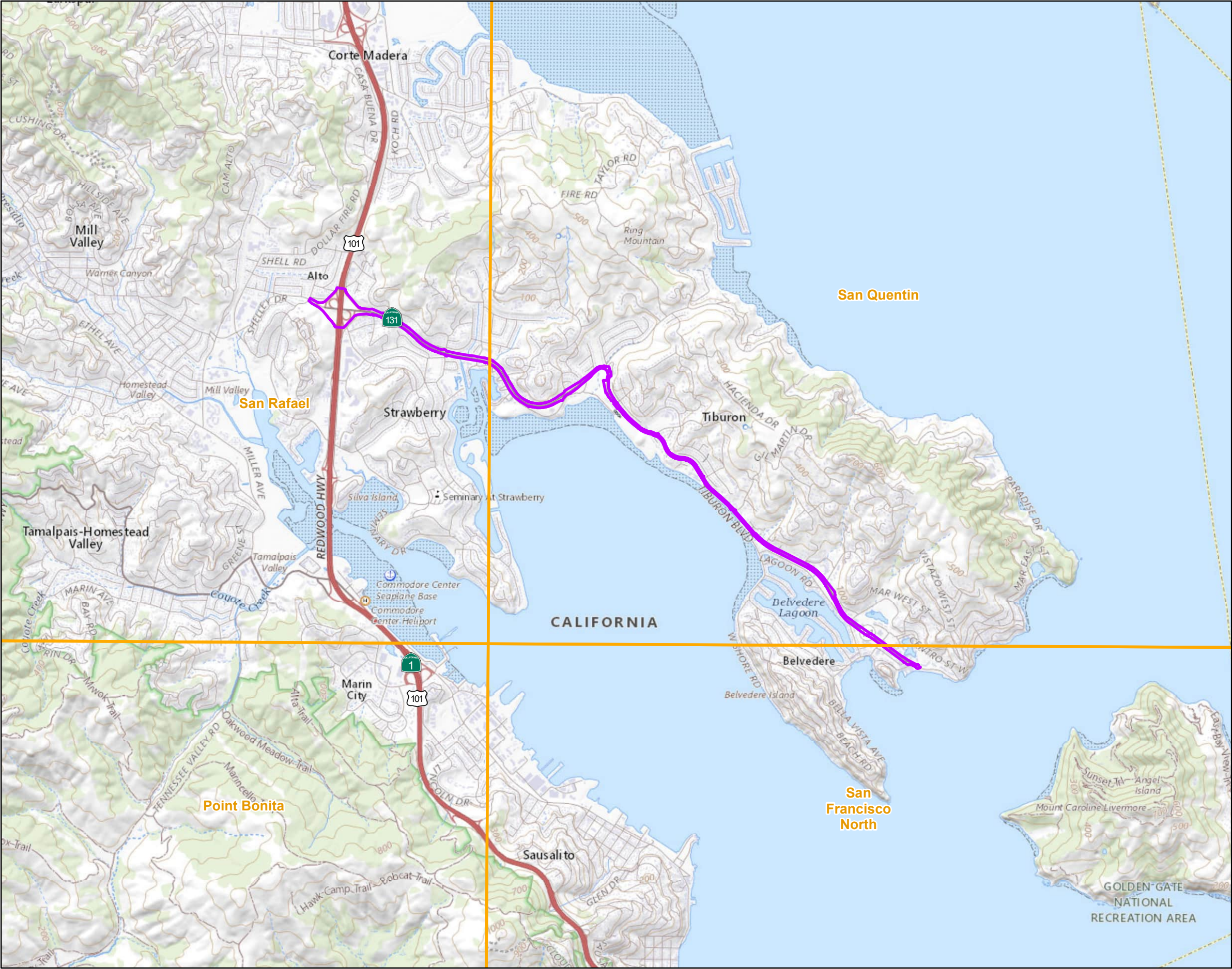


FIGURE 1-1
Regional Location
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



- Legend**
-  Project Footprint
 -  USGS 7.5 Minute Quadrangle

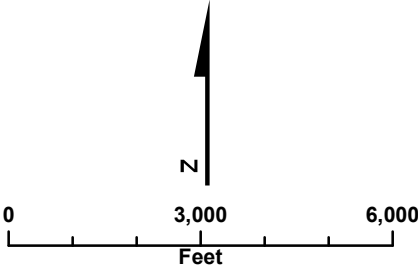
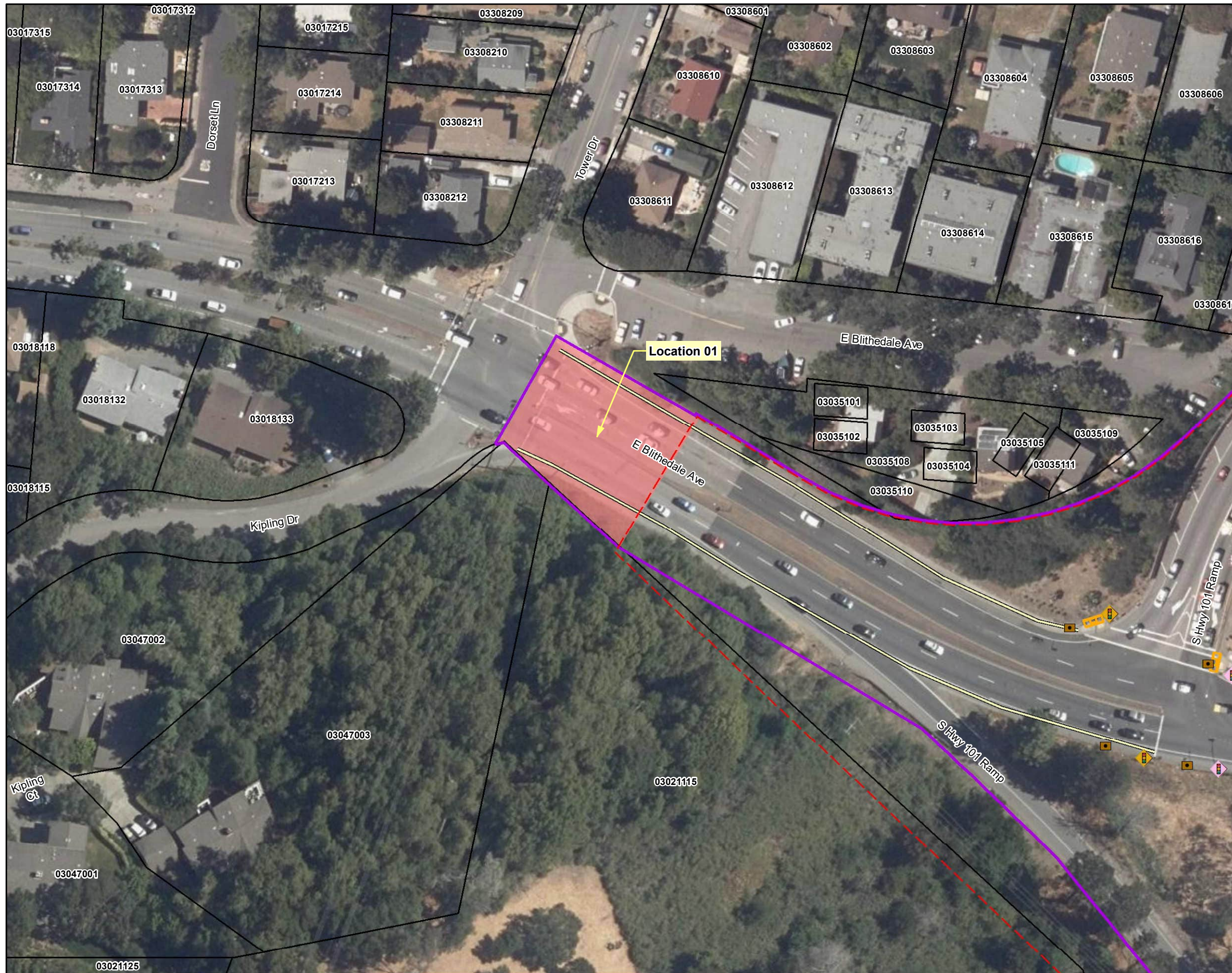


FIGURE 1-2
Project Location
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
 - Boring Pit
 - ⬮ Install Traffic Signal
 - ⬮ Install Traffic Signal and Lighting
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
 - Upgrade Curb Ramp
 - Right of Way Acquisition Permit to Enter & Construct

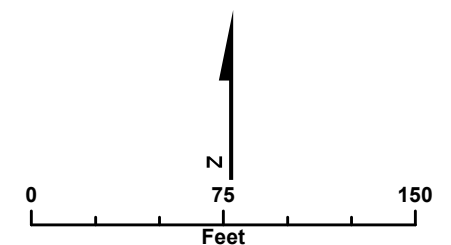
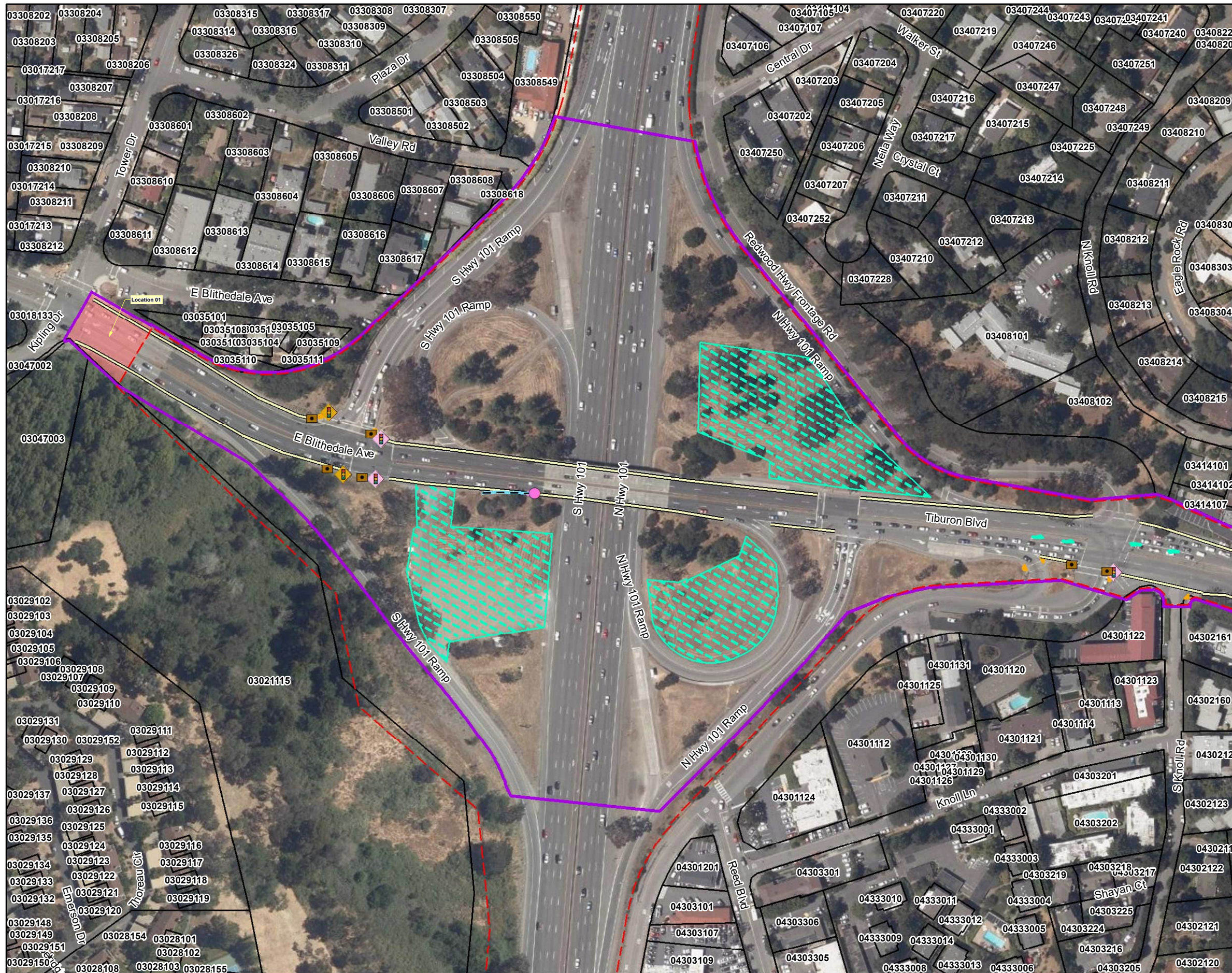


FIGURE 2-1
Map 01 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Traffic Signal
 - Install Traffic Signal and Lighting
 - Install Transition Railing
- Not in CAD**
- Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
- Install Transition Railing
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Restripe Travel Lane
 - Upgrade Curb Ramp
 - Staging Area
 - Right of Way Acquisition Permit to Enter & Construct

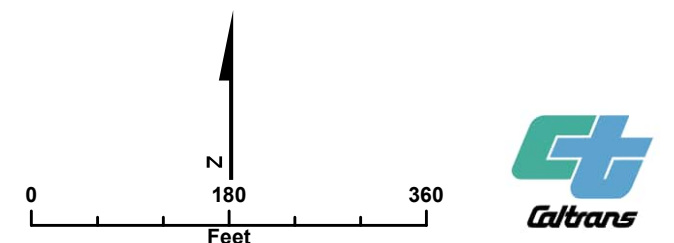
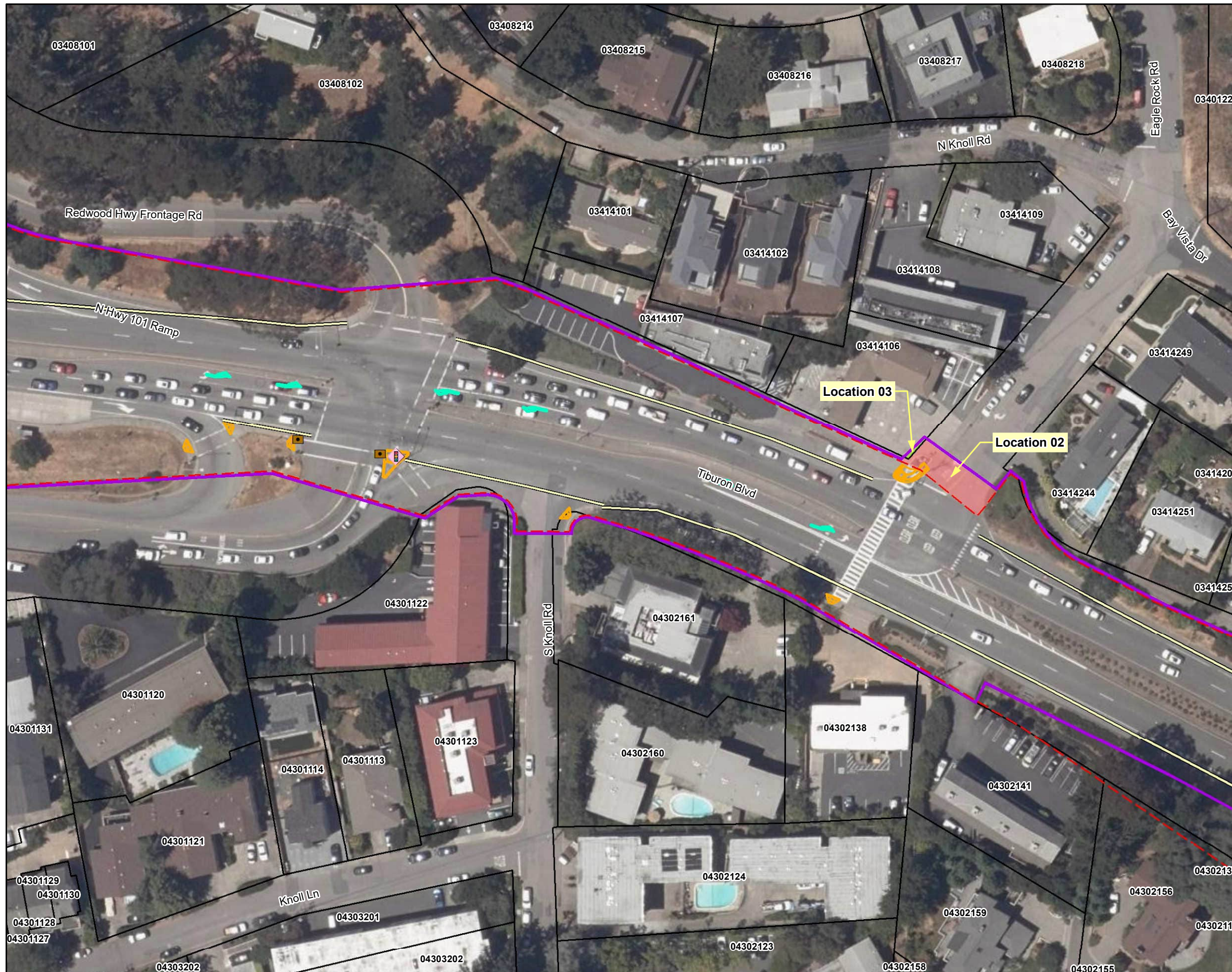


FIGURE 2-1
Map 02 of 36 - Western Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Traffic Signal and Lighting
- Not in CAD**
- Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
- Restripe Travel Lane
 - Upgrade Curb Ramp
 - Right of Way Acquisition
 - Temporary Construction Easement
 - Right of Way Acquisition Permit to Enter & Construct

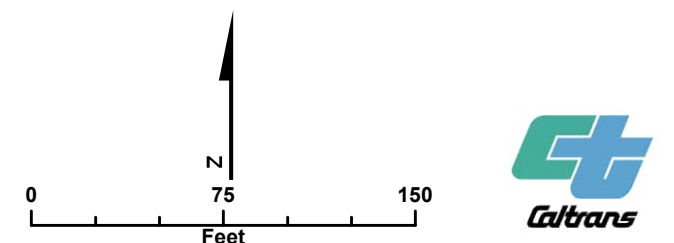
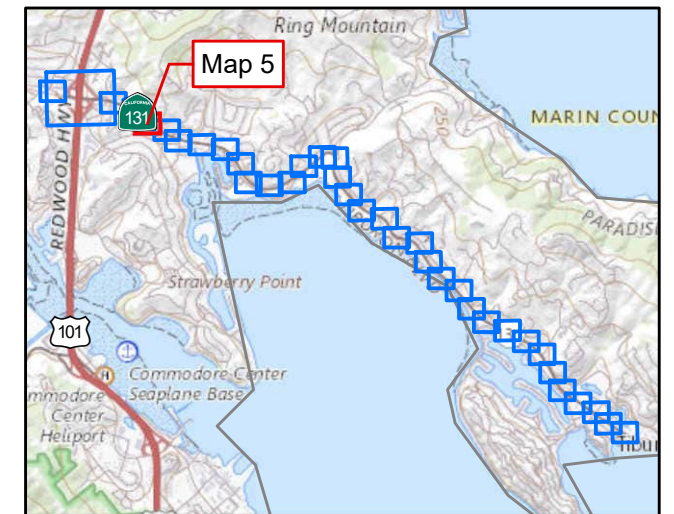
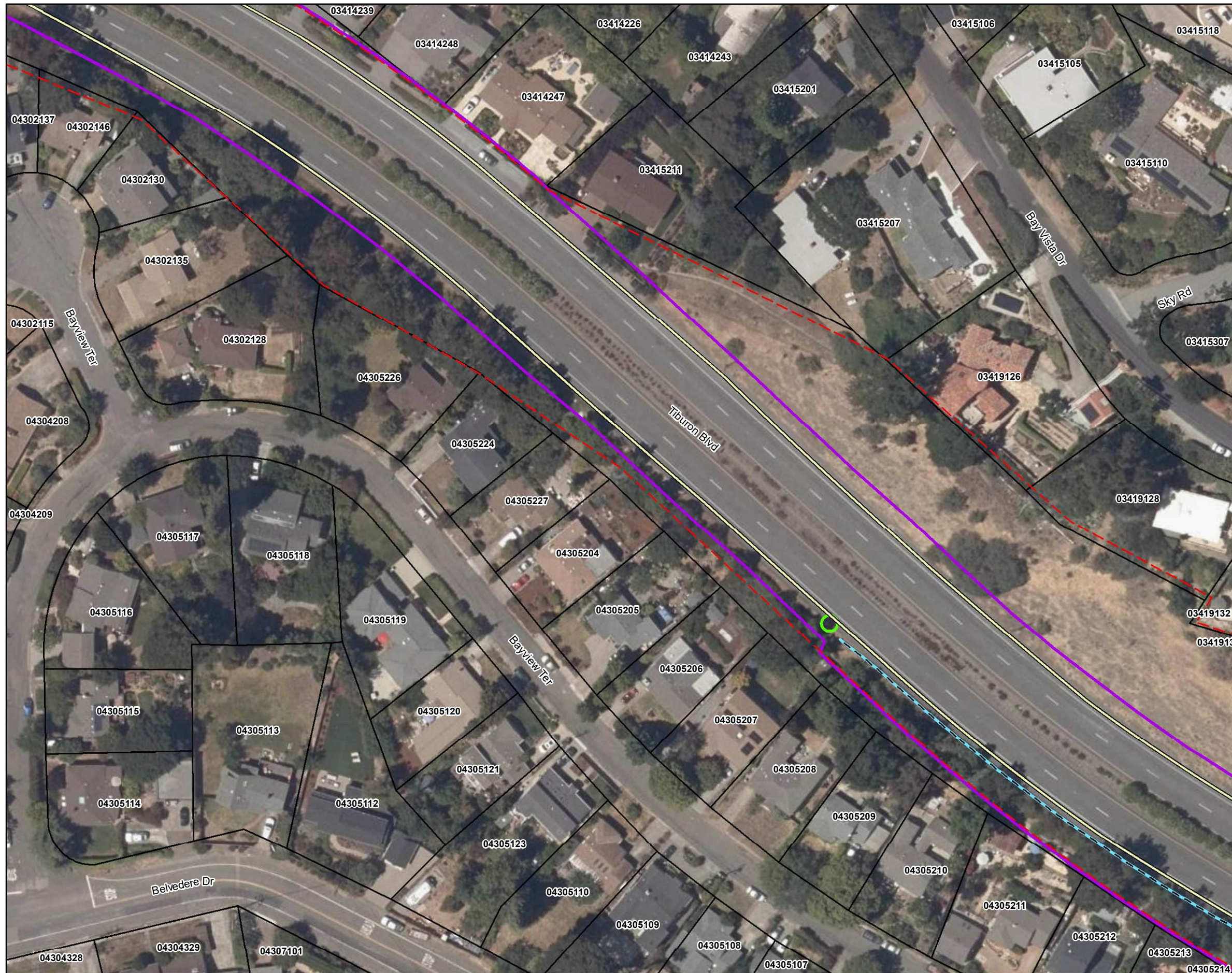


FIGURE 2-1
Map 03 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
 - Lengthen Metal Beam Guardrail
 - Replace Metal Beam Guardrail with Midwest Guardrail System

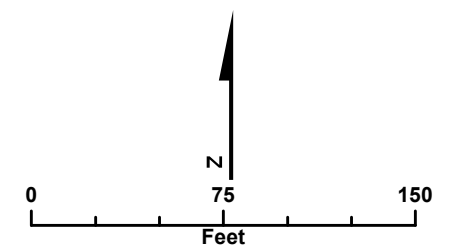
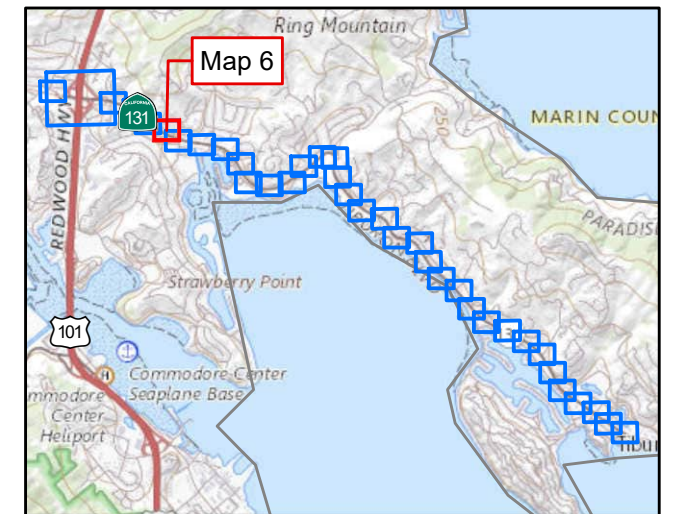


FIGURE 2-1
Map 05 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
 - Boring Pit
 - Relocate State Interconnect Cable System
 - Relocate Traffic Signal
 - Install Traffic Signal
 - Install Traffic Signal and Lighting
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
 - Construct Class I Bicycle Lane (Not in CAD)
- From CAD**
 - Lengthen Metal Beam Guardrail
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Restripe Travel Lane
 - Upgrade Curb Ramp
 - Right of Way Acquisition Permit to Enter & Construct

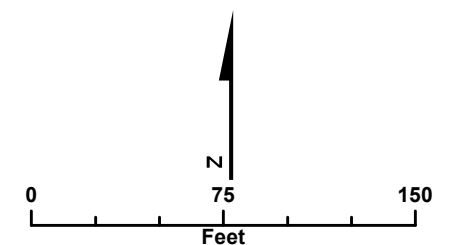


FIGURE 2-1
Map 06 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
 - Boring Pit
 - ⊗ Relocate State Interconnect Cable System
 - ⬆ Relocate Traffic Signal
 - ⬆ Install Traffic Signal
 - ⬆ Install Traffic Signal and Lighting
- Not in CAD**
 - Relocate Bus Stop
 - Construct Class IV Bicycle Lane (Not in CAD)
 - Construct Class I Bicycle Lane (Not in CAD)
- From CAD**
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Restripe Travel Lane
 - Upgrade Curb Ramp
 - Widen Roadway (Not in CAD)
 - Right of Way Acquisition Permit to Enter & Construct

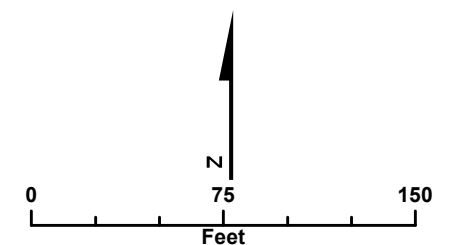
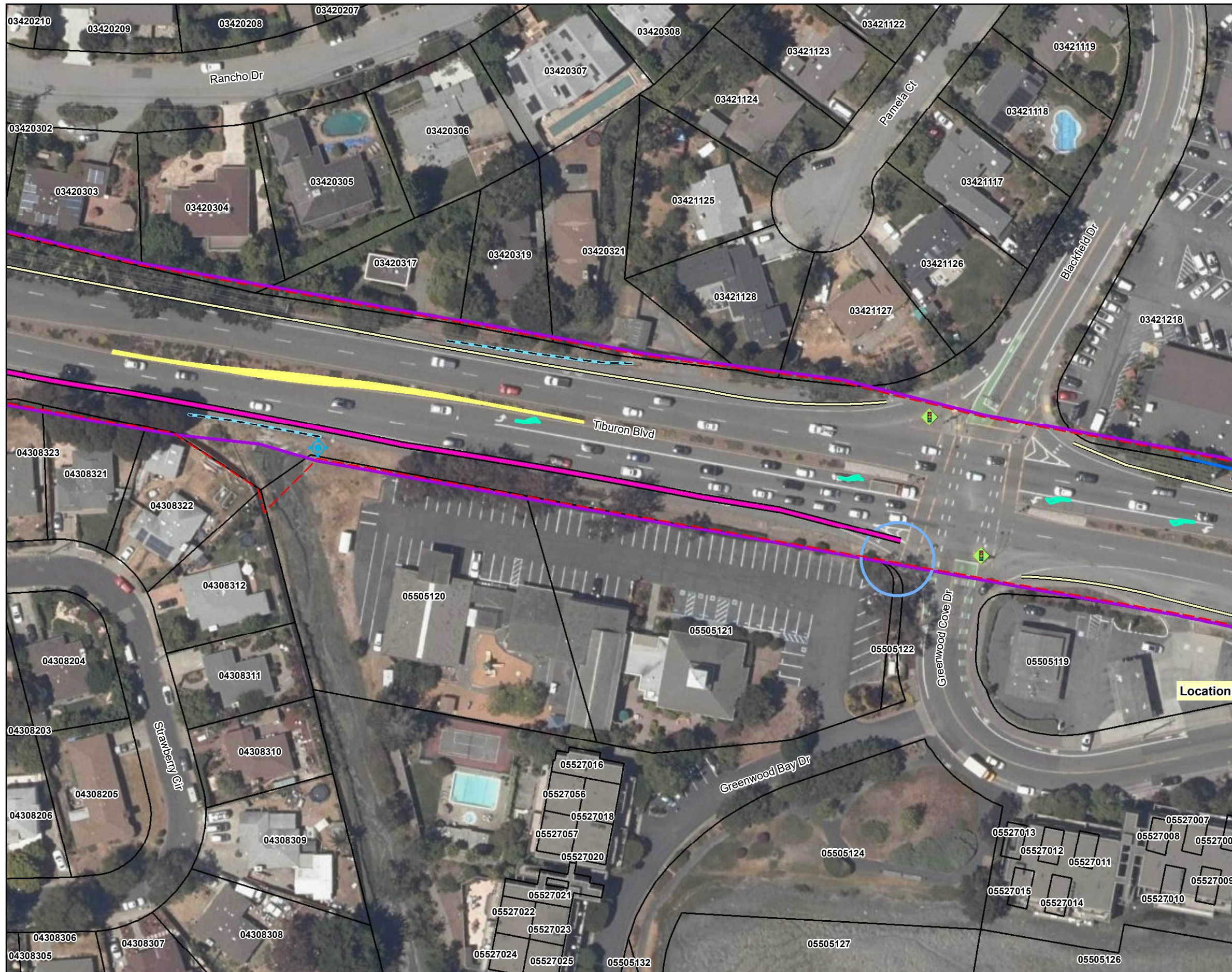


FIGURE 2-1
Map 07 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
 - ⊗ Relocate Street Light
 - ⊗ Relocate Traffic Signal
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
 - Construct Class I Bicycle Lane (Not in CAD)
- From CAD**
 - Remove and Replace Culvert
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Restripe Travel Lane
 - Improve Drainage (Not in CAD Layout)
 - Widen Roadway (Not in CAD)

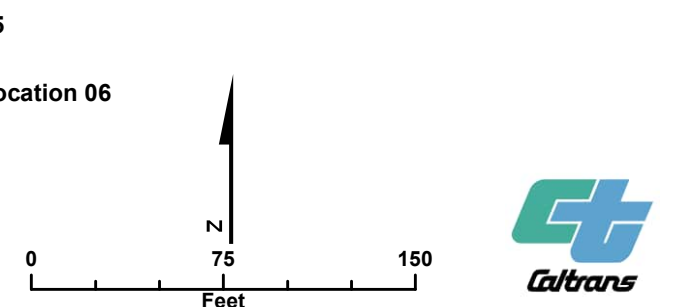
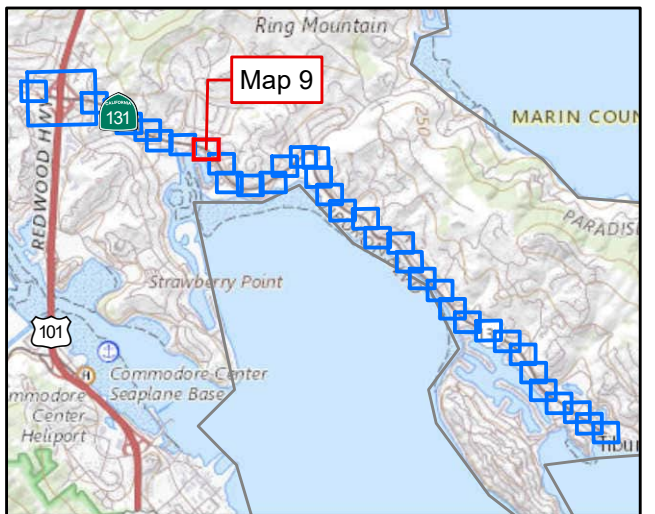
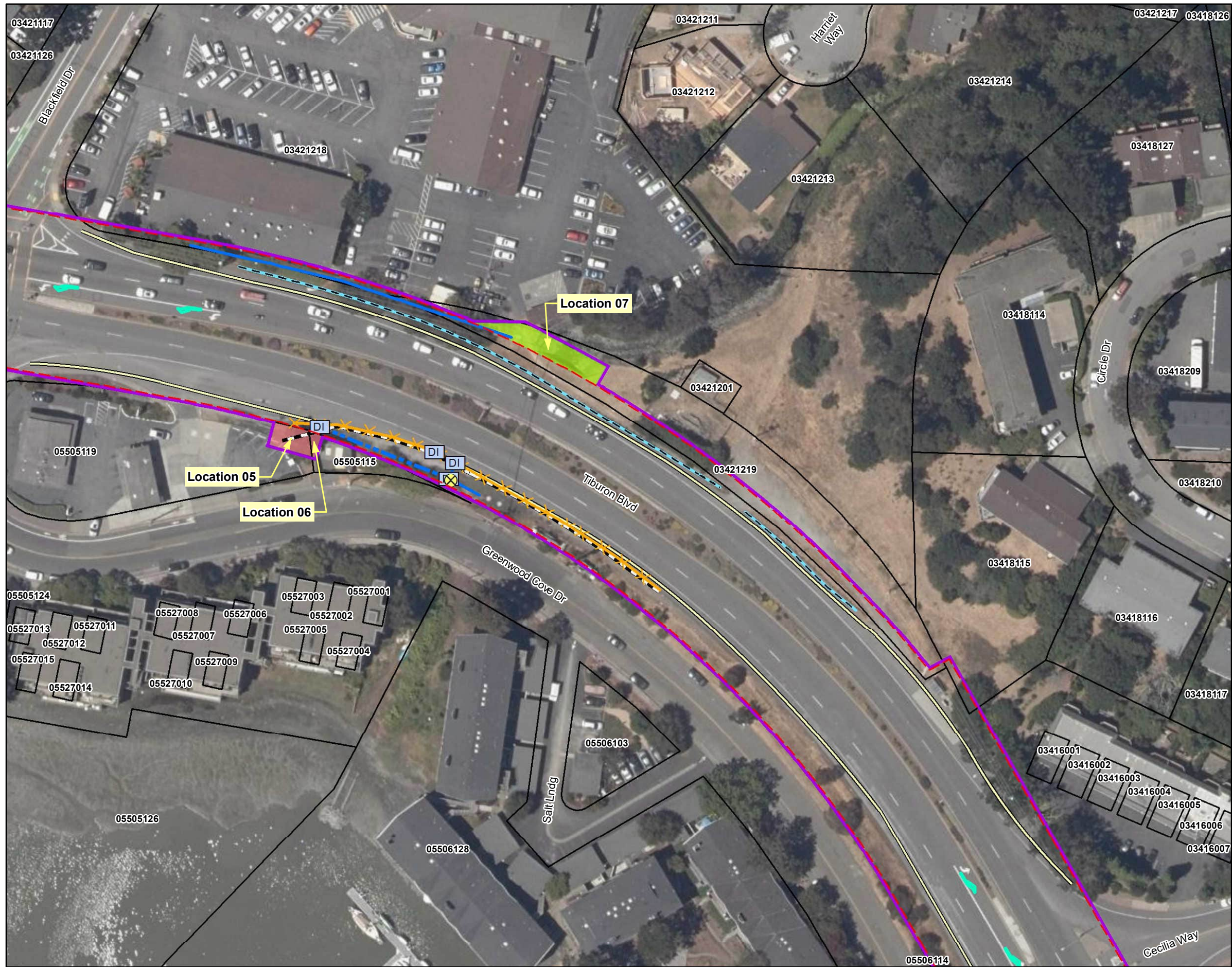


FIGURE 2-1
Map 08 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
 - From CAD**
 - DI Install Drainage Inlet
 - Remove FES
 - Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
 - From CAD**
 - Remove Dike
 - Install Concrete Barrier
 - Remove and Replace Culvert
 - Install Culvert
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Restripe Travel Lane
 - Right of Way Acquisition
 - Temporary Construction Easement
 - Right of Way Acquisition Permit to Enter & Construct

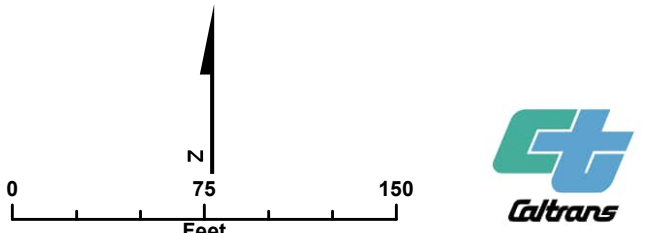
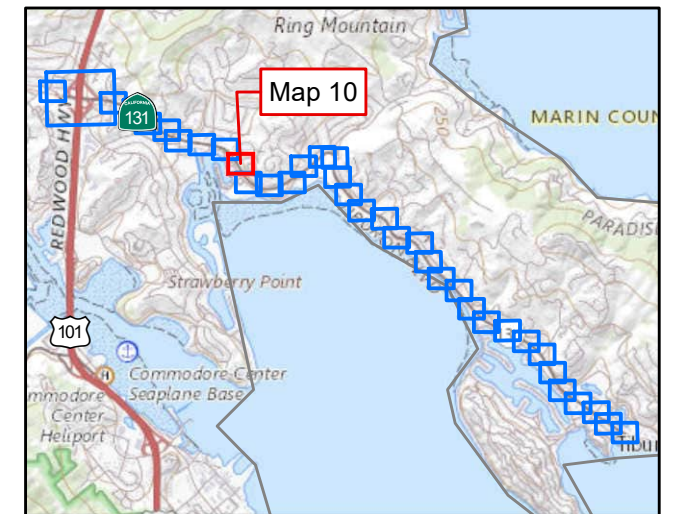
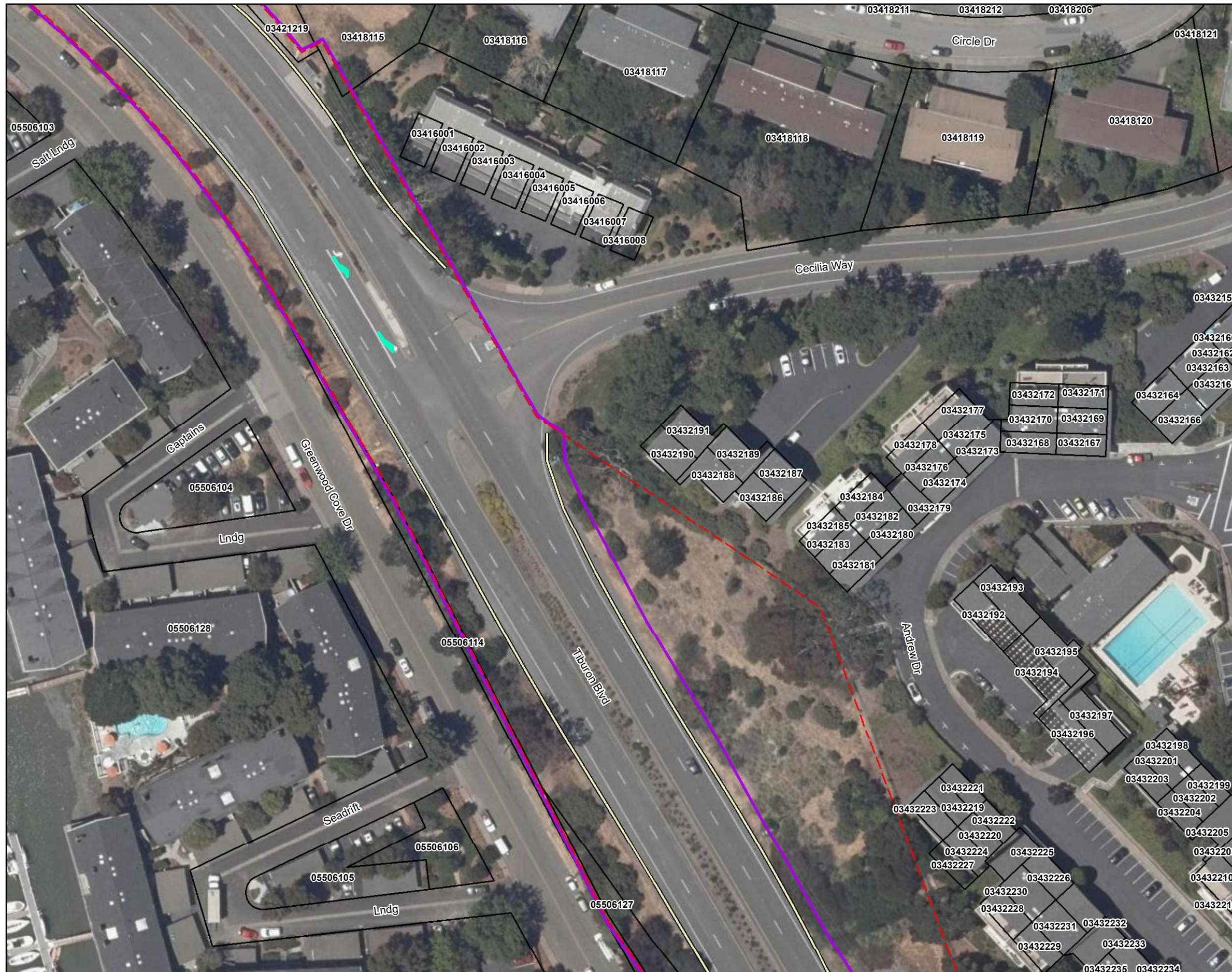


FIGURE 2-1
Map 09 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
 - Restripe Travel Lane

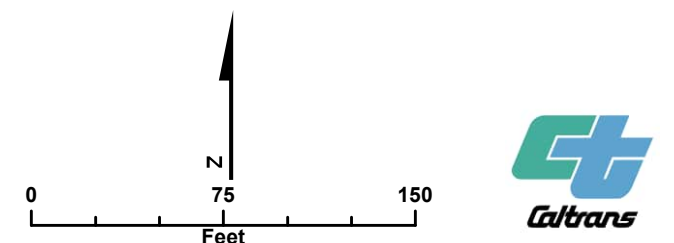
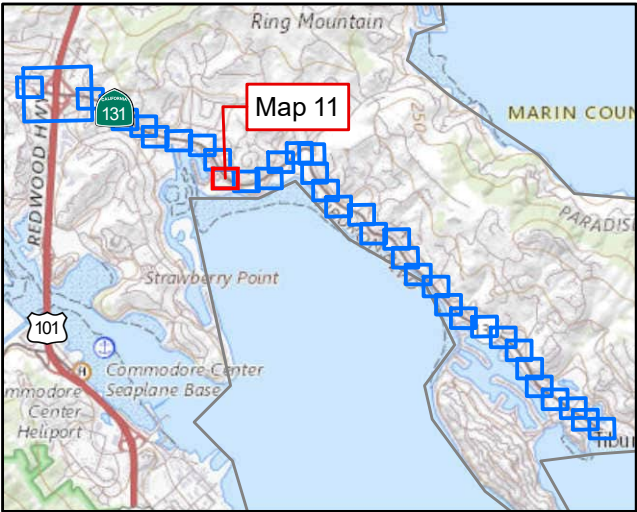
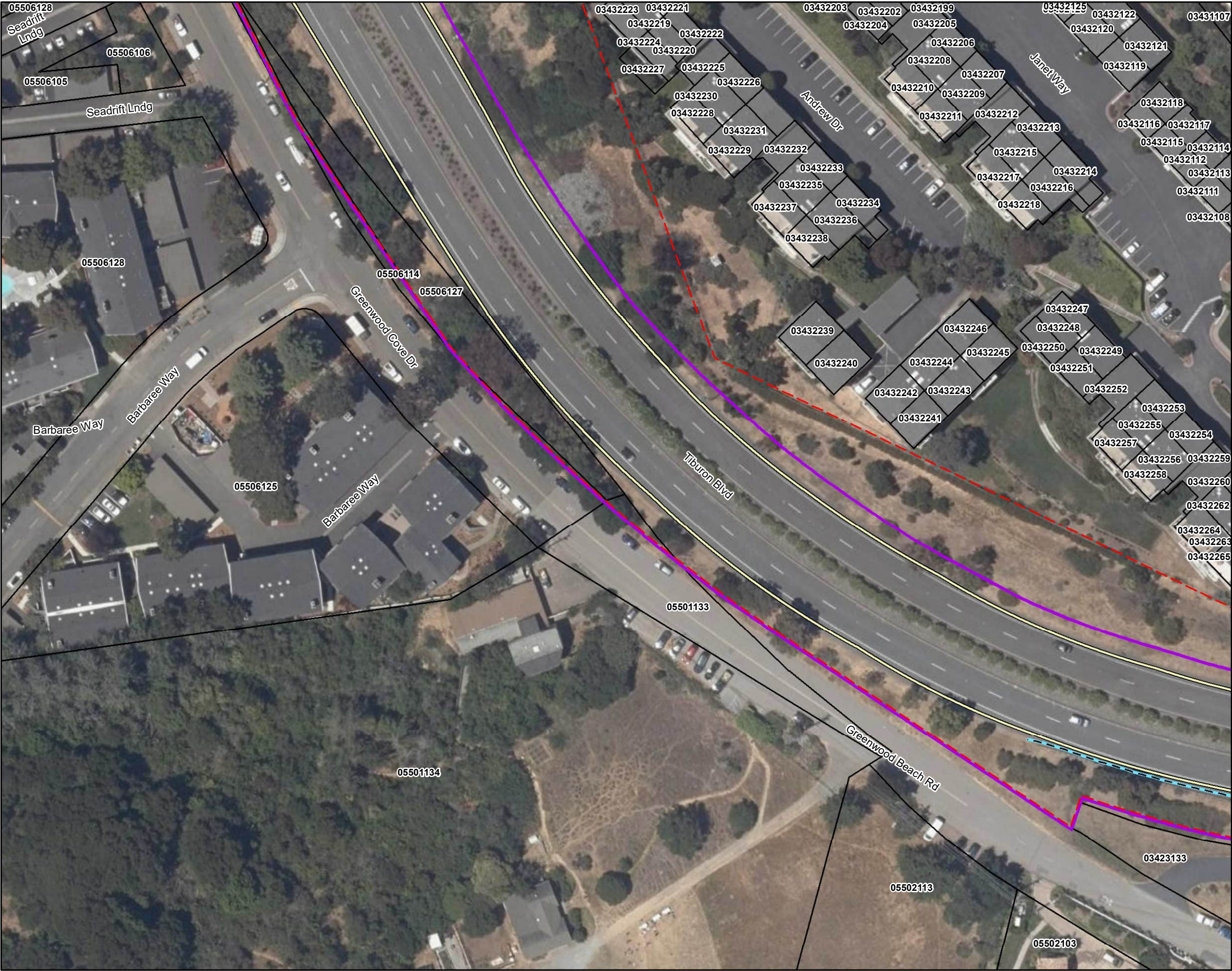


FIGURE 2-1
Map 10 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- Not in CAD**
- Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System

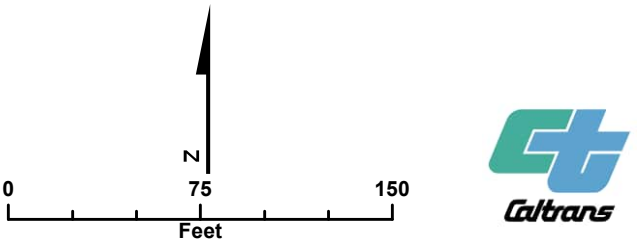
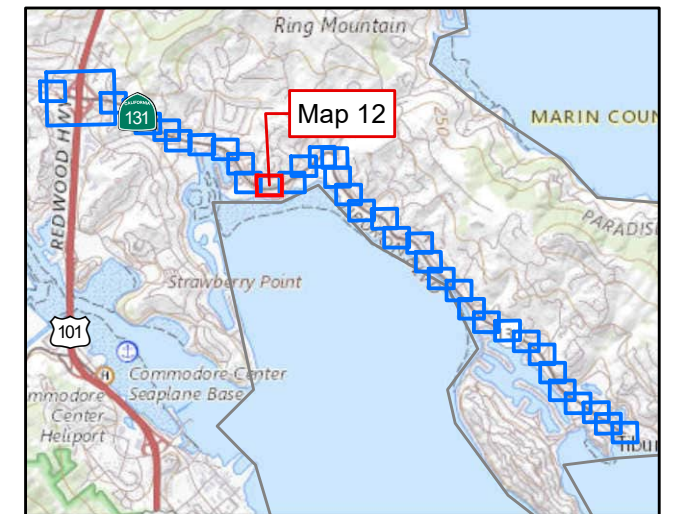


FIGURE 2-1
Map 11 of 36 - Western Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
 - Replace Metal Beam Guardrail with Midwest Guardrail System

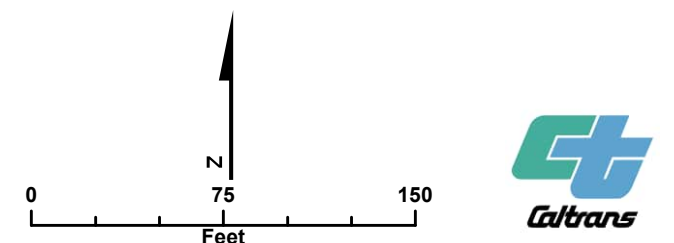
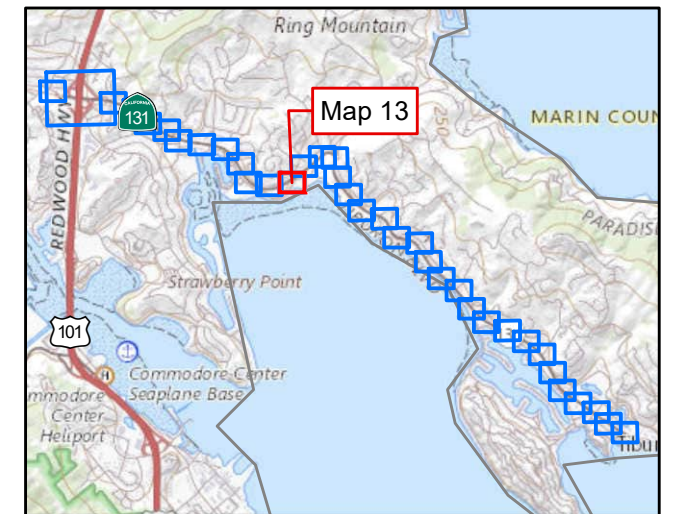


FIGURE 2-1
Map 12 of 36 - Western Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
 - Upgrade Lane Drop Signage
- Not in CAD**
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
 - Replace Metal Beam Guardrail with Midwest Guardrail System

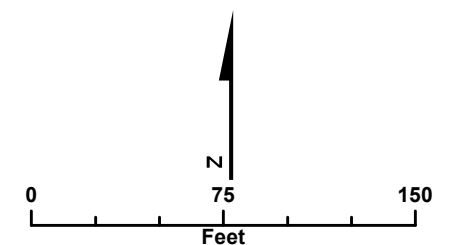
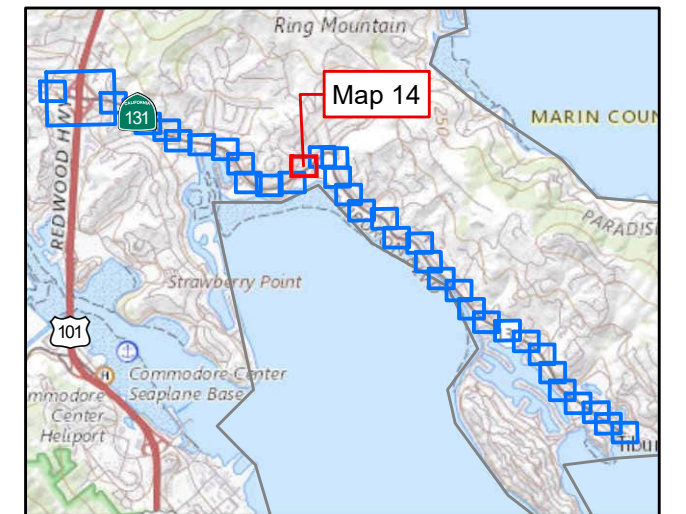


FIGURE 2-1
Map 13 of 36 - Western Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Not in CAD**
- Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System

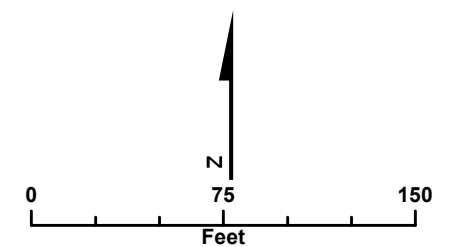
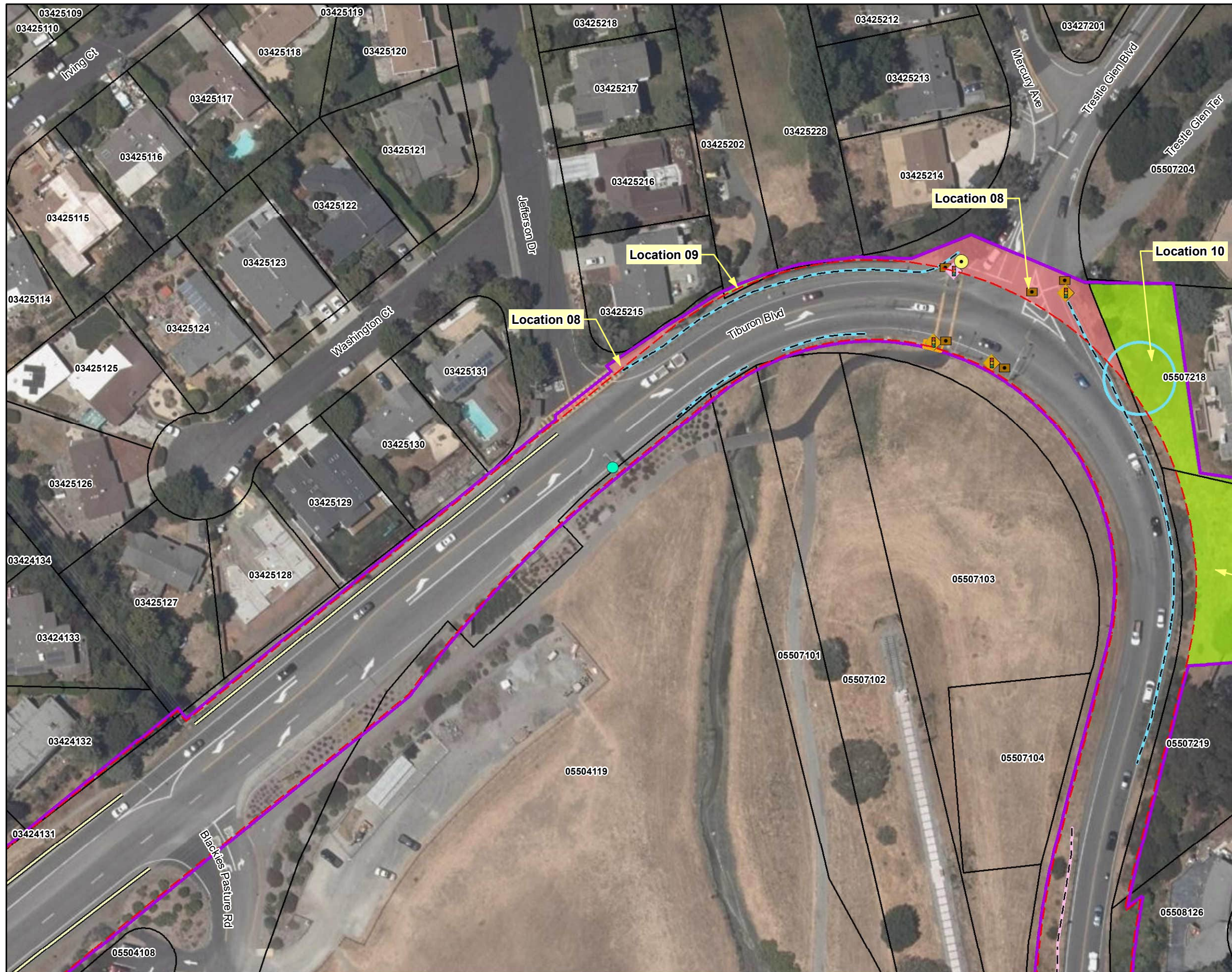


FIGURE 2-1
Map 14 of 36 - Central Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Push Button
 - ⬮ Install Traffic Signal
 - ⬮ Install Traffic Signal and Lighting
 - Construct Curb and Install Pedestrian Hybrid Beacon
- Not in CAD**
- Replace MGS
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
- Improve Drainage
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Upgrade Curb Ramp
 - Right of Way Acquisition Temporary Construction Easement
 - Right of Way Acquisition Permit to Enter & Construct

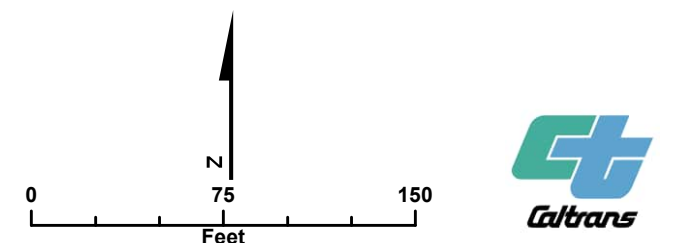
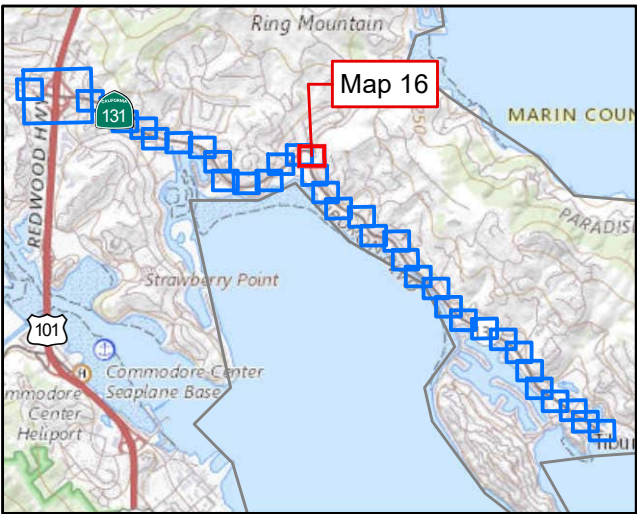
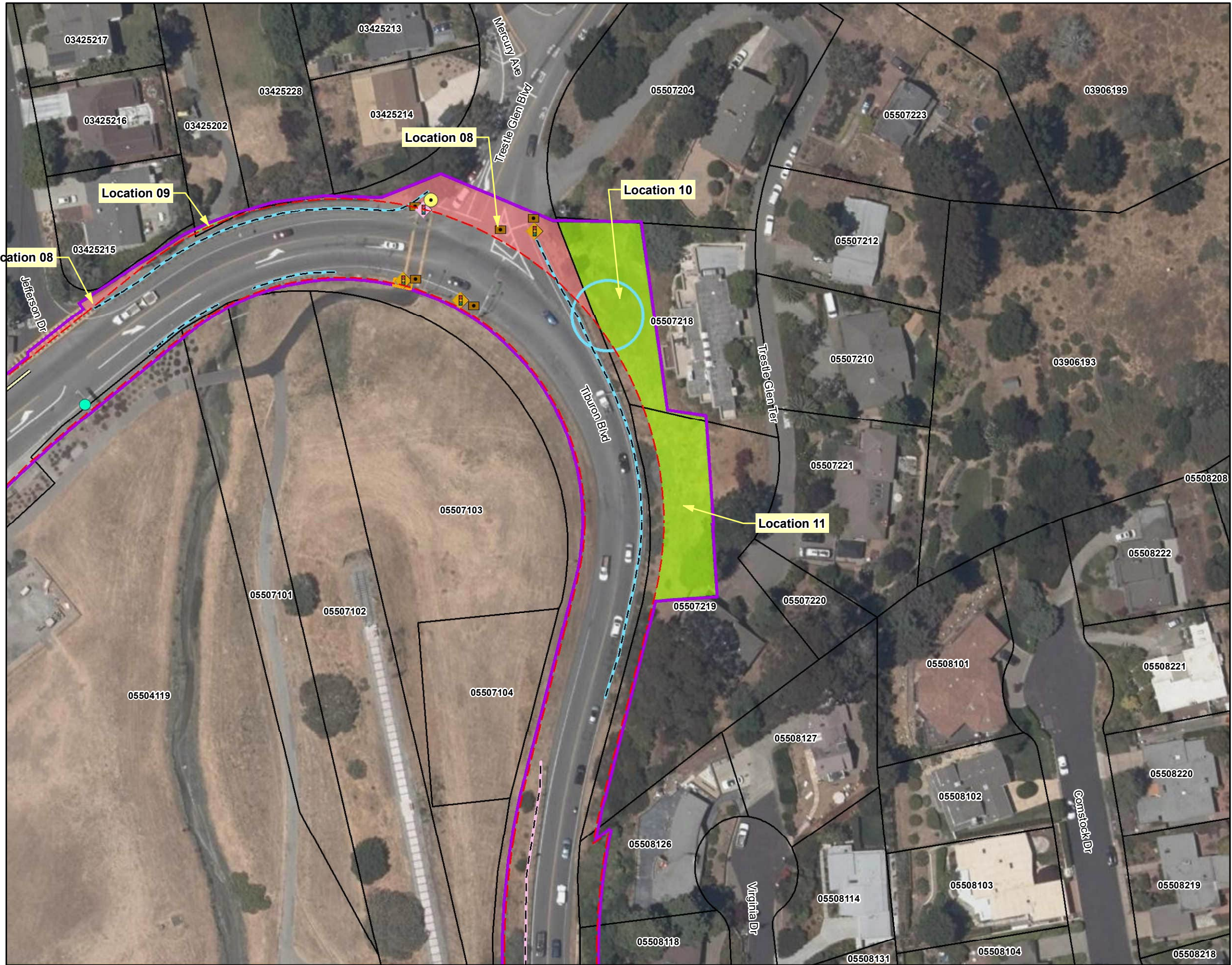


FIGURE 2-1
Map 15 of 36 - Central Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Push Button
 - Install Traffic Signal
 - Install Traffic Signal and Lighting
 - Construct Curb and Install Pedestrian Hybrid Beacon
- Not in CAD**
- Replace MGS
 - Construct Class IV Bicycle Lane (Not in CAD)
- From CAD**
- Improve Drainage
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Upgrade Curb Ramp
 - Right of Way Acquisition
 - Temporary Construction Easement
 - Right of Way Acquisition Permit to Enter & Construct

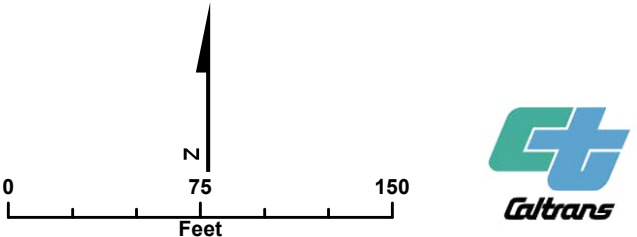
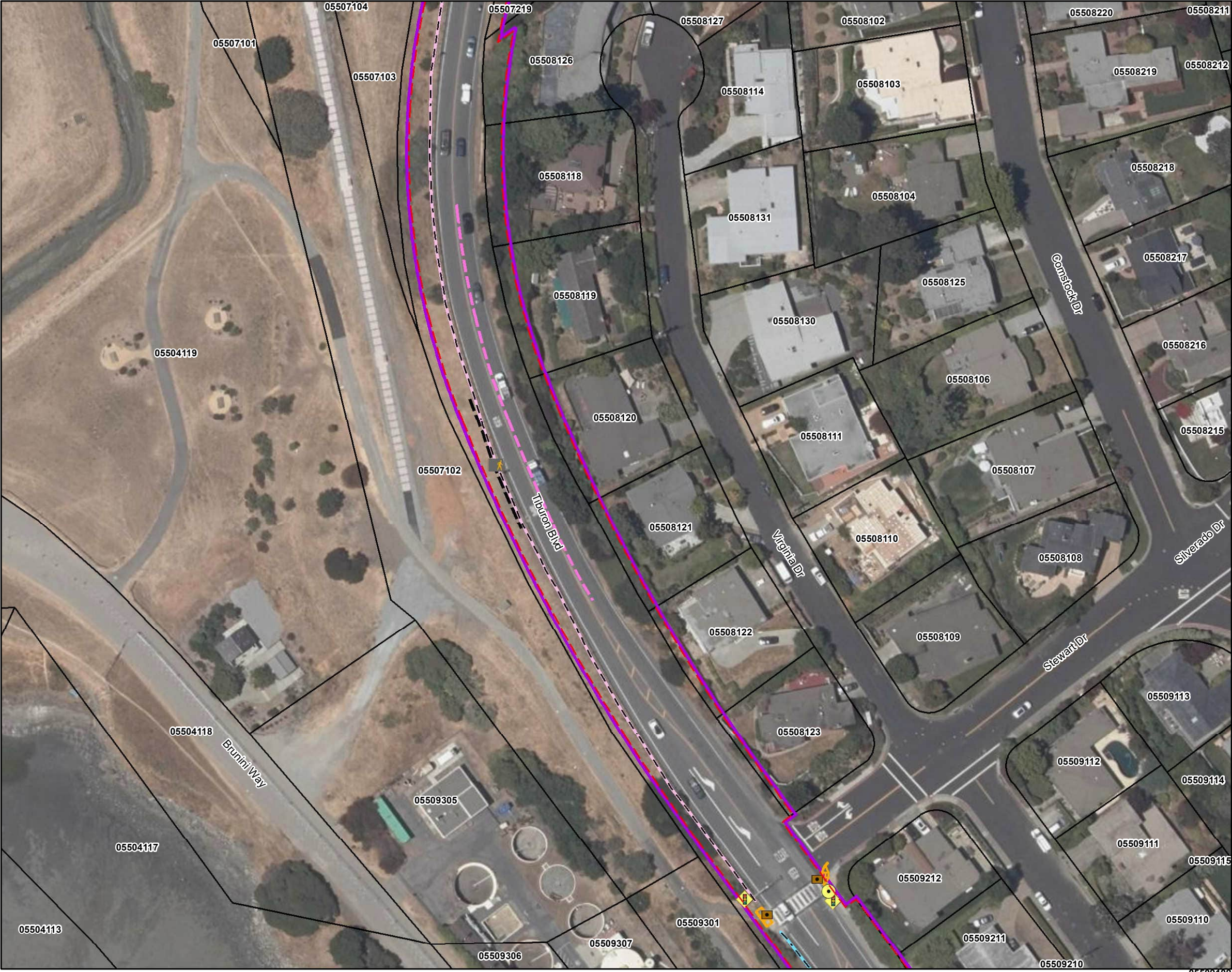


FIGURE 2-1
Map 16 of 36 - Central Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Push Button
 - Install Crosswalk Signage
 - Install Flashing Beacon and Signal
- Not in CAD**
- Temporary K-Rail
 - Install Cable Railing
 - Replace MGS
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
 - Upgrade Curb Ramp

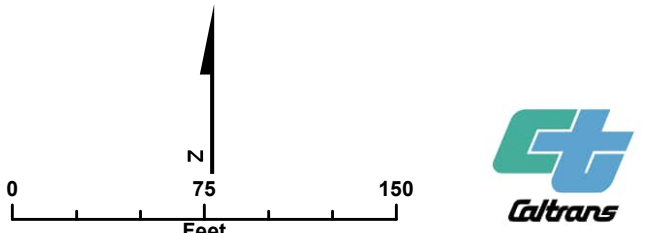
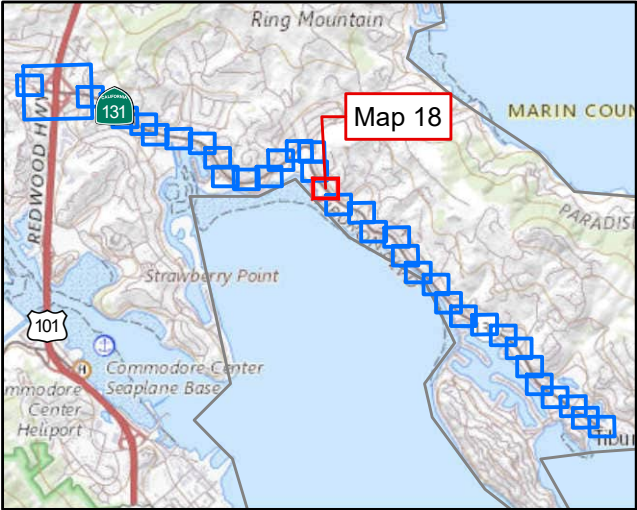


FIGURE 2-1
Map 17 of 36 - Central Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Push Button
 - Install Flashing Beacon and Signal
- Not in CAD**
- Replace MGS
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
 - Upgrade Curb Ramp

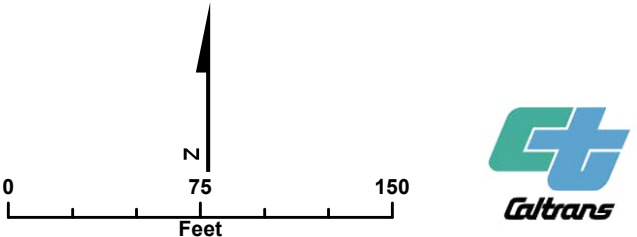
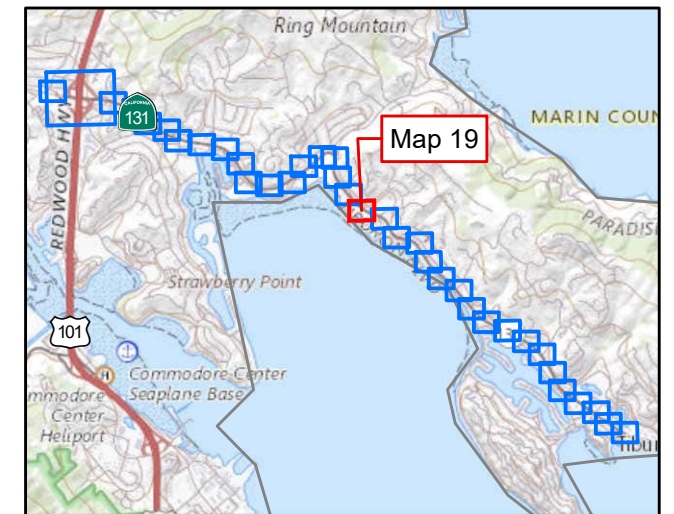


FIGURE 2-1
Map 18 of 36 - Central Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System

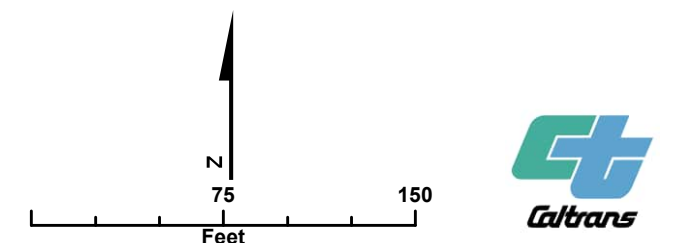
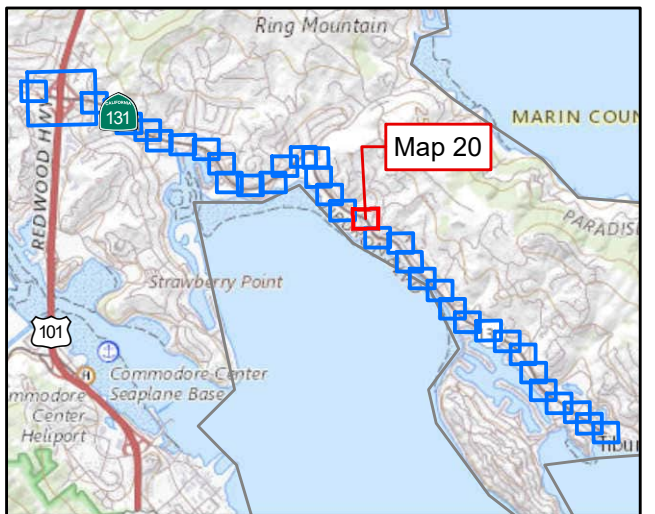
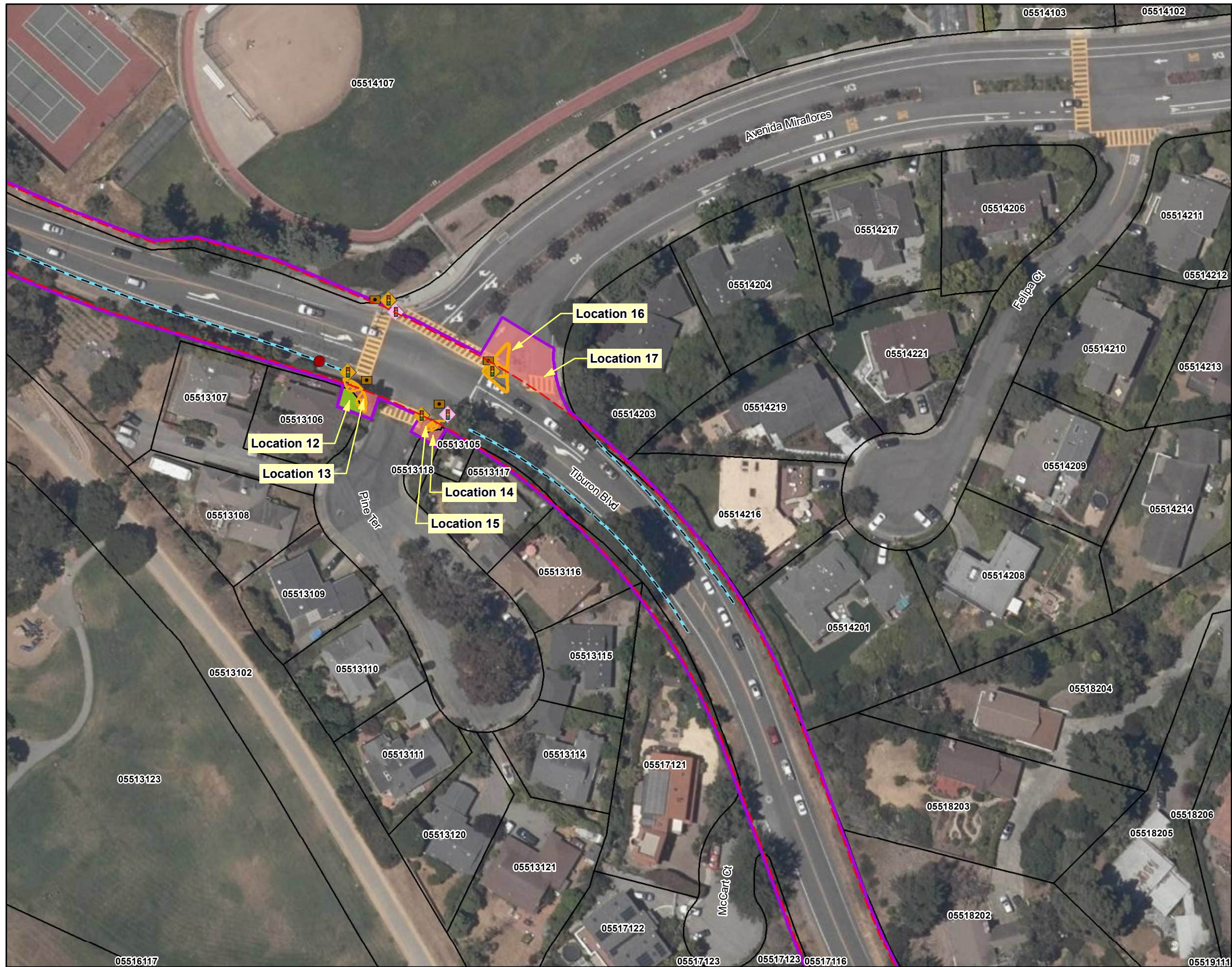


FIGURE 2-1
Map 19 of 36 - Central Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Traffic Signal
 - Install Traffic Signal and Lighting
 - Install Max-Tension Guardrail
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
 - Upgrade Curb Ramp
 - Right of Way Acquisition Temporary Construction Easement
 - Right of Way Acquisition Permit to Enter & Construct

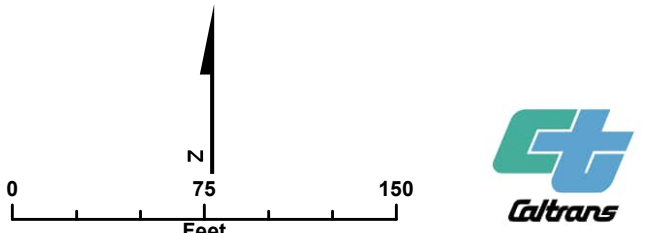
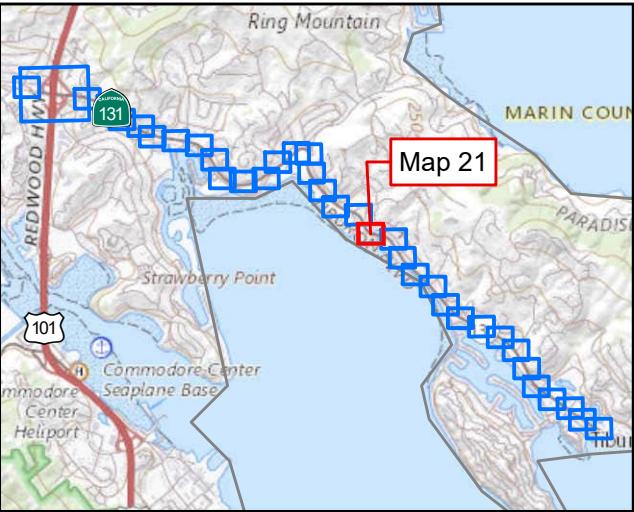
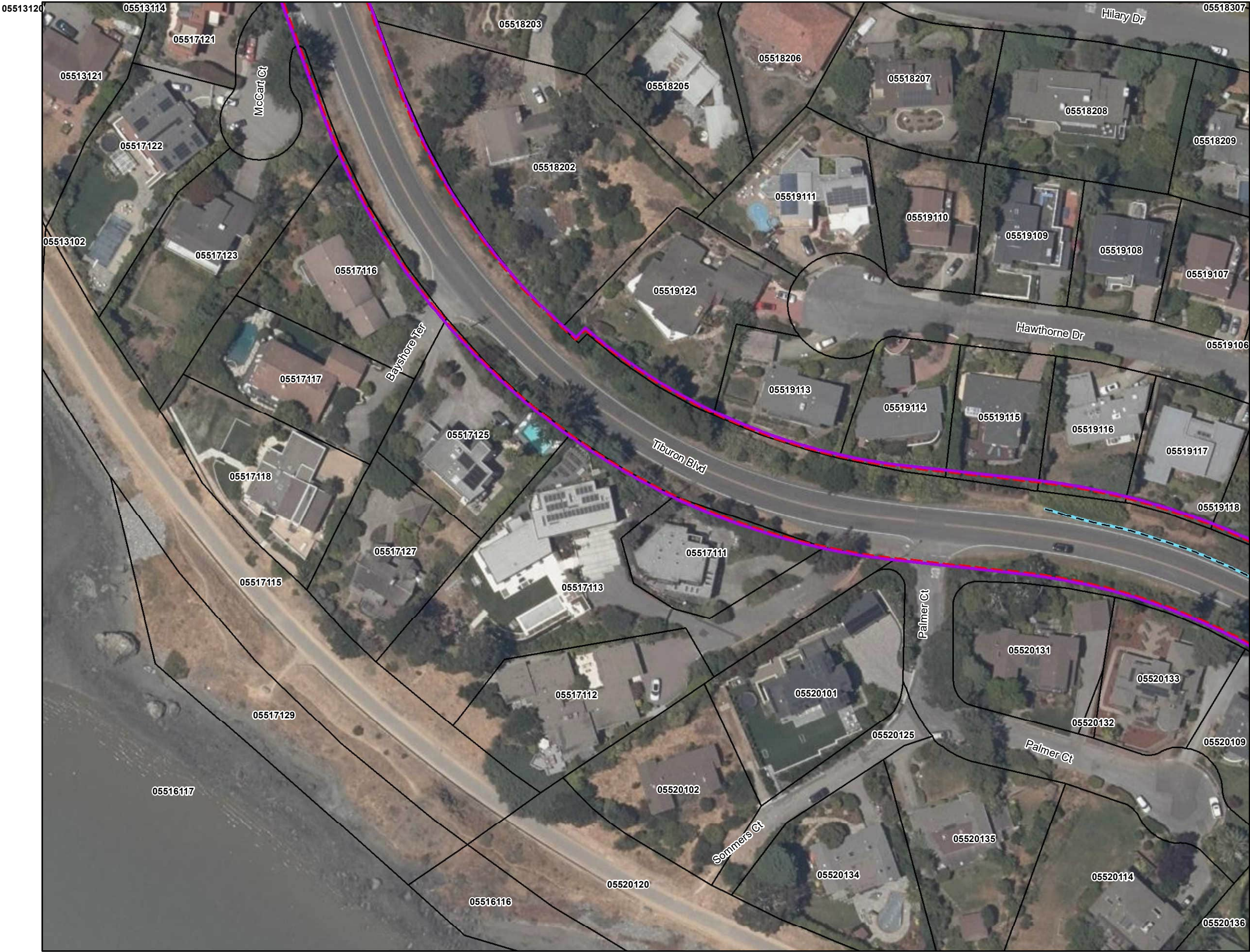


FIGURE 2-1
Map 20 of 36 - Central Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System

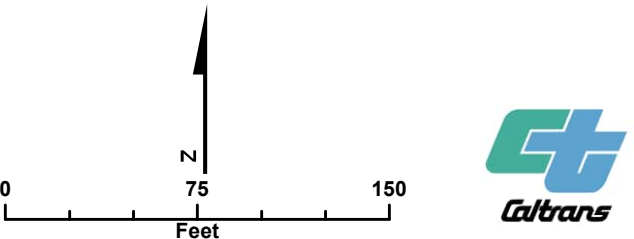


FIGURE 2-1
Map 21 of 36 - Central Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area

From CAD

- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Upgrade Curb Ramp

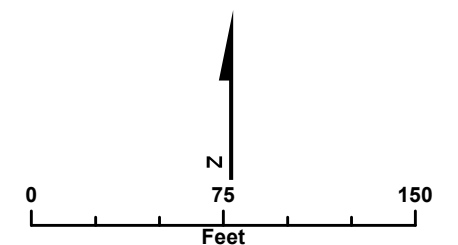
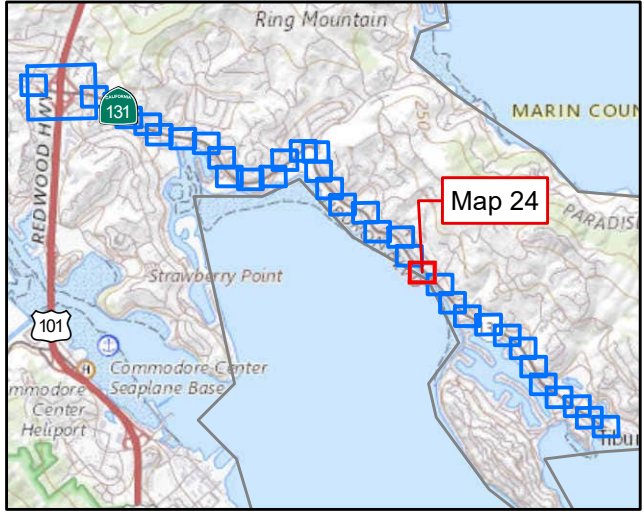


FIGURE 2-1
Map 23 of 36 - Central Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- DI Install Drainage Inlet
 - Relocate Crosswalk Signage
- From CAD**
- Install Culvert
 - Right of Way Acquisition Permit to Enter & Construct

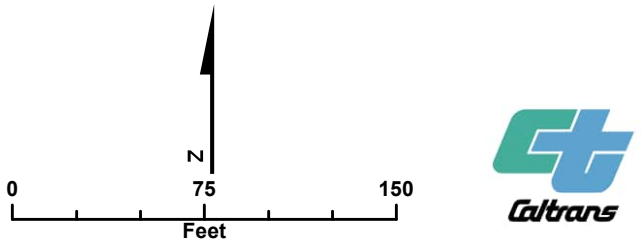
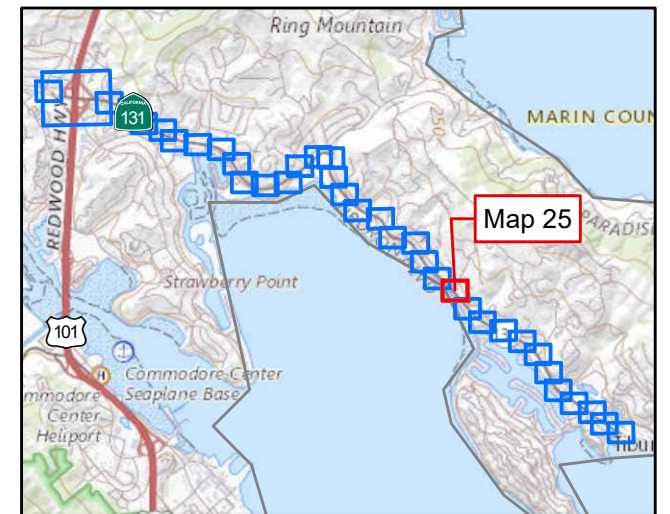


FIGURE 2-1
Map 24 of 36 - Central Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- ⤴ Relocate Crosswalk Sign
 - Relocate Crosswalk Signage
 - Right of Way Acquisition Permit to Enter & Construct

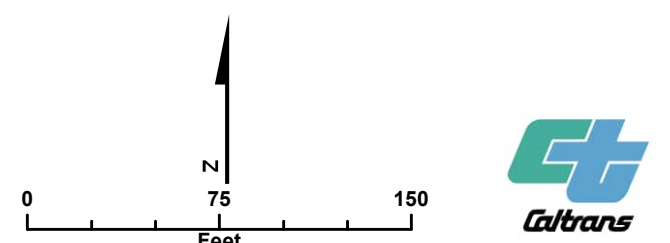


FIGURE 2-1
Map 25 of 36 - Central Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Post Mile
 - - - Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
- From CAD**
- Lengthen Metal Beam Guardrail
 - Replace Metal Beam Guardrail with Midwest Guardrail System
 - Upgrade Curb Ramp
 - Right of Way Acquisition Permit to Enter & Construct

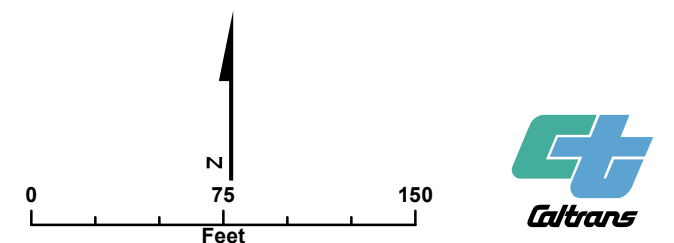
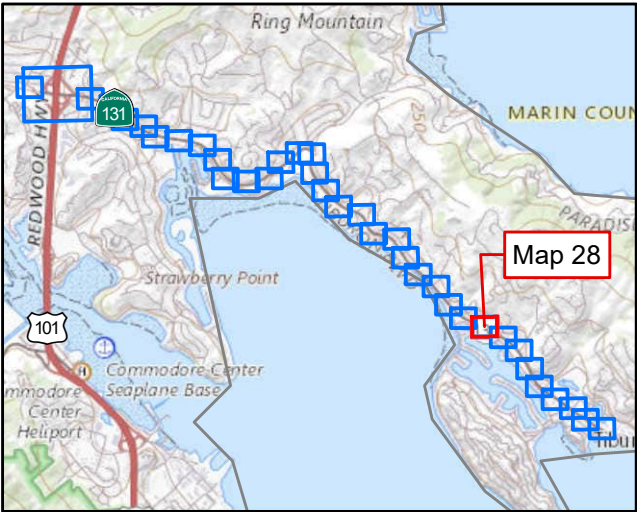


FIGURE 2-1
Map 27 of 36 - Eastern Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
 - Install Flashing Beacon
- From CAD**
- Upgrade Curb Ramp

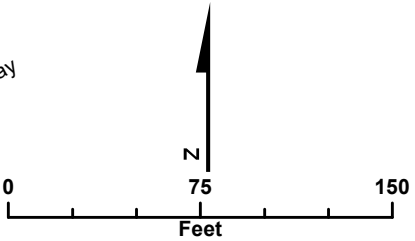
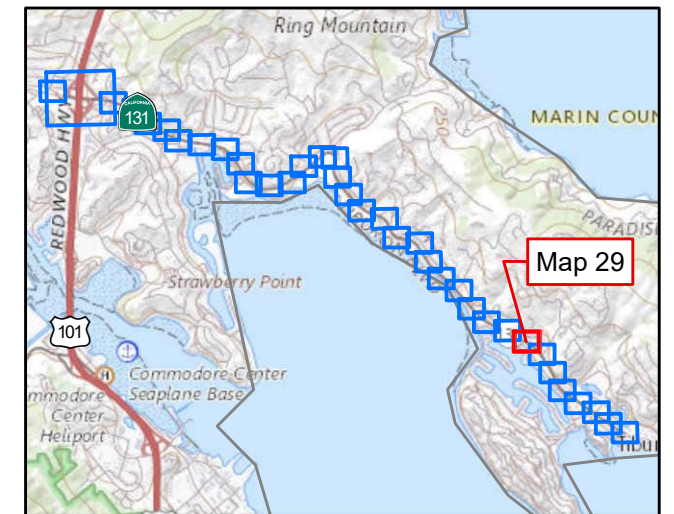


FIGURE 2-1
Map 28 of 36 - Eastern Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
- ✱ Install Flashing Beacon
- Restripe Yield Lane
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

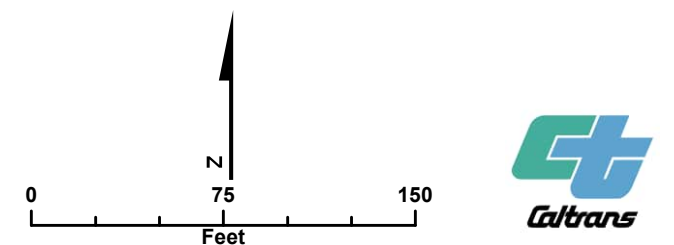


FIGURE 2-1
Map 29 of 36 - Eastern Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- ▨ Staging Area

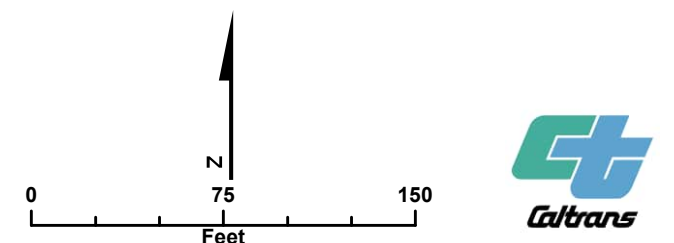
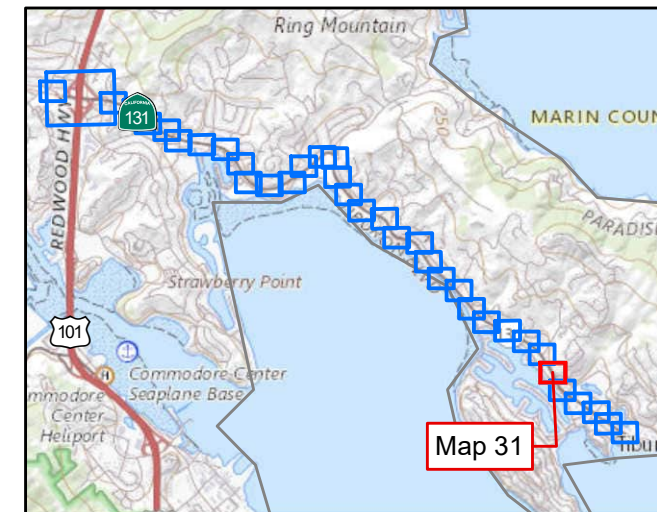


FIGURE 2-1
Map 30 of 36 - Eastern Segment
Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
 - Staging Area

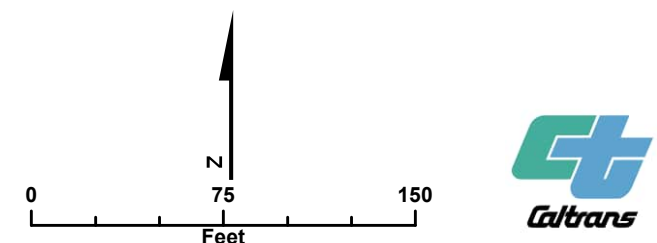
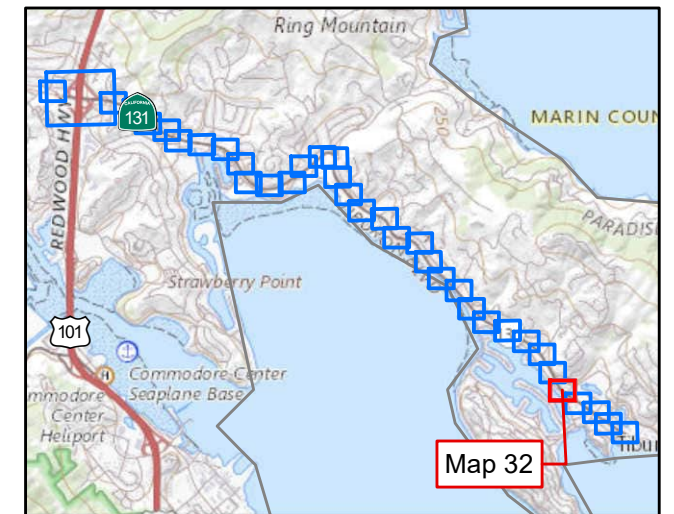


FIGURE 2-1
Map 31 of 36 - Eastern Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD**
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Right of Way Acquisition Permit to Enter & Construct

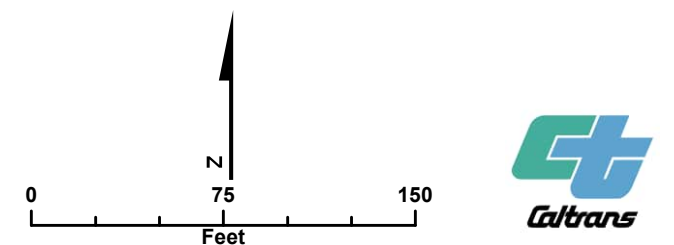
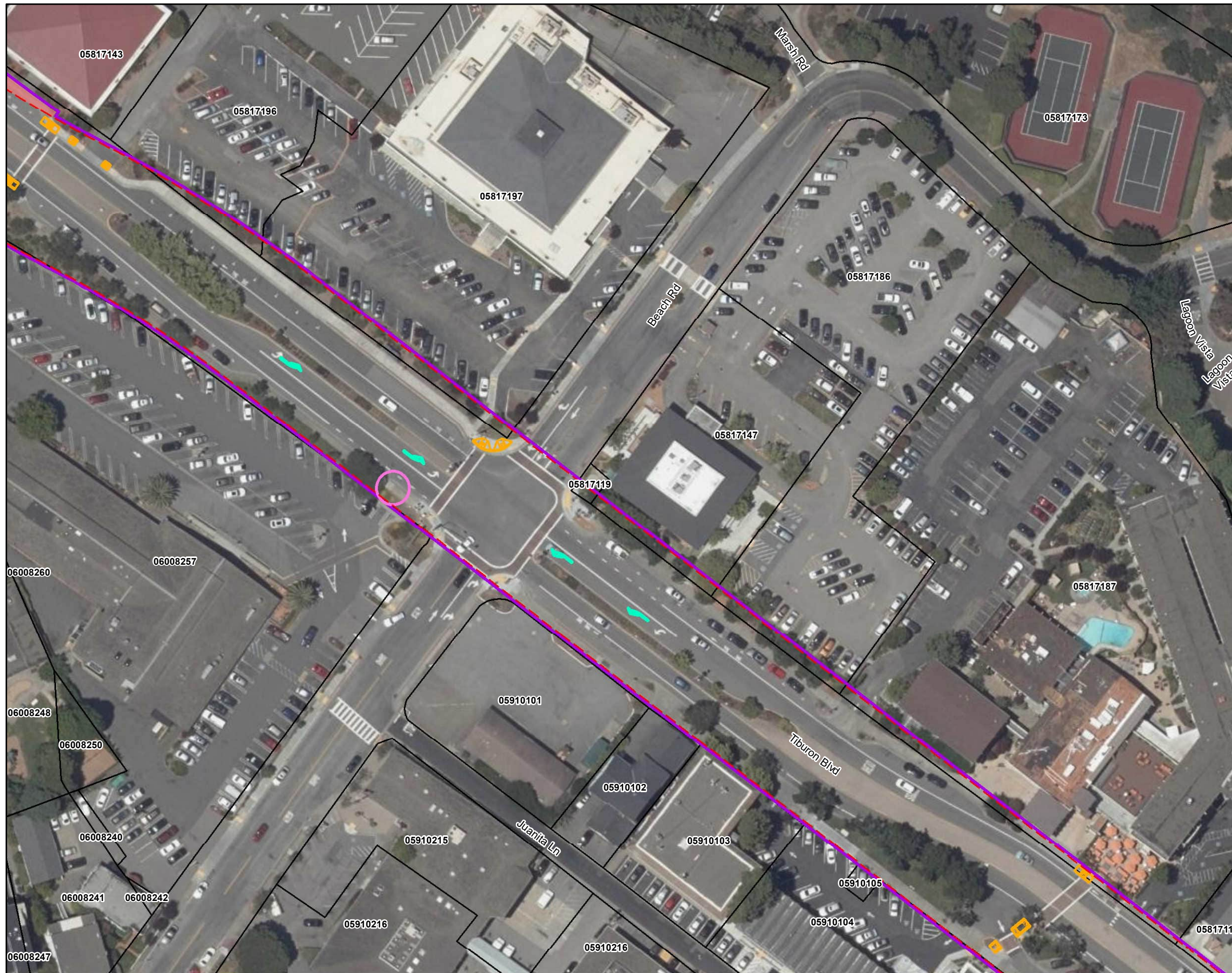


FIGURE 2-1
Map 32 of 36 - Eastern Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- From CAD
- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Permit to Enter & Construct

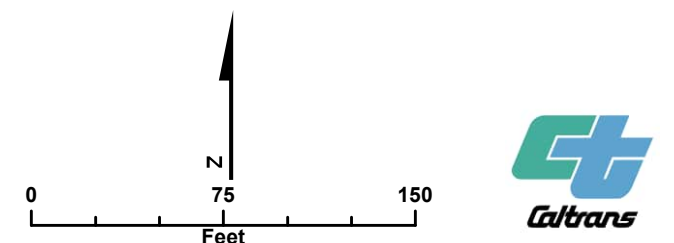
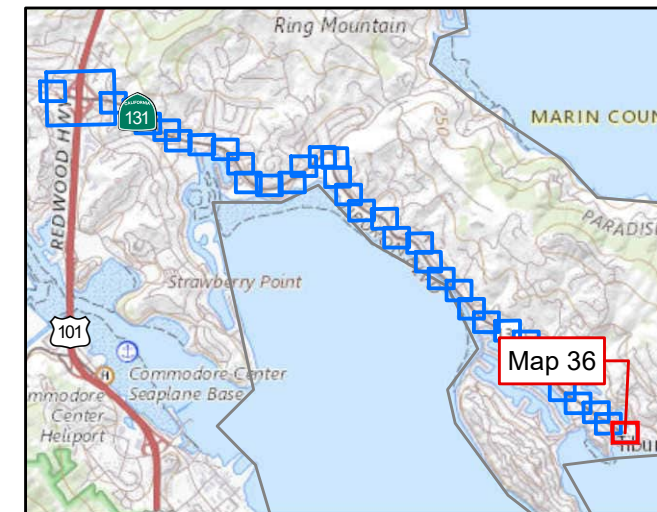
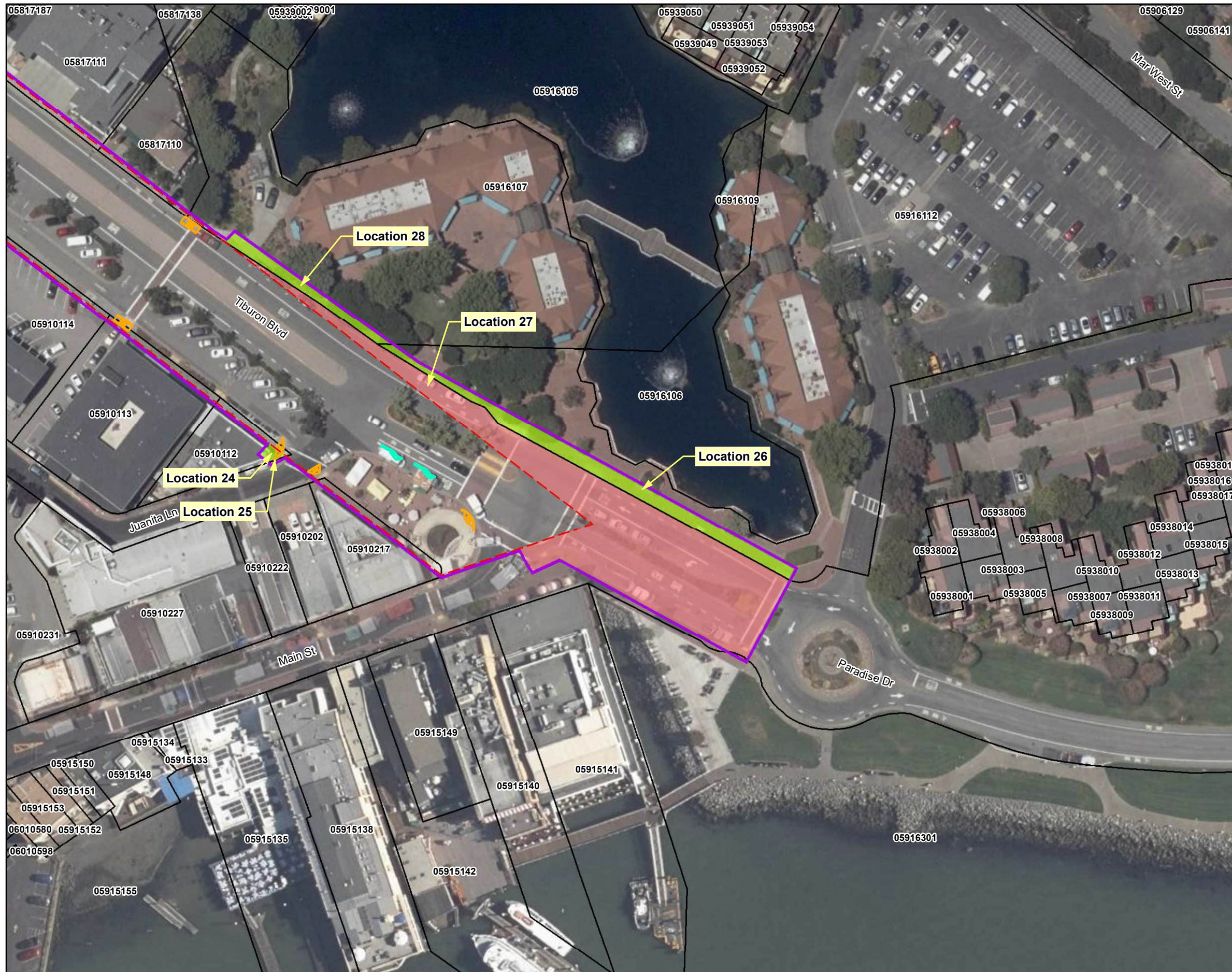


FIGURE 2-1
Map 34 of 36 - Eastern Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California



- Legend**
- Caltrans Right of Way
 - Marin County Parcels
 - Project Footprint / Biological Study Area
- From CAD**
- Restripe Travel Lane
 - Upgrade Curb Ramp
 - Right of Way Acquisition Temporary Construction Easement
 - Right of Way Acquisition Permit to Enter & Construct

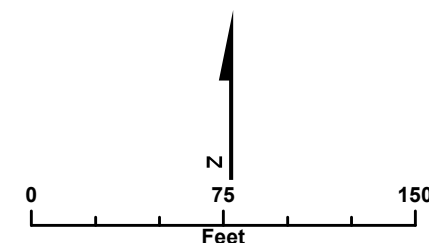


FIGURE 2-1
Map 36 of 36 - Eastern Segment
Project Components
 State Route 131 Capital
 Preventive Maintenance Project
 EA 04-1Q230, MRN-131-0.00/4.40
 Marin County, California

Appendix B Title VI Policy Statement

California Department of Transportation

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September 2022

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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

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) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/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 Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

Appendix C

Summary of Project Features and Avoidance and Minimization Measures

This appendix summarizes proposed Project features (PFs) and avoidance and minimization measures (AMMs) to reduce potential environmental impacts resulting from implementation of California Department of Transportation's (Caltrans') State Route 131 (SR 131) Capital Preventive Maintenance Project (Project).

Project Features

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.
- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.
- **PF-AES-3, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond direct view of the motoring public and residential properties to the extent feasible.
- **PF-AES-4, Architectural Treatment.** The need for the architectural treatment of proposed Project elements such as a retaining wall should be investigated by the Caltrans Office of Landscape Architecture during the plans, specifications, and estimates phase of design and incorporated as appropriate. This may include coloring or other treatments to new concrete paving or retaining walls, anti-graffiti coatings, and other elements.
- **PF-AES-5, Tree Trimming.** Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.
- **PF-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 graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction

contract. Watering guidelines would be established by the contractor and approved by the Caltrans Resident Engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.
- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- **PF-AQ-4, Recycle Waste and Materials.** If practicable, non-hazardous waste and excess material would be recycled. If recycling is not practicable, dispose of material according to applicable regulations.
- **PF-BIO-1, Environmentally Sensitive Areas.** Before starting construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering sensitive habitat areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.
- **PF-BIO-2, Construction Site Management Practices.** The following site restrictions would be implemented to avoid or minimize potential effects on listed species and their habitats:
 - a. Project-related vehicle traffic would be restricted to established roads and construction areas. The speed limit of 15 miles per hour within the Project footprint and on unpaved and paved areas would be enforced to reduce dust and excessive soil disturbance.

- b. Project personnel would be required to comply with current guidance governing vehicle use, speed limits, fire prevention, and other hazards.
- c. Construction access, staging, storage, and parking areas would use existing maintenance vehicle pullouts, existing paved areas, gravel shoulder backing, and disturbed areas within the Project limits. Staging and storage areas would be located at least 50 feet from wetlands, the ordinary high-water mark of jurisdictional waters, a concentrated flow of stormwater, a drainage course, or an inlet, unless additional containment efforts are used. Access routes and boundaries of the footprint would be clearly marked prior to initiating construction activities and would be limited to the extent necessary to construct the proposed Project. Only approved areas clearly delineated in the plans may be used for staging and storage.
- d. Any borrow material must be certified non-toxic and free of weeds to the maximum extent possible.
- e. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project footprint.
- f. All pets would be prohibited from entering the Project area during construction to prevent harassment of, injury to, or mortality of sensitive species.
- g. Firearms would be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.
- **PF-BIO-3, Vegetation Removal.** Vegetation would be cleared only where necessary and would be cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction. Vegetation removed by construction operations within the Project limits would be replaced according to Caltrans policy. Appropriate native species would be used to the maximum extent possible. Shrubs and groundcover would be selected for drought tolerance and disease resistance. Mulch would be applied to planted areas to reduce weed growth, conserve moisture, and minimize maintenance operations.

- **PF-BIO-4, Replant, Reseed, and Restore Disturbed Areas.** Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native vegetation or other methods to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.
- **PF-BIO-5, Night Lighting.** Nighttime work would be avoided to the maximum extent practicable. For unavoidable nighttime work, all lighting would be shielded and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.
- **PF-BIO-6, Invasive Weed Control.** To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would 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. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for the proper disposal of materials. Areas subject to noxious weed removal or disturbance would 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 footprint would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.
- **PF-CUL-1, Unanticipated Archaeological Discovery.** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.
- **PF-CUL-2, Unanticipated Human Remains Discovery.** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains and the county coroner would be contacted. Pursuant to Public

Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendant. At that time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff, who would work with the Most Likely Descendant to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.

- **PF-HAZ-1, Preliminary Site Investigations.** A preliminary site investigation for aerially deposited lead, agricultural chemicals, and potential hazardous materials concerns related to soil and groundwater would be conducted during the Project design phase to investigate soil within Project limits proposed to be excavated, encountered, or disturbed and managed. The findings of the preliminary site investigation would be used to evaluate soil and groundwater handling practices, construction worker health and safety concerns, and soil and groundwater reuse and disposal options. If hazardous materials are identified during the preliminary site investigation, additional investigation could be required. The results of the site investigation would determine the special provisions to be used in the final design package. The site investigation report would be included as part of the information handout made available as a part of the final design package.
- **PF-NOI-1, Public Outreach.** Public outreach would be required before Project construction and throughout Project construction to update residents, businesses, and others with upcoming Project activities and timeframe. Public outreach could entail sending notices to nearby residents, notifying the City, and posting a notice on the Project website.
- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:
 - Any operation exceeding 86 decibels (A-weighted) would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m.
 - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.
 - If feasible, use solar or electricity as a power source instead of diesel generators.

- Avoid unnecessary idling of internal combustion engines.
 - Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.
 - Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - Use “quiet” air compressors and other “quiet” equipment where such technology exists.
 - No construction equipment would be delivered and dropped off before 6:00 a.m.
 - Maintain all internal combustion engines properly to minimize noise generation.
- **PF-WQ-1, Construction and Implementation of Best Management Practices.**

Erosion control best management practices (BMPs) would be included in the final Project plans, and Standard Special Provisions would be included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System permit. The Caltrans BMP Guidance Handbook (Caltrans 2017)¹ would provide guidance for provisions to be included in the construction contract for measures to protect environmentally sensitive areas and avoid or minimize stormwater and non-stormwater discharges. Construction BMPs for stormwater may include, but are not limited to, the following:

 - Construction tracking control practices
 - Job site management
 - Sediment control (fiber rolls and silt fencing)

¹ California Department of Transportation (Caltrans). 2017. *Construction Site Best Management Practices (BMP) Manual*. Accessed June 06, 2023. <https://dot.ca.gov/-/media/dot-media/programs/construction/documents/environmental-compliance/csbmp-may-2017-final.pdf>.

- Waste management and materials pollution control
 - Materials stockpile management
 - Dust and wind erosion controls
 - Non-stormwater management
 - Water quality monitoring
 - Maintaining and tuning construction vehicles and equipment approximately 50 feet away from known water features
 - Locating designated fueling areas approximately 50 feet from downslope drainage facilities
- **PF-WQ-2, Water Pollution Control Program.** A Water Pollution Control Program would be prepared by the contractor and approved by Caltrans, pursuant to the 2018 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans Water Pollution Control Program Preparation Manual (Caltrans 2021b).² The Water Pollution Control Program would be implemented prior to the beginning of construction.
 - **PF-WQ-3, Temporary Stream Diversions.** Temporary stream diversions would be used when necessary for culvert replacements. If needed, stream diversions would be determined during the design phase of the Project.
 - **PF-WQ-4, Permanent BMPs.** To minimize and avoid potential post-construction impacts on water quality, the Project would consider design pollution prevention BMPs. Design pollution prevention BMPs would be used to minimize runoff, maximize infiltration, maximize vegetation (depending on the location), and reduce erosion.
 - **PF-TRF-1, Traffic Management Plan.** A Traffic Management Plan would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint.

² California Department of Transportation (Caltrans). 2021b. *Location Hydraulic Study/Floodplain Analysis*. October.

Temporary traffic barriers or traffic cones would be used to separate the open lanes from the closed lanes.

Avoidance and Minimization Measures

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction affecting tree roots.
- **AMM-AES-2, Project Coordination.** Design and construction related to an ongoing or planned project, such as the local Hawthorne Undergrounding Utility Project and Caltrans Bike Plan project, should be coordinated with the Town of Tiburon, and the designers and contractors involved. Additional avoidance and minimization measures, as appropriate, should be identified and implemented.
- **AMM-AES-3, Erosion Control.** Application of erosion control seeding and similar measures would be made to areas of disturbance that are beyond paved areas.
- **AMM-AES-4, Night Lighting and Glare.** Directional lighting and shielding would be maintained for all traffic, roadway, or construction lights installed or used for the Project.
- **AMM-BIO-1, Worker Environmental Awareness Training.** Prior to the start of construction, a biologist would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, notes key avoidance measures, and provides employee guidance would be given to each person who completes the training program.
- **AMM-BIO-2, Pre-construction Nesting Bird Surveys.** If Project activities occur between February 1 and September 30, then a pre-construction survey would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the

nest would be monitored for compliance with the Migratory Bird Treaty Act and CFGC Section 3503.

- **AMM-BIO-3, Active Nest Buffer.** If an active bird nest is found during construction activities, then the following ESA buffers would be established:
 - If an active raptor nest is observed, a 300-foot ESA buffer would be implemented to avoid affecting the young until they have fledged.
 - If an active nest of non-raptor migratory birds is observed, a 50-foot ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined by consultation with CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and CFGC Section 3503.
- **AMM-BIO-4, Work Period in Dry Weather Only.** Work would only be conducted during periods of dry weather. Forecast precipitation would be monitored. When 0.25 inch or more of precipitation is forecast to occur, work would stop before precipitation commences. No Project activities would be started if their associated erosion control measures cannot be completed prior to the onset of precipitation. After any storm event, all sites currently under construction and all sites scheduled to begin construction within the next 72 hours would be inspected for erosion and sediment problems, and corrective action would be taken as needed. In addition, 72-hour weather forecasts from National Weather Service would be consulted, and work would not start back up until runoff ceases and there is a less than 50% forecast for precipitation for the following 24-hour period.
- **AMM-BIO-5, Prevent Inadvertent Entrapment.** To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project footprint overnight would be inspected before they are subsequently moved, capped, or buried.
- **AMM-CUL-1, Cultural Environmentally Sensitive Areas:** Before starting construction, ESAs (defined as areas containing previously recorded

archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **AMM-CUL-2, Archaeological Monitoring.** Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.
- **AMM-CUL-3, Post-review Discovery Plan:** If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.
- **AMM-GEO-1, Unanticipated Paleontological Resources.** As outlined in Standard Specifications 14-7.03, Discovery of Unanticipated Paleontological Resources, if unanticipated paleontological resources are discovered at the job site in the native Pleistocene terrace deposits, the following measures would be implemented:
 1. Stop all work within a 60-foot radius of the discovery.
 2. Secure the area.
 3. Notify the Project engineer.

The Caltrans Department of Geology Services would investigate the discovery and modify the dimensions of the secured area if needed. Paleontological resources would not be moved or taken from the job site until appropriate

coordination and consultation has been completed. Work within the radius of discovery would not resume until authorized by a qualified paleontologist.

- **AMM-NO1-1, Noise Control and Monitoring.** The Contract Specifications would include a Special Provision requiring Noise Monitoring and Control, which would include providing public outreach or a communication plan for residents, businesses, and others regarding upcoming construction-related activities and Project schedule.
- **AMM-UT-1, Utility Notifications.** Caltrans would notify all affected utility companies of the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

Appendix D List of Technical Studies and References

- Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). 2021. *Final Plan Bay Area 2050*. October 2021. Accessed June 8, 2023. <https://www.planbayarea.org/finalplan2050>.
- Belvedere Police Department. 2023. [Police Department](https://www.cityofbelvedere.org/117/Police). Accessed May 12, 2023. <https://www.cityofbelvedere.org/117/Police>.
- California Air Resources Board (CARB). 2022. [Maps of State and Federal Area Designations](https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations). Accessed May 10, 2023. <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.
- California Department of Conservation. 2015a. [Fault Activity Map of California](https://maps.conservation.ca.gov/cgs/fam/). Accessed May 10, 2023. <https://maps.conservation.ca.gov/cgs/fam/>.
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Appendix E USFWS, NMFS, CDFW, and CNPS Special-status Species Lists



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

Project Code: 2023-0055954

Project Name: 1Q230 131 Cap M

March 14, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Note: IPaC has provided all available attachments because this project is in multiple field office jurisdictions.

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Migratory Birds
 - Wetlands
-

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

This project's location is within the jurisdiction of multiple offices. However, only one species list document will be provided for all offices. The species and critical habitats in this document reflect the aggregation of those that fall in each of the affiliated office's jurisdiction. Other offices affiliated with the project:

San Francisco Bay-Delta Fish And Wildlife

650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
(916) 930-5603

PROJECT SUMMARY

Project Code: 2023-0055954
Project Name: 1Q230 131 Cap M
Project Type: Culvert Repair/Replacement/Maintenance
Project Description: Cap M improvements along 131 in Tiburon
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.90640735,-122.527550725,14z>



Counties: Contra Costa , Marin , and San Francisco counties, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 30 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered

BIRDS

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Hawaiian Petrel <i>Pterodroma sandwichensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6746	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Short-tailed Albatross <i>Phoebastria (=Diomedea) albatrus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Foothill Yellow-legged Frog <i>Rana boylei</i> Population: Central Coast Distinct Population Segment (Central Coast DPS) No critical habitat has been designated for this species.	Proposed Threatened

FISHES

NAME	STATUS
Longfin Smelt <i>Spirinchus thaleichthys</i> Population: San Francisco Bay-Delta DPS No critical habitat has been designated for this species.	Proposed Endangered
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Mission Blue Butterfly <i>Icaricia icarioides missionensis</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/6928	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
California Seablite <i>Suaeda californica</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered
Franciscan Manzanita <i>Arctostaphylos franciscana</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5350	Endangered
Marin Dwarf-flax <i>Hesperolinon congestum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5363	Threatened
Marsh Sandwort <i>Arenaria paludicola</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2229	Endangered
Presidio Clarkia <i>Clarkia franciscana</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3890	Endangered
Presidio Manzanita <i>Arctostaphylos hookeri</i> var. <i>ravenii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7216	Endangered
San Francisco Lessingia <i>Lessingia germanorum</i> (= <i>L.g.</i> var. <i>germanorum</i>) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8174	Endangered
Santa Cruz Tarplant <i>Holocarpha macradenia</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6832	Threatened
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459	Endangered
Sonoma Sunshine <i>Blennosperma bakeri</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1260	Endangered
Tiburon Jewelflower <i>Streptanthus niger</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4187	Endangered
Tiburon Mariposa Lily <i>Calochortus tiburonensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2858	Threatened
Tiburon Paintbrush <i>Castilleja affinis</i> ssp. <i>neglecta</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2687	Endangered

NAME	STATUS
White-rayed Pentachaeta <i>Pentachaeta bellidiflora</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7782	Endangered

CRITICAL HABITATS

There are 3 critical habitats wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Marbled Murrelet <i>Brachyramphus marmoratus</i> https://ecos.fws.gov/ecp/species/4467#crithab	Final
Northern Spotted Owl <i>Strix occidentalis caurina</i> https://ecos.fws.gov/ecp/species/1123#crithab	Final
Tidewater Goby <i>Eucyclogobius newberryi</i> https://ecos.fws.gov/ecp/species/57#crithab	Final

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

The following FWS National Wildlife Refuge Lands and Fish Hatcheries lie fully or partially within your project area:

FACILITY NAME	ACRES
MARIN ISLANDS NATIONAL WILDLIFE REFUGE https://www.fws.gov/refuges/profiles/index.cfm?id=81645	468.319

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Allen's Hummingbird <i>Selasphorus sasin</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31

NAME	BREEDING SEASON
Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Oystercatcher <i>Haematopus bachmani</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Scoter <i>Melanitta nigra</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Swift <i>Cypseloides niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Black Tern <i>Chlidonias niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black Turnstone <i>Arenaria melanocephala</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Black-chinned Sparrow <i>Spizella atrogularis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9447	Breeds Apr 15 to Jul 31
Black-legged Kittiwake <i>Rissa tridactyla</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Black-vented Shearwater <i>Puffinus opisthomelas</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere

NAME	BREEDING SEASON
Brown Pelican <i>Pelecanus occidentalis</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 15 to Sep 30
Bullock's Oriole <i>Icterus bullockii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
California Thrasher <i>Toxostoma redivivum</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Loon <i>gavia immer</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/4464	Breeds Apr 15 to Oct 31
Common Murre <i>Uria aalge</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Apr 15 to Aug 15
Common Yellowthroat <i>Geothlypis trichas sinuosa</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Double-crested Cormorant <i>phalacrocorax auritus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/3478	Breeds Apr 20 to Aug 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

NAME	BREEDING SEASON
Lawrence's Goldfinch <i>Carduelis lawrencei</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Long-tailed Duck <i>Clangula hyemalis</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/7238	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker <i>Picoides nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse <i>Baeolophus inornatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pink-footed Shearwater <i>Puffinus creatopus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Pomarine Jaeger <i>Stercorarius pomarinus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red Phalarope <i>Phalaropus fulicarius</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere

NAME	BREEDING SEASON
Red-breasted Merganser <i>Mergus serrator</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red-necked Phalarope <i>Phalaropus lobatus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red-throated Loon <i>Gavia stellata</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Ring-billed Gull <i>Larus delawarensis</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Scripps's Murrelet <i>Synthliboramphus scrippsi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Feb 20 to Jul 31
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Surf Scoter <i>Melanitta perspicillata</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Tricolored Blackbird <i>Agelaius tricolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Tufted Puffin <i>Fratercula cirrhata</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/430	Breeds elsewhere
Western Grebe <i>aechmophorus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

NAME	BREEDING SEASON
White-winged Scoter <i>Melanitta fusca</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit <i>Chamaea fasciata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

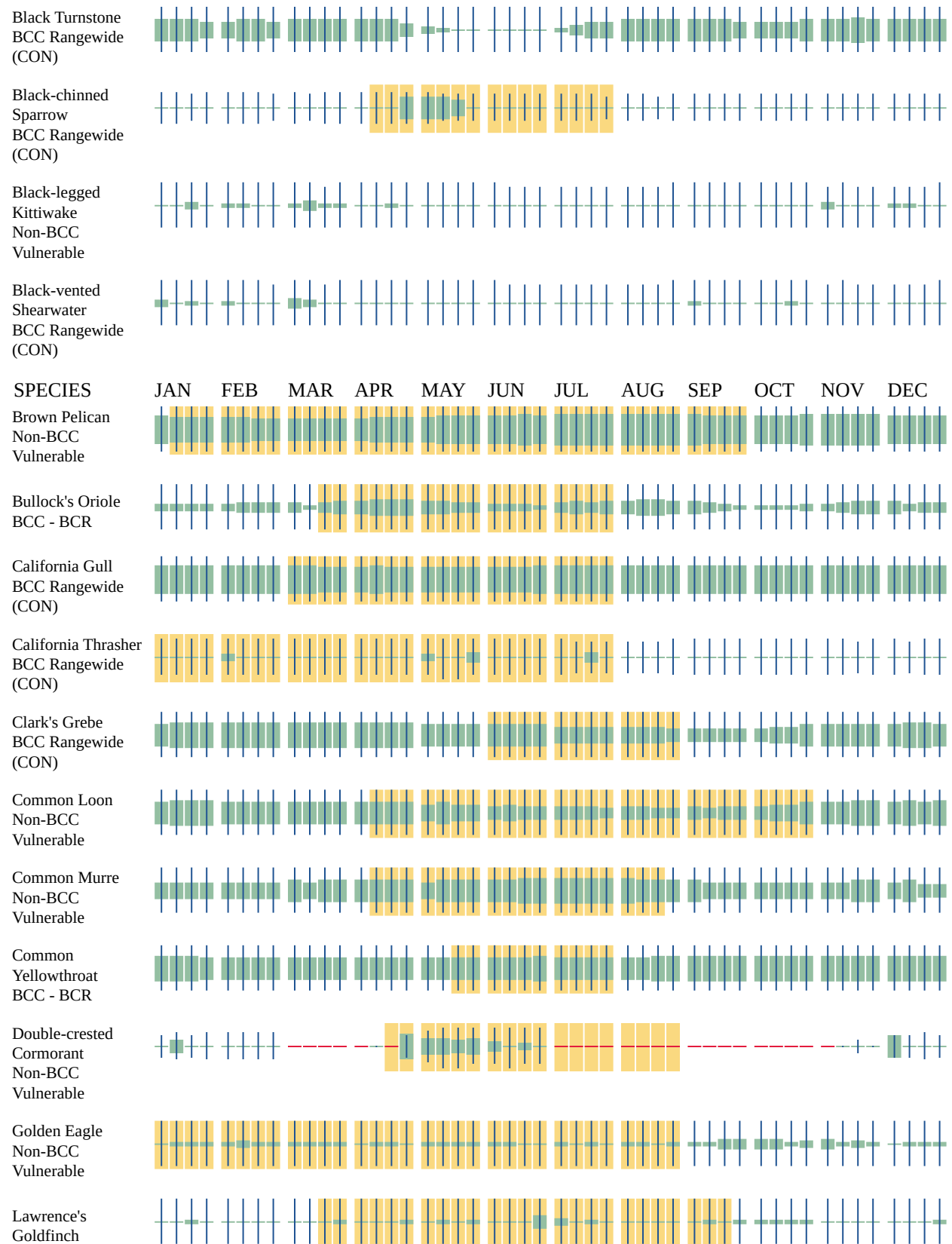
No Data (—)

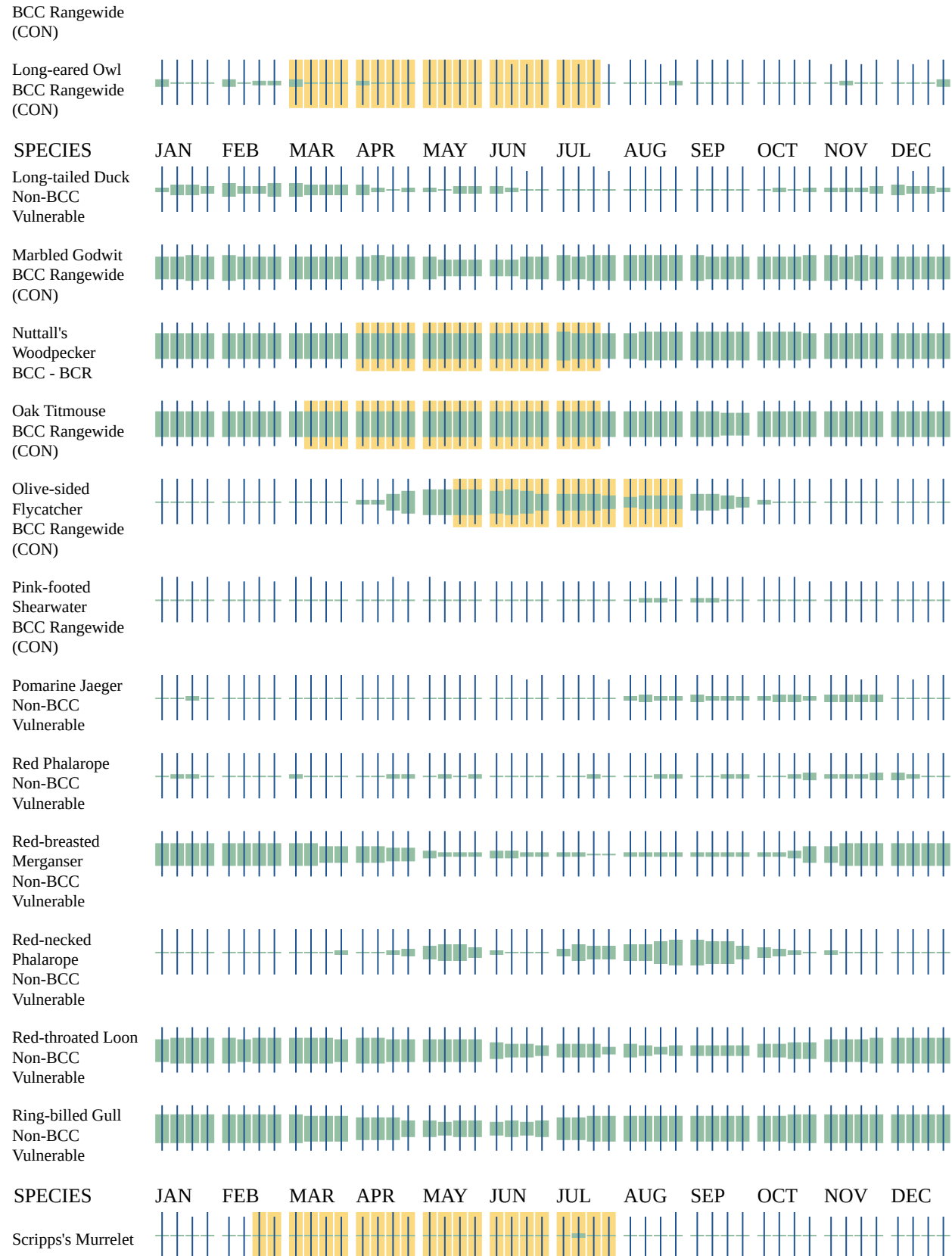
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

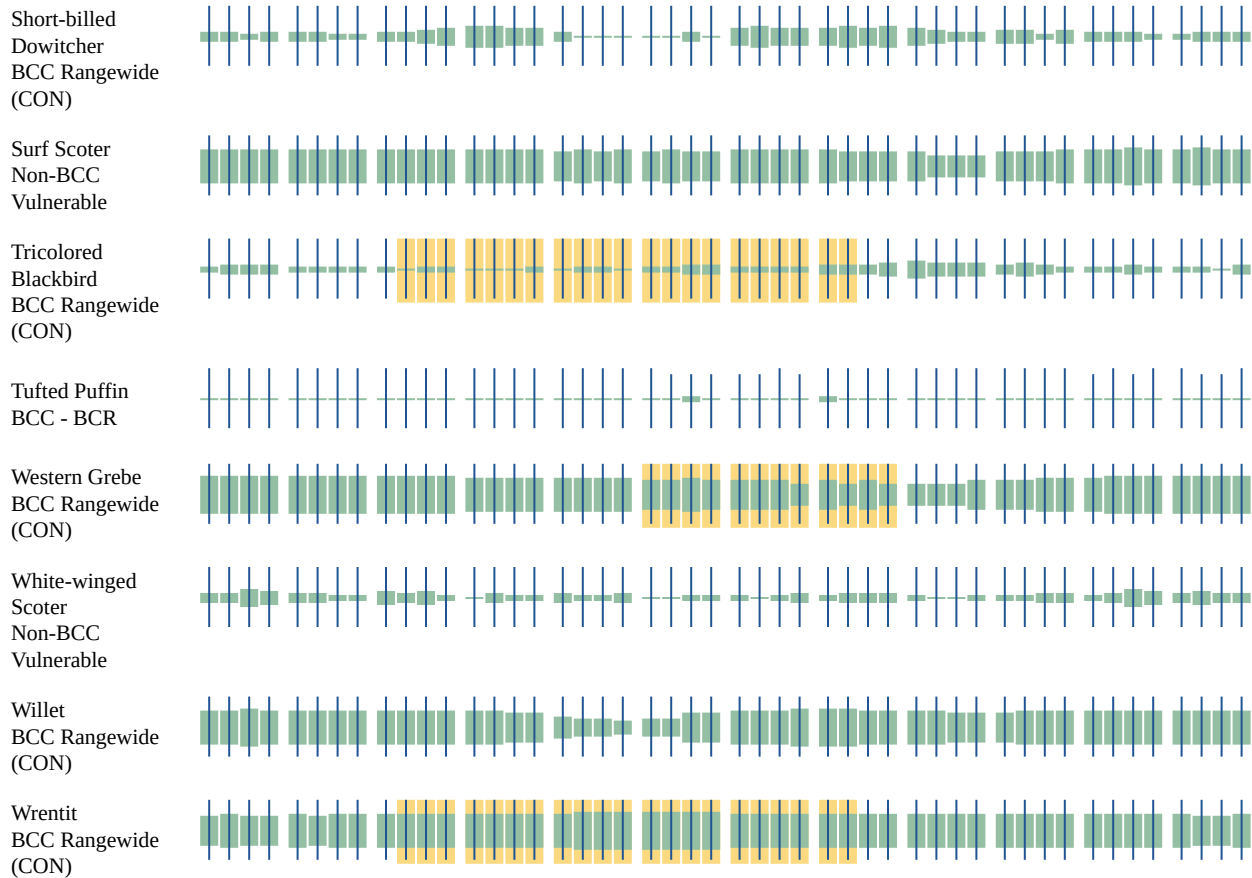
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.







BCC Rangewide (CON)



Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#)

may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
-

2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities,

should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

Due to your project's size, the list below may be incomplete, or the acreages reported may be inaccurate. For a full list, please contact the local U.S. Fish and Wildlife office or visit <https://www.fws.gov/wetlands/data/mapper.HTML>

ESTUARINE AND MARINE DEEPWATER

- [E1UBL](#)
- [M1UBL](#)

LAKE

- [L1UBHh](#)
- [L2EM2Fh](#)
- [L2UBHh3](#)
- [L2UBH](#)

RIVERINE

- [R4SBA](#)
- [R2UBH](#)
- [R3UBHx](#)
- [R3UBH](#)
- [R3UBF](#)

FRESHWATER EMERGENT WETLAND

- [PEM1Ch](#)
- [PEM1A](#)
- [PEM1B](#)
- [PEM1Cx](#)
- [PEM1F](#)
- [PEM1K](#)
- [PEM1C](#)

FRESHWATER FORESTED/SHRUB WETLAND

- [PSS1B](#)
-

- [PSS1A](#)
- [PSS1Ch](#)
- [PSS1C](#)

ESTUARINE AND MARINE WETLAND

- [E2EM1N](#)
- [E2SBN](#)
- [M2RSN](#)
- [E2EM1Ph](#)
- [E2USMh](#)
- [E2SBNx](#)
- [E2SBNh](#)
- [M2USP](#)
- [E2SS1P](#)
- [E2USM](#)
- [M2USN](#)
- [E2USN](#)
- [E2EM1Nh](#)
- [E2EM1P](#)

FRESHWATER POND

- [PUBFh](#)
 - [PUBK1](#)
 - [PUBHx](#)
 - [PUBHh](#)
 - [PUBH](#)
 - [PUBHh3](#)
 - [PUBK](#)
 - [PUBKx](#)
-

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