

Staff Report 19

APPLICANT:

California Department of Transportation

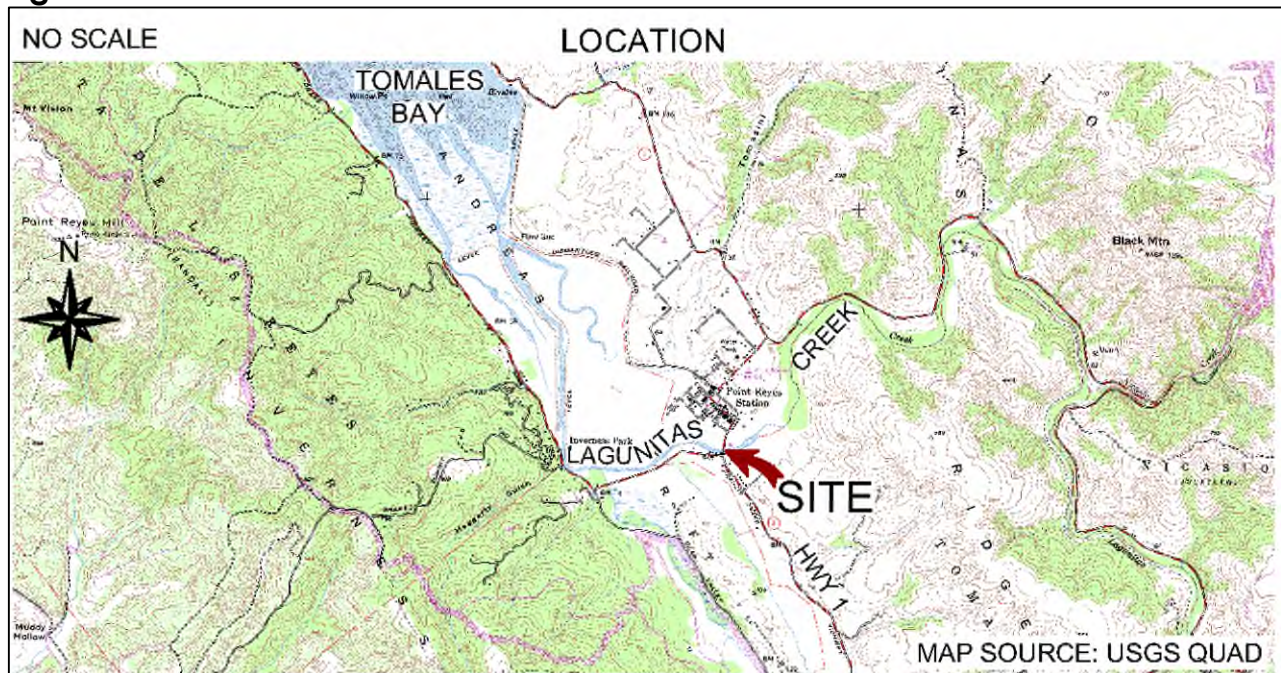
PROPOSED ACTION:

Issuance of a Public Agency Permit and approval of a Right-of-Way Map, including Temporary Construction Easements as depicted on the map.

AREA, LAND TYPE, AND LOCATION:

Sovereign land located in Lagunitas Creek on State Route 1, near Point Reyes Station, Marin County (as shown in Figure 1).

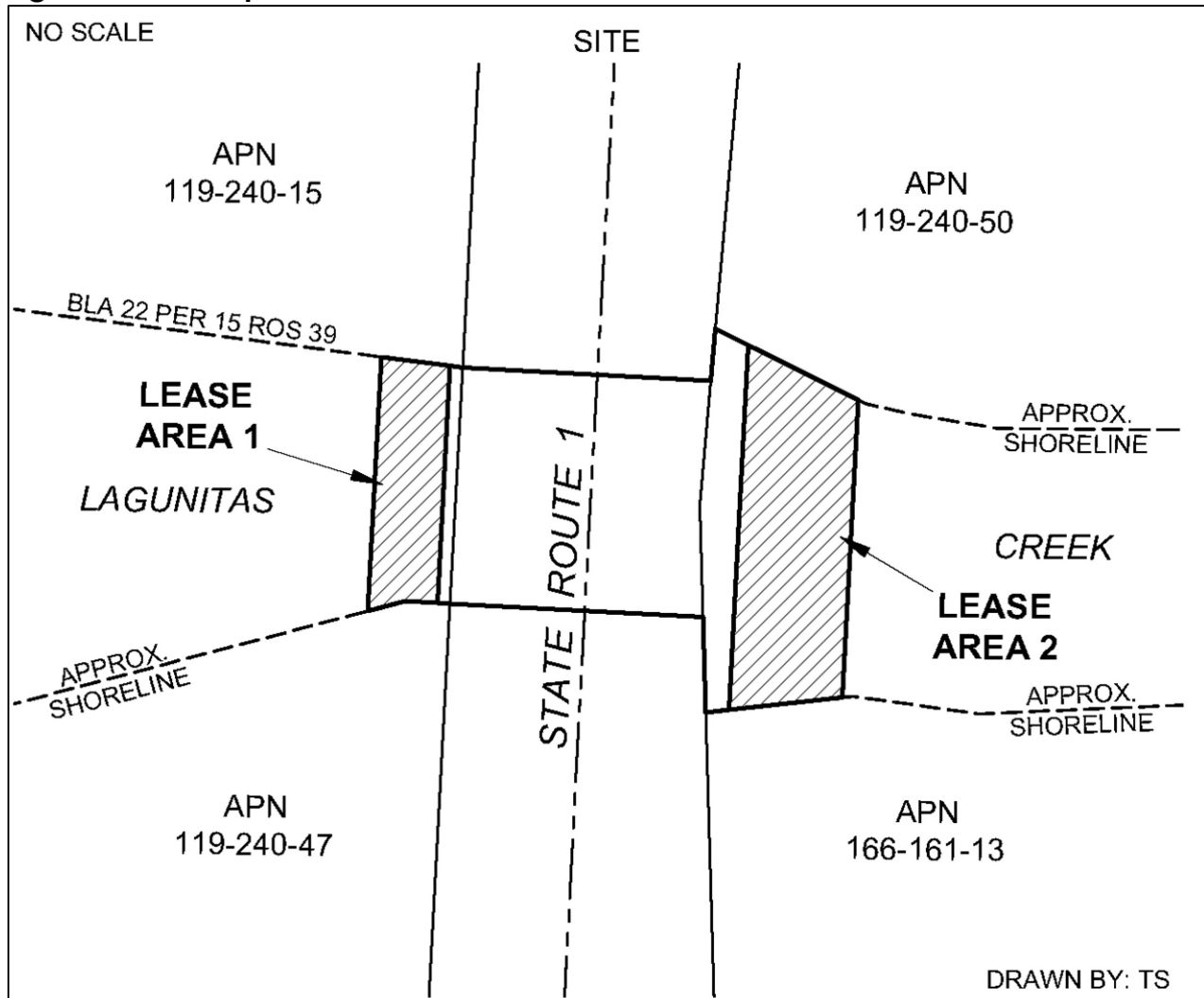
Figure 1. Location



AUTHORIZED USE:

Use of a right-of-way for a bridge crossing, bridge improvements, bridge replacement, and temporary construction easements (as shown in Figure 2).

Figure 2. Site Map



NOTE: This depiction of the lease premises is based on unverified information provided by the Applicant or other parties and is not a waiver or limitation of any State interest in the subject or any other property.

TERM:

- **Public Agency Permit:** Continuous use, plus 1 year, beginning October 17, 2024.
- **Temporary Construction Easements:** beginning October 17, 2024, until construction is completed, but no later than December 31, 2028.

CONSIDERATION:

- **Public Agency Permit:** Reasonable value of right-of-way to be deposited into the State Parks and Recreation Fund.
- **Temporary Construction Easements:** The public use and benefit, with the State reserving the right to set a monetary rent if the Commission finds such an action to be in the State's best interests.

STAFF ANALYSIS AND RECOMMENDATION:

AUTHORITY:

Public Resources Code sections 6005, 6210.3, 6216, 6301; Streets and Highways Code section 101.5.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

The existing portion of State Route 1 (SR 1) crossing Lagunitas Creek has not been previously authorized by the Commission. The California Department of Transportation (Caltrans) is now requesting authorization for the existing bridge and temporary construction easements to facilitate the replacement of the 94-year-old Lagunitas Creek Bridge carrying a portion of SR 1 over Lagunitas Creek, near Point Reyes Station, Marin County. Pursuant to section 101.5 of the Streets and Highway Code and section 6210.3 of the Public Resources Code, Caltrans has submitted an application and proposed Right-of-Way Map for the Commission's consideration and approval.

The existing 152-foot-long, 34-foot-wide, 3-span bridge structure will be removed and replaced with a new approximately 162-foot-long, 42-foot-wide, 3-span bridge that will provide 11-foot-wide northbound and southbound lanes and 5-foot-shoulders on both sides. The new bridge will also accommodate one 6-foot-wide sidewalk on the west (southbound) side of the bridge which will be lifted 6 inches above the roadway. Additionally, a crash barrier will be placed on the south side of the bridge, where no sidewalk is proposed. The new bridge will be a precast/prestressed concrete bridge with tubular railings. There will be four piles for the two 84-inch-diameter piers and eight piles for the two 42-inch diameter abutments, for a total of 12 piles. All piles will be cast-in drilled hole and with permanent steel casing. The alignment and centerline of the new bridge will match the existing bridge.

The bulk of construction staging and storage will occur on lots located at B Street and Sir Francis Drake Boulevard. Caltrans has obtained or is in the process of obtaining Temporary Construction Easements for this purpose. Construction activities are expected to begin sometime in November 2025 and to be completed by November 2026. However, the entire project is not expected to be completed until sometime in the Summer of 2028.

While removal and construction activities are occurring, some impacts to traffic are anticipated. SR 1 will be temporarily closed to through traffic for approximately three weeks. Traffic will be rerouted by a detour of approximately nine miles. This may affect accessibility to surrounding parks, such as Point Reyes National Seashore and Golden Gate National Recreation Area.

The public's right to access and use California's navigable waters is a mandate of the California Constitution (Article X, Section 4), a condition of statehood in the Act of Admission of the State of California into the Union (9 Stat. 452, Sept. 9, 1850), and a responsibility of all involved public agencies pursuant to the common law Public Trust Doctrine.

Access to the creek from the upland Lagunitas Creek Bridge is overall unsafe and inaccessible due to adjacent upland private ownership, steep hills, and dense vegetation. The primary access area for recreation is located nearby at Whitehouse Pool Park, which provides level walking paths along the creek's edge. However, there is a small walking trail on the north-west side of the bridge that allows public access. All public and vehicular access will be prohibited during construction due to environmental and safety constraints. As a result, SR 1 will be closed at the bridge to protect the public during construction. Caltrans recognizes that this area is being used for public recreation, with access being taken from SR 1, and as a result, the project has been designed to ensure that public access will remain available upon completion of the bridge replacement.

SR 1 is critical infrastructure that is necessary to facilitate the movement of goods, people, and services throughout the State. The proposed right-of-way will not permanently interfere with navigation, water-dependent recreation, or other Public Trust uses along this section of Lagunitas Creek.

The permit does not alienate the State's fee simple interest and does not grant the Applicant exclusive rights to the right-of-way. Staff believes that the proposed right-of-way will not substantially impair the public rights to navigation and fishing or substantially interfere with the Public Trust needs and values at this location, at this

time, and for the term of the right-of-way. Moreover, staff believes this use of State land, by a public agency, for a public benefit is in the best interests of the State.

CLIMATE CHANGE:

Climate change impacts, including sea level rise, more frequent and intense storm events, and increased flooding and erosion, affect both open coastal areas and inland waterways in California. The bridge is located on Lagunitas Creek, in a tidally influenced site vulnerable to flooding at current sea levels and at a higher risk of flood exposure given projected scenarios of sea level rise.

The California Ocean Protection Council updated the *State of California Sea-Level Rise Guidance* in 2018 to provide a synthesis of the best available science on sea level rise projections and rates. Commission staff evaluated the “high emissions,” “medium-high risk aversion” scenario to apply a conservative approach based on both current emission trajectories and the lease location and structures. The Point Reyes tide gauge was used for the projected sea level rise scenario for the region as listed in Table 1.

Table 1. Projected Sea Level Rise for Point Reyes

Year	Projection (feet)
2030	0.8
2040	1.3
2050	2.0
2100	7.0

Source: Table 10, [State of California Sea-Level Rise Guidance: 2018 Update](#)

Note: Projections are with respect to a 1991 to 2009 baseline.

Sea level rise could increase Lagunitas Creek’s inundation levels within the lease area. In addition, as stated in the [Safeguarding California Plan: 2018 Update](#) (California Natural Resources Agency 2018), climate change is projected to increase the frequency and severity of natural disasters related to flooding, fire, drought, extreme heat, and storms (especially when coupled with sea level rise). In rivers and tidally influenced waterways, more frequent and powerful storms can result in increased flooding conditions and damage from storm-created debris as well as decreased bank stability and structure. Conversely, climate change induced droughts could decrease river levels and flow for extended periods of time. Climate change and sea level rise will further influence riverine areas by changing erosion and sedimentation rates. Flooding and storm flow, as well as runoff, will likely increase scour and decrease bank stability at a faster rate.

The combination of these projected conditions could increase the likelihood of damage and affect access to structures in the future. For example, the potential for more frequent and stronger storm events may expose the structures to higher flood risks and cause facilities to be damaged or dislodged, presenting hazards to public safety as well as dangers for navigation within the channel. Conversely, prolonged drought conditions could lower water levels, exposing previously submerged structures to the elements and potentially leading to increased wear and tear on the bridge abutments and piers. Lowered water levels could also reduce navigability of the channel, thereby increasing hazards and impacting the function and utility of the lease area structures.

The Project's Final Environmental Impact Report / Environmental Assessment (EIR/EA) assessed the impacts of sea level rise on the SR 1 bridge over Lagunitas Creek during the 50- and 100-year design storm event (Sections 2.2.1.2 and 2.2.1.3 of the EIR/EA). The 20-mile long Lagunitas Creek flows under the existing three-span bridge at SR 1, and during high flow events, flow spills over the banks upstream of the bridge and overtops the bridge approaches. The overtopping of SR 1 is reduced by the additional flow capacity of the crossing provided by the existing auxiliary reinforced concrete box culverts on both sides of the bridge, which also drain the overbank areas upstream of the bridge. The analyses showed that sea level rise propagates upstream through the bridge area but is well contained within the channels. During the modeled 50- and 100-year storm events, sea level rise does not have an impact on the water surface elevations at the upstream face of the bridge.

The bank is heavily vegetated, which provides additional stability and will reduce the amount of erosion and scour pressure experienced during future events because of the vegetation's underground root system. However, the bank remains at risk of accelerated deterioration from currents and floods and could be vulnerable to future events. In addition, the bank may suffer increased erosion from sea level rise and storm flooding. In the future, if the erosion requires modifications to the bank, Commission staff suggest that Caltrans consider nature-based solutions to stabilize the sediment. Any future construction or activities on state land would require a separate authorization from the Commission.

CONCLUSION:

For all the reasons above, staff believes the approval of the Public Agency Permit and Right-of-Way Map for Lagunitas Creek will temporarily impair the public rights to navigation during construction. However, staff believes this temporary

impairment is justified to achieve long-term benefits. Approval of the permit will not substantially impair the public rights to navigation, fishing, or other Public Trust needs and values at this location, for the term of the permit and is in the best interests of the State.

OTHER PERTINENT INFORMATION:

1. Approval or denial of the application is a discretionary action by the Commission. Each time the Commission approves or rejects a use of sovereign land, it exercises legislatively delegated authority and responsibility as trustee of the State's Public Trust lands as authorized by law. If the Commission denies the application, the Applicant will be unable to utilize the proposed Right-of-Way or temporary construction easements.
2. This action is consistent with the "Leading Climate Activism" and "Meeting Evolving Public Trust Needs" Strategic Focus Areas of the Commission's 2021-2025 Strategic Plan.
3. Caltrans has filed maps with the Commission that depict the proposed Right-of-Way and the temporary construction easements.
4. Section 101.5 of the Streets and Highways Code requires Caltrans to determine the reasonable value of the proposed Right-of-Way for the Lagunitas Creek location and to deposit that amount into the State Parks and Recreation Fund.
5. An EIR/EA, State Clearinghouse No. 2015032036, was prepared for this project by the California Department of Transportation (Caltrans) and certified on June 29, 2018. As part of its project approval, Caltrans made Findings and adopted an Avoidance, Minimization and/or Mitigation Summary which has been incorporated into an Environmental Commitments Record.

Staff has reviewed these documents and prepared an independent Mitigation Monitoring Program (attached, Exhibit A) that incorporates Caltrans's documents. Staff recommends adoption of Exhibit A by the Commission.

Staff also prepared Findings made in conformance with the State CEQA Guidelines (Cal. Code Regs., tit. 14, §§ 15091, 15096), which determined that all potential impacts within the Commission's leasing jurisdiction would be less than significant or less than significant with mitigation. Staff recommends the Commission adopt the Findings contained in the attached Exhibit B.

6. This activity involves lands which have NOT been identified as possessing significant environmental values pursuant to Public Resources Code section 6370 et seq.; however, the Commission has declared that all lands are significant by nature of their public ownership (as opposed to environmentally significant). Since such declaration of significance is not based upon the requirements and criteria of Public Resources Code section 6370 et seq., use classifications for such lands have not been designated. Therefore, the finding of the project's consistency with the use classification as required by California Code of Regulations, title 2, section 2954 is not applicable.

EXHIBITS:

- A. Mitigation Monitoring Plan
- B. Statement of Findings
- C. 101.5 Right-of-Way Map

RECOMMENDED ACTION:

It is recommended that the Commission:

CEQA FINDING:

Find that an EIR/EA, State Clearinghouse No. 2015032036, was prepared for this project by Caltrans and certified on June 29, 2018, and that the Commission has reviewed and considered the information contained therein; that in the Commission's independent judgment, the scope of activities to be carried out under the lease to be issued by this authorization have been adequately analyzed; that none of the events specified in Public Resources Code section 21166 or the State CEQA Guidelines section 15162 resulting in any new or substantially more severe significant impact have occurred; and, therefore no additional CEQA analysis is required.

Adopt the Mitigation Monitoring Program, as contained in the attached Exhibit A.

Adopt the Findings, made in conformance with California Code of Regulations, title 14, sections 15091 and 15096, subdivision (h), as contained in the attached Exhibit B.

Determine that the project, as approved, will not have a significant effect on the environment.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

Find that approval of the permit will not substantially impair the public rights to navigation, fishing, or other Public Trust needs and values at this location and is in the best interests of the State.

AUTHORIZATION:

Authorize issuance of a Public Agency Permit to the Applicant and approve a Right-of-Way Map as submitted by the California Department of Transportation, pursuant to Section 101.5 of the Streets and Highway Code and as authorized by Section 6210.3 of the Public Resources Code, effective October 17, 2024, for a Right-of Way with a term of continuous use plus one year, and temporary construction easements valid until construction is completed but no later than December 31, 2028; consideration being reasonable value of the right-of-way to be deposited into the State Parks and Recreation Fund; and consideration for the temporary construction easements being the public use and benefit, with the State reserving the right at any time to set a monetary rent if the Commission finds such an action to be in the State's best interest.

EXHIBIT A
CALIFORNIA STATE LANDS COMMISSION
MITIGATION MONITORING PROGRAM
STATE ROUTE 1 LAGUNITAS CREEK BRIDGE PROJECT
(A4613, State Clearinghouse No. 2015032036)

The California State Lands Commission (Commission or CSLC) is a responsible agency under the California Environmental Quality Act (CEQA) for the State Route 1 Lagunitas Creek Bridge Project (Project). The CEQA lead agency for the Project is the California Department of Transportation (Caltrans).

In conjunction with approval of this Project, the Commission adopts this Mitigation Monitoring Program (MMP) for the implementation of mitigation measures for the portion(s) of the Project located on State lands. The purpose of an MMP is to impose feasible measures to avoid or substantially reduce the significant environmental impacts from a project identified in an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND). [State CEQA Guidelines section 15097, subdivision \(a\)](#), states in part:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

Caltrans certified an EIR, State Clearinghouse No. 2015032036, and adopted an Avoidance, Minimization and/or Mitigation Summary for the whole of the Project as incorporated in the Environmental Commitments Record (ECR) (see Attachment A-1). The ECR includes mitigation measures, avoidance and minimization measures (AMMs), and Project Features (PFs). The AMMs and the PFs also reduce impacts to environmental resources. The lead agency remains responsible for ensuring that implementation of the measures occurs in accordance with its program. The Commission's action and authority as a responsible agency apply only to the measures listed in Table A-1 below. The full text of each measure, as set forth in the ECR prepared by the CEQA lead agency and provided in Attachment A-1, is incorporated by reference in this

Exhibit A. Any measures adopted by the Commission that differ substantially from those adopted by the lead agency are shown as follows:

- Additions to the text of the measure are underlined

Table A-1. Project Impacts and Applicable Measures

Potential Impact	Mitigation Measure (MM), Avoidance Minimization Measure (AMM), or Project Feature (PF)¹	Difference Between CSLC MMP and Lead Agency ECR
Impact BIO-1. Impacts to Wetlands and Waters of the U.S.	MM BIO-A, AMM BIO-1, AMM BIO-2, PF BIO-1, PF BIO-2, PF BIO-3	None
Impact BIO-1. Impacts to Wetlands and Waters of the U.S.	MM BIO-A, AMM BIO-1, AMM BIO-2, PF BIO-1, PF BIO-2, PF BIO-3	None
Impact BIO-3. Environmentally Sensitive Habitat Areas	MM BIO-A, AMM BIO-2, PF BIO-1, PF BIO-2, PF BIO-3	None
Impact BIO-4. Tomales Roach and Western Pond Turtle	MM BIO-A, MM BIO-D	None
Impact NOISE-1. Increase in Noise Level during Construction	MM NOISE-A	None
Air Quality during Construction	PF AQ-1	None
Biological Resources: Riparian Habitat and Species, Special-Status Plant Species, Essential Fish Habitat, Migratory Birds, Marine Mammals, and Invasive Species	PF BIO-1, PF BIO-2, PF BIO-3, PF BIO-4, PF BIO-5, PF BIO-8, PF BIO-9, PF BIO-10, PF BIO-11, AMM BIO-1, AMM BIO-2, AMM BIO-3, AMM BIO-4, AMM BIO-5, AMM BIO-6, AMM BIO-8, AMM BIO-10, AMM BIO-11, AMM-BIO-14	None
Cultural Resources	PF CULT-1	See below
Hazardous Materials	PF HAZ-1, PF HAZ-2, PF HAZ-3, PF HAZ-4, PF HAZ-5, PF HAZ-6, PF HAZ-7, HAZ-8, PF TRANS-2	None

¹ See Attachment A-1 for the full text of each measure taken from the Environmental Commitments Record prepared by the CEQA lead agency.

Potential Impact	Mitigation Measure (MM), Avoidance Minimization Measure (AMM), or Project Feature (PF) ¹	Difference Between CSLC MMP and Lead Agency ECR
Hydrology and Water Quality	PF WATER-1, PF WATER-2, PF WATER-3	None
Recreation during Construction	AMM PARKS-1, AMM PARKS-2, AMM PARKS-3, AMM PARKS-4	None
Utilities and Emergency Service Systems	PF COMM-1, PF TRANS-1, PF TRANS-2, AMM UTIL-1, AMM UTIL-2	None
Noise (Vibration)	AMM VIBRATION-1, PF NOISE-1	None
Visual Resources	PF VISUAL-2, VISUAL-3, AMM VISUAL-1, AMM VISUAL-2	None

Addition to PF CULT-1: Title to all archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the State Lands Commission. Commission staff shall be notified of any cultural resources or paleontological specimens discovered on lands under the jurisdiction of the Commission. The final disposition of archaeological and historical resources or paleontological specimens from such lands must be approved by the Commission. In addition, if requested by a Tribe, a Native American Monitor shall remain onsite during Project construction.

ATTACHMENT A-1

**ENVIRONMENTAL COMMITMENTS RECORD
ADOPTED BY CALTRANS**



Environmental Commitments Record (ECR)

DIST-CO-RTE: 04-MRN-1 **PM/PM:** 28.4/28.6 **EA/Project ID.:** EA 0G642 ID 0413000350
Project Description: State Route 1 Lagunitas Creek Bridge Project
Date (Last modification): 08/25/2020
Environmental Planner: Yassaman (Yassi) Sarvian **Phone No.:** 916.286.0262
Construction Liaison: Ryan Graybehl **Phone No.:** 510.286.6071
Resident Engineer: **Phone No.:**

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
1600	California Department of Fish and Wildlife	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
2081 Incidental Take Permit	California Department of Fish and Wildlife	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
401	Regional Water Quality Control Board	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
404 Nationwide Verification	U.S. Army Corps of Engineers	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Biological Opinion (USFWS)	U.S. Fish and Wildlife Service	12/29/2017	4/27/2018	Enter date	Enter Name	Enter date	Enter comments
Biological Opinion (NMFS)	National Marine Fisheries Service	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Biological Opinion Re-initiation (USFWS)	U.S. Fish and Wildlife Service	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Coastal Development Permit	California Coastal Commission	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Programmatic Biological Opinion	National Marine Fisheries Service	3/21/2018	3/21/2018	Enter date	Enter Name	Enter date	Enter comments
State Lands Permit	State Lands Commission	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Hazardous Waste	Project Feature HAZ-1: Asbestos survey. Existing bridge structures that will be removed by the project will be tested for asbestos by a qualified and licensed inspector prior to demolition. All asbestos-containing material, if found, will be removed by a certified contractor in accordance with local, state, and federal requirements.	FEIR/EA/FONSI page 2-178	Select a response	RE/Hazardous Waste	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	Project Feature HAZ-2: Sample for NOA and contaminants in soil and creek sediments. The sampling and analysis is recommended to evaluate the potential presence of hazardous substances in roadside soils during the design phase and construction. All soils subject to excavation would be tested.	FEIR/EA/FONSI page 2-179	Select a response	RE/Hazardous Waste/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for State Route 1 Lagunitas Creek Bridge Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Hazardous Waste	Project Feature HAZ-5: Submit work plan for removal, containment, storage, and disposal of yellow thermoplastic and yellow painted traffic strip. Caltrans or its contractor would develop a work plan, which must include procedures for the removal of and collection of yellow thermoplastic and yellow painted traffic stripe and pavement marking residue, including dust; type of hazardous-waste storage containers; hazardous waste sampling protocol and quality assurance requirements and procedures; qualifications of sampling personnel; names of analytical test laboratory certified by the State Water Resources Control Board's Environmental Laboratory Accreditation Program for all analyses to be performed; and location of the disposal site that will accept the hazardous waste residue. Removed material must be immediately contained and collected, including dust, and a HEPA filter-equipped vacuum attachment must be used and operated concurrently with the removal operations, or other equivalent approved method for collection of residue must be used. The plan is approved by Caltrans resident engineer in accordance with state and federal regulations.	FEIR/EA/FONSI page 2-179	Select a response	Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	Project Feature HAZ-8: Prepare and implement a health and safety plan and lead compliance plan. A health and safety plan and lead compliance plan would be prepared to prevent exposure of construction workers to hazardous materials during the demolition of bridge and roadway structures and construction of the new bridge. The plans would include proper personal protective equipment work requirements, soil and air space monitoring requirements, documentation and reporting requirements, and action levels. Workers should be required to complete an OSHA training class to safely manage any hazardous substances encountered and ensure that exposures are minimized.	FEIR/EA/FONSI page 2-180	Select a response	Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM-Parks-4: Prepare a report on the feasibility of public access to the navigable river. Caltrans will coordinate with CSLC, CDFW, Marin County and PRNS to finalize measures that would require notification to the public about access closures and to avoid and minimize access impediments to the creek during bridge closure. This measure was added in response to a comment from California State Lands Commission.	Section 4(f) De Minimis, page 16		Environmental						No
Other	Project Feature TRANS-1: Construction Traffic Management Plan. Prior to construction, the TMP would be prepared by Caltrans Operations Staff and coordinated with Marin County. The objective of developing the TMP is to balance short-term and long-term effects to the travelling public with the safe, efficient delivery of the bridge project and work zone activities. A TMP would be implemented regardless of which Build Alternative is selected; however, the specific elements of the TMP would vary depending on the alternative and construction method.	FEIR/EA/FONSI page 2-78	Select a response	RE/Caltrans Operations staff/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for State Route 1 Lagunitas Creek Bridge Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Stormwater	Project Feature WATER-3: Stormwater pollution prevention plan. The SWPPP would detail the implementation of temporary construction site BMPs during all phases of construction to avoid or minimize stormwater and water quality effects to surface water, groundwater, or domestic water supplies. The temporary construction site BMPs specified in the SWPPP would be implemented to avoid and minimize pollutant loads in potential stormwater/non-stormwater discharges. Water quality inspector(s) would inspect construction areas to determine if the BMPs are adequate and adjust them, if necessary.	FEIR/EA/FONSI page 2-149	Select a response	RE/Stormwater/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-2: Wetland Restoration. Onsite restoration would consist of the reseeding and restoration of all temporarily disturbed areas of wetland and other waters of the U.S. and State within the project footprint. Native topsoil would be retained for and used during restoration to help re-establish wetland plant species. The wetland restoration plan would be developed during the permitting phase through coordination with the regulatory agencies. This would occur after approval of the Final EIR/EA. (This planting plan would include consideration of the agency coordination and AMMs BIO-1, BIO-9, PARKS-3, and BIO-12; Project Features BIO-1, BIO-10, and BIO-11; and Mitigation Measures BIO-B, BIO-C, and BIO-D.)	FEIR/EA/FONSI Appendix F, page F-3	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM UTIL-2: Coordination with NMWD and CSLC regarding water lines. Caltrans would coordinate with the NMWD and the Public Land Trust Management specialist of the CSLC on activities affecting water lines under their jurisdiction.	FEIR/EA/FONSI Appendix F, page F-2	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Mitigation Measure BIO-A: Mitigation for jurisdictional water features. Caltrans will implement onsite mitigation prior to project completion. Restoration of instream habitat would be a requirement of the construction contract, to be performed when bridge construction is complete. Instream restoration work would be consistent with the California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated). This will require the Caltrans Biologist to develop the detailed instream habitat enhancement in coordination with CDFW, to restore Tomales roach and western pond turtle habitat (see Section 2.3.4.4, Table 2.3.4-3). The conceptual planting plan (see Appendix P) includes in-stream habitat enhancements. Finalization of the planting plan will occur in coordination with regulatory agencies during the permitting phase. Offsite enhancement efforts to offset project impacts to wetlands and other waters of the U.S., if needed, may consist of funding to mitigation banks and will be coordinated during the design phase of this project.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Yes
Biology	Mitigation Measure BIO-D: Habitat enhancement for California freshwater shrimp (CFS). Caltrans or its contractor will incorporate the preferred habitat substrate vegetation for CFS, California blackberry (<i>Rubus ursinus</i>), into the onsite Habitat Mitigation Planting Plan to recreate beneficial habitat for this species and compensate for temporary habitat impacts.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Yes

Environmental Commitment Record for State Route 1 Lagunitas Creek Bridge Project

ROW/PURCHASING

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	Project Feature BIO-2: Environmentally sensitive area fencing. Prior to construction, Caltrans would delineate the boundaries of each active construction area with temporary, high-visibility, wildlife exclusion fencing to prevent the encroachment of construction personnel and equipment beyond the described construction footprint. The fencing would be removed only when all construction equipment is removed from the job site, following each construction season.	FEIR/EA/FONSI page 2-235	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature BIO-3: Worker environmental awareness training. Prior to construction, Caltrans would work with CDFW, USFWS, and NMFS and would be responsible for hiring agency-approved Biological Monitors to manage necessary pre-construction and during-construction surveys, in addition to conducting a worker environmental awareness training. All construction crews would be required to attend the training. The training would address special-status species that have the potential to occur within the project limits, AMMs, terms of the biological opinion, project permits, agreements, certifications, environmentally sensitive areas, and other related matters. Upon completion of training, employees would certify that they attended the training and understand all the conservation and protection measures.	FEIR/EA/FONSI page 2-236	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for State Route 1 Lagunitas Creek Bridge Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	Project Feature BIO-4: Pre-construction plant surveys. Caltrans would conduct pre-construction surveys for special-status plant species within the BSA within 1 year prior to construction during the appropriate period of identification for potentially present species. In the unlikely event that a special-status plant species is identified within the BSA during future pre-construction surveys, and the species cannot be avoided, the appropriate agencies would be notified. In collaboration with CDFW and/or USFWS as appropriate, Caltrans would define habitat restoration or establishment in conjunction with translocating the affected population, where appropriate and feasible, of these special-status plant species.	FEIR/EA/FONSI page 2-265	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature BIO-10: Replanting with native seed mix. Prior to construction, Caltrans would include language in the bid solicitation package directing the contractor to use erosion and sediment control materials that are free of invasive species and to hydro-seed all disturbed areas with a native seed mix after construction, where appropriate for the site conditions and where plants are likely to become established.	FEIR/EA/FONSI page 2-316	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature COMM-1: Implement a Construction Management Plan (CMP). To address construction-related impacts, a CMP would be developed and tailored to the alternative selected. Table 2.1.2-2 outlines the major community functions that may be affected and measures that would be incorporated into the CMP to minimize impacts.	FEIR/EA/FONSI page 2-29	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-5: Western pond turtle pre-construction survey. Before construction, the CDFW-approved biologist would conduct a survey for WPT. Any individual WPT found would be relocated to appropriate habitat outside of the work area by the CDFW-approved biologist.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-7: Myrtle's silverspot butterfly (MSB) surveys prior to vegetation clearing. Prior to construction, Caltrans or its contractor would coordinate with USFWS to designate a USFWS-approved biologist for MSB. The USFWS-approved biologist would conduct surveys for foraging MSB adults ahead of vegetation clearing during construction within the project footprint and at regular intervals until all clearing is completed.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-11: Pre-construction survey for CRLF. Prior to construction, Caltrans or its contractor would be responsible for ensuring a USFWS-approved biologist is onsite to monitor all construction activities that could reasonably result in take of individual CRLF, including work within the creek bed and grubbing. The biologist would conduct a pre-construction survey for CRLF no more than 20 calendar days prior to any initial ground-disturbing activities.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	AMM BIO-14: Environmentally sensitive area fencing for CRLF. Prior to construction, Caltrans would delineate the boundaries of each active construction area with temporary, high-visibility, wildlife exclusion fencing to prevent the encroachment of construction personnel and equipment beyond the described construction footprint and to promote exclusion of the California red-legged frog from active work areas. The fencing would be removed only when all construction equipment is removed from the job site, following each construction season.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-15: Visual surveys for northern spotted owl (NSO). Prior to tree trimming, tree removal, or vegetation clearing activities, a USFWS-approved biological monitor would complete visual surveys for NSO as well as signs of spotted owl prey species, such as woodrat middens.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-18. USFWS-approved biological monitor. The names and qualifications of the proposed biological monitor(s) will be submitted to the USFWS for approval at least 30 calendar days prior to the start of construction. The USFWS-approved biological monitor will keep a copy of the USFWS Biological Opinion in their possession when onsite. The USFWS-approved biological monitor will be onsite during all work that could reasonably result in the take of CFS, tidewater goby, or CRLF. The USFWS-approved biological monitor will have the authority to stop work that may result in the unauthorized take of special-status species through communication with the Resident Engineer. If the USFWS-approved biological monitor exercises this authority, the USFWS will be notified by telephone and email message within 1 working day.	FEIR/EA/FONSI Appendix F, page F-7	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM LAND USE-3: Maintain access to residential parcels affected by project. Prior to construction, Caltrans would reconfigure access and parking in residential lots with TCEs, as necessary, to allow for continued availability of parking and access.	FEIR/EA/FONSI Appendix F, page F-1	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM PARKS-2: Trail closure signs. Prior to construction, Caltrans or its contractor would place two trail closure signs inside the park. One sign would be located on the trail that leads to the staging area north of the bridge. The second sign would be located on the trail, west of the trailhead, immediately north of the bridge. Notice of trail closure would also be posted at the western part of Whitehouse Pool Park off of Sir Francis Drake Boulevard, at the trailhead located at C Street and Third Street in Point Reyes Station, and at the GGNRA and Whitehouse Pool Park property boundary. Caltrans would collaborate with Marin County, GGNRA, California Coastal Commission and CDFW. Caltrans would notify Marin County Environmental Health Services about trail closures.	FEIR/EA/FONSI Appendix F, page F-1	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Other	AMM PARKS-3: Notify the public of creek closure. Prior to construction, Caltrans or its contractor would post construction zone signs 100 feet upstream and 50 feet downstream of the bridge to notify kayakers and other boaters of the construction zone creek closure. Advance notice of the detour routes and duration of closure would be distributed to the pertinent park agencies so they can post notices on their websites to facilitate dissemination of information to visitors. Notice of the construction zone would be posted at kayak rental locations such as Blue Waters Kayaking in Inverness and Marshall, Clavey Paddlesports in Petaluma, and Point Reyes Outdoors in Point Reyes Station.	FEIR/EA/FONSI Appendix F, page F-1	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Air Quality	Project Feature AQ-1: Control measures for construction emissions of fugitive dust. Avoidance measures required by BAAQMD (2012) to control dust would be implemented to the extent practicable when the measures have not already been incorporated into the project and do not conflict with requirements of Caltrans' Standard Specifications, Special Provisions, and the NPDES stormwater permit. The additional measures could involve limiting vehicle speeds to 15 mph on unpaved roads, and grading and excavation would be suspended when average wind speeds exceed 20 mph.	FEIR/EA/FONSI page 2-198	Select a response	RE/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature BIO-5: Migratory birds. To protect migratory birds, including raptors and their nests, all initial major vegetation clearing would be conducted outside the typical bird nesting season of February 1 to September 30 to the extent feasible. Also, no more than 3 days prior to construction or any vegetation clearing, the project area would be surveyed by a qualified biologist, approved as needed by CDFW and USFWS for migratory birds and their nests, regardless of the time of year. Should any active nest be found, appropriate buffers would be applied. No work would occur within 50 feet of nesting non-game birds and 300 feet of nesting raptors, such as red-tailed hawk, unless a reduced buffer has been approved by the qualified biologist. A reduced buffer may be used if nesting birds are habituated to human presence, visual barriers block the direct line of site from the nest, or ameliorating circumstances exist. Any nesting migratory birds or non-game birds near the project footprint would be regularly monitored by the biological monitor for signs of disturbance. Work would be avoided in such areas until all birds have fledged.	FEIR/EA/FONSI page 2-278	Select a response	RE/Biologist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	Project Feature BIO-6: Minimize night work. During construction, to the maximum extent practicable, the contractor would minimize all construction work at night, dawn, or dusk, when bats and small mammals are most active. Evening construction would be pre-determined in consultation with the assigned Biological Monitor.	FEIR/EA/FONSI page 2-278	Select a response	RE/Biologist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature BIO-7: Protection against animal entrapment. To prevent the inadvertent entrapment of the animals, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered by the contractor at the close of each working day by plywood or similar materials. If it is not feasible to cover an excavation, one or more escape ramps will be installed. Before such holes or trenches are filled, they will be thoroughly inspected for trapped animals. If, at any time, a trapped listed animal is discovered, the biologist will immediately place escape ramps or the relevant resource agency will be contacted by telephone for guidance. The relevant resource agency will be notified by the contractor or Caltrans of the incident by telephone and email within 1 working day.	FEIR/EA/FONSI page 2-303	Select a response	RE/Biologist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature BIO-8: Regulatory agency access during construction. If requested, before, during, or upon completion of groundbreaking and construction activities, Caltrans would allow access by USFWS, NMFS, CDFW, and other agency personnel into the project footprint to inspect the project and its activities.	FEIR/EA/FONSI page 2-303	Select a response	RE/Biologist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Project Feature BIO-9: Biologist authority to stop construction. During construction, a USFWS- and CDFW-approved biologist, as appropriate, would have the authority to halt work through coordination with the Caltrans resident engineer in the event that a protected species is discovered within the project footprint. The resident engineer would confirm construction activities remain suspended in any construction area where the qualified biologist has determined that a potential direct impact to CRLF or other protected species could occur. Work will resume once the animal leaves the site voluntarily, is removed by the biologist(s) to a release site using agency-approved handling techniques, or is determined to not be at risk from construction activities.	FEIR/EA/FONSI page 2-304	Select a response	Biology	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Biology	Project Feature BIO-11: Invasive species. In compliance with EO 13112 and FHWA guidance, Caltrans would not use any invasive species for replanting efforts. Caltrans would direct the contractor to dispose of all terrestrial and aquatic invasive plant material at an approved location and to inspect equipment regularly for aquatic and terrestrial invasive plant material. All plant material brought onsite for construction would be certified as weed-free. The contractor would be required to inspect construction equipment for aquatic and terrestrial invasive plant material and seeds prior to construction, remove and dispose of aquatic and terrestrial invasive plants in the project footprint cautiously, and replant the site with fast-growing, non-invasive species. In areas of particular sensitivity (e.g., near drainages), extra precautions would be taken if aquatic invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	FEIR/EA/FONSI page 2-316	Select a response	RE/Biologist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Cultural Resources	Project Feature CULT-1: Inadvertent discovery of archaeological resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	FEIR/EA/FONSI page 2-119	Select a response	RE/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	Project Feature HAZ-3: Measures to protect against NOA and contaminants in creek sediments. Contain debris during removal of the existing bridge to avoid impacts to the creek. As described in Chapter 1, a protective cover around the existing bridge to prevent debris from entering the waterway and to manage construction waste removal would be executed during construction. Refer to Project Feature HAZ-8 for measures to protect construction workers, other nearby receptors, or the environment.	FEIR/EA/FONSI page 2-179	Select a response	RE/Hazardous Waste/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	Project Feature HAZ-4: Discovery of unanticipated asbestos and hazardous substances. Caltrans or its contractor would immediately stop work in the area of discovery and notify the engineer if the substances are believed to be asbestos or a hazardous substance; its presence is not described in the contract; or the substance has not been made harmless. Work would resume after the unanticipated asbestos and/or hazardous substances are fully addressed in accordance with federal, state, and local regulations.	FEIR/EA/FONSI page 2-179	Select a response	RE/Hazardous Waste/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	Project Feature HAZ-6: Hazardous waste management. Caltrans or its contractor would handle, store, and dispose of hazardous waste under 22 California Code of Regulations Division 4.5, as required by Caltrans Standard Specification 14-11.03. As required by Caltrans Standard Specifications, Caltrans or its contractor would store hazardous waste and potentially hazardous waste separately from nonhazardous waste in sealed, metal containers in secure, temporary containment enclosures within secondary containment facilities.	FEIR/EA/FONSI page 2-180	Select a response	RE/Hazardous Waste/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Hazardous Waste	Project Feature HAZ-7: Recycle asphalt-concrete. Asphalt-concrete and Portland cement concrete grindings may be reused in accordance with San Francisco Bay RWQCB water guidelines for Caltrans' projects. If the material cannot be reused, it would be transported offsite and disposed of at a Caltrans- or contractor-approved landfill facility.	FEIR/EA/FONSI page 2-180	Select a response	RE/Hazardous Waste/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Noise	Project Feature NOISE-1: Construction noise best management practices. Although construction noise would be short-term and intermittent, implementation of BMPs would reduce temporary noise effects resulting from construction activities.	FEIR/EA/FONSI page 2-214	Select a response	RE/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	Project Feature TRANS-2: Emergency service access provision. During the full bridge closure (for all alternatives except Alternative 2b), coordination with emergency services providers would be conducted to ensure adequate access during construction.	FEIR/EA/FONSI page 2-81	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Visual Resources	Project Feature VISUAL-2: Screening of staging/storage areas. To minimize the level of visual change associated with the extended presence of construction materials and equipment in construction staging and storage areas, the perimeter of these areas would be screened, where feasible, with opaque material where activities are visible to the public.	FEIR/EA/FONSI page 2-99	Select a response	RE/Visual/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Stormwater	Project Feature WATER-1: Design pollution prevention measures. To comply with the Caltrans MS4 Permit, the project is required to implement a SWPPP containing BMPs for stormwater pollution control. Design pollution prevention BMPs are permanent measures implemented to improve stormwater quality by reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces. In addition, design pollution prevention measures would be used to dissipate the velocity of flows.	FEIR/EA/FONSI page 2-146	Select a response	RE/Stormwater/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Stormwater	Project Feature WATER-2: Treatment measures. Permanent stormwater treatment measures would be constructed onsite or offsite to minimize potential effects from increases in impervious surface. Permanent treatment measures are used to remove pollutants from stormwater runoff prior to being discharged from the Caltrans right-of-way.	FEIR/EA/FONSI page 2-147	Select a response	RE/Stormwater/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-3: Bat tree removal. Any large snags or trees with large cavities potentially used as roosting sites for bats within the construction impact area would be removed using a two-phased approach, to allow any roosting bats to leave on their own volition. This approach involves removing limbs from the tree on the afternoon of the first day and stumping the tree on the following day. Removals would be overseen by the biological monitor.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-4: Woodrat nest relocation. If woodrat nests are observed during construction, Caltrans or its contractor would confirm that the biological monitor would either protect them in place or relocate them to a similar vegetation community to avoid significant disturbance to these long-lived habitat structures.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Biology	AMM BIO-6: Caltrans will coordinate visual monitoring for marine mammals by NMFS-approved marine mammal observers. Vibratory pile driving for cofferdam and pier construction will not commence or, if occurring, cease if seals or sea lions are observed swimming within 200 meters of the bridge (656 ft). All other bridge construction requiring work within Lagunitas Creek will not commence or, if occurring, cease if seals or sea lions are observed swimming within 10 meters (33 feet) of the de-watered cofferdam during bridge construction or 25 meters (82 feet) of the de-watered cofferdam during bridge demolition. Should a seal or sea lion haul-out near the project site, work will cease within 300 feet and NMFS will be consulted.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-8: Vegetation removal in early fall. During construction, Caltrans or its contractor would remove vegetation between October 1 and January 31, which is outside the bird breeding season.	FEIR/EA/FONSI Appendix F, page F-4	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-10: Protections for in-water work. During construction, Caltrans or its contractor would be responsible for ensuring that all in-water work in Lagunitas Creek would be conducted inside cofferdams or other temporary water diversion system and in isolation from flowing water. During construction, Caltrans or its contractor would be restricted from performing in-water work consistent with the seasonal window approved by the appropriate resource agency. Prior to construction, Caltrans would develop a detailed Dewatering and Species Rescue Plan to be approved by CDFW, USFWS, and NMFS.	FEIR/EA/FONSI Appendix F, page F-5	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-12: Shielding lighting from sensitive habitat areas. During nighttime work, Caltrans or its contractor would direct all lighting downward and toward the active construction work area, and away from sensitive habitat areas.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-13: Limitations for rodenticides and/or herbicides. Rodenticides and/or herbicides would be used in the project footprint during construction by the contractor only if necessary and in such a manner as to prevent primary or secondary poisoning of protected species and the depletion of vegetation upon which they depend. The contractor would observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other appropriate state and federal regulations.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-16: Discovery of NSO nest. In the event that a NSO or potential NSO nest is discovered in the project site, the project would be stopped. Caltrans or its contractor will contact USFWS within 1 working day to determine if formal consultation should be completed prior to resuming activities.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Biology	AMM BIO-17: Discovery of long-lived NSO prey structures. If any long-lived habitat structures for NSO prey species are discovered in the project area, the Resident Engineer or their designee will immediately contact the USFWS-approved biological monitor. Construction activities will be suspended within a 5-foot radius until the USFWS-approved biological monitor has implemented protection in-place, removal, or relocation of the structure.	FEIR/EA/FONSI Appendix F, page F-7	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM LAND USE-1: Maintain access and parking at the animal hospital. Prior to construction, Caltrans would reconfigure access and parking to allow for continued availability of that parking and access.	FEIR/EA/FONSI Appendix F, page F-1	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM LAND USE-2: Reduce construction impacts on animals under veterinary care. Caltrans would coordinate with the animal hospital to reduce construction impacts (e.g., noise, dust) on animals under care, as needed.	FEIR/EA/FONSI Appendix F, page F-1	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM TRANS-1: Shuttle service for pedestrians and bicyclists. During the full bridge closure (for all alternatives except Alternative 2b), a shuttle service would be provided to facilitate school access and other routine accessibility for pedestrians and bicyclists to and from Point Reyes Station, using the proposed construction detour shown on Figure 1-5 in Chapter 1.	FEIR/EA/FONSI Appendix F, page F-2	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	AMM UTIL-1: Provide emergency personnel on both sides of the bridge. If Alternative 2a, 3a, 4a, or 4b is selected, Caltrans would work with local emergency service providers to station necessary equipment on both sides of Lagunitas Creek throughout the bridge closure period.	FEIR/EA/FONSI Appendix F, page F-2	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Noise	AMM VIBRATION-1: Avoid construction-related vibration through using different construction methods and equipment. If a structure is within 50 feet of construction-related activity, the potential for vibration will be evaluated. If the potential for high vibratory annoyance and/or structural damage from the proposed construction equipment is possible, then the construction methods and equipment will be adjusted to avoid vibration-related damage. Short-term vibratory annoyance is a short-term impact and will be managed through avoiding night-time periods between the hours of 9 p.m. and 7 a.m.	FEIR/EA/FONSI Appendix F, page F-3	Select a response	RE/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Visual Resources	AMM VISUAL-1: Concrete aesthetic treatment. To minimize the degree of visual contrast created by the concrete piers and bridge deck in views from the side of the bridge (under the alternatives that include these elements), aesthetic treatments of texture and/or color would be selected for compatibility with the visual setting.	FEIR/EA/FONSI Appendix F, page F-2	Select a response	RE/Visual/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Visual Resources	AMM VISUAL-2: Paint metal portions of the bridge a green color similar to the existing Lagunitas Bridge. During construction, Caltrans or its contractor would paint metal portions, including truss alternatives and pedestrian safety railing, a green color that is similar to the existing bridge. Such painting would emulate the existing condition, thereby reducing the visual changes.	FEIR/EA/FONSI Appendix F, page F-2	Select a response	RE/Visual/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

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Noise	Mitigation Measure NOISE-A: Reduce construction noise from augering or vibratory pile driving with temporary barriers. During construction, Caltrans or its contractor will implement a measure or measures such as the ones described below to reduce construction noise to less than 86 dBA during nighttime activities.	FEIR/EA/FONSI Appendix F, page F-3	Select a response	RE/Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Yes

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Biology	Project Feature BIO-1: Revegetation. After construction, Caltrans would restore all temporarily disturbed areas with a locally appropriate assemblage of native species. All fill or construction debris would be removed. Appropriate methods and plant species used to revegetate such areas would be determined on a site-specific basis. The U.S. Fish and Wildlife Service planting plan, which is included in Appendix P. Finalization of the planting plan would occur through coordination with regulatory agencies during the permitting process that follows final approval of the EIR/EA. (This planting plan would include consideration of this coordination and AMMs BIO-1, BIO-2, BIO-8, BIO-9, and PARKS-3; Project Features BIO-10 and VISUAL-1; and Mitigation Measures BIO-B, BIO-C, and BIO-D).	FEIR/EA/FONSI page 2-235	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Visual Resources	Project Feature VISUAL-3: Replace non-habitat plantings removed by construction operations. Trees and shrubs outside of habitat areas removed by construction of the project will be replaced to restore the appearance of the disturbed areas. This measure applies to areas that are not already covered by the biological measures to restore sensitive habitat areas. (See Project Features BIO-1 and BIO-10, and AMMs BIO-1 and BIO-8).	FEIR/EA/FONSI page 2-99	Select a response	RE/Visual/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-1: Tree replacement. After construction, Caltrans would minimize impacts resulting from tree removal in the riparian zone of Lagunitas Creek by installing replacement riparian plantings. Caltrans would coordinate further with CDFW, California Coastal Commission, and San Francisco Bay Regional Water Quality Control Board (RWQCB) to determine the mitigation ratio for native and non-native riparian tree replacement. Tree replacement would occur onsite if feasible. (This planting plan will include consideration of the agency coordination and AMMs BIO-2, BIO-10, PARKS-3, and BIO-12; Project Feature BIO-10; and Mitigation Measures BIO-B, BIO-C, and BIO-D).	FEIR/EA/FONSI Appendix F, page F-3	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	AMM BIO-9: Reseed with MSB foraging plant species. Caltrans or its contractor would obtain USFWS agency-approved seed mixes. The seed mixes would be used after construction to revegetate disturbed areas with potential nectar species for MSB.	FEIR/EA/FONSI Appendix F, page F-5	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for State Route 1 Lagunitas Creek Bridge Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Other	AMM PARKS-1: Trailhead enhancement. Following construction, Caltrans will replace the trailhead marker with a durable sign designed in cooperation with Marin County Parks. The sign will include at minimum a trail map, brief information about the park and safety, and include an area for posting park-related information.	FEIR/EA/FONSI Appendix F, page F-1	Select a response	RE/Generalist/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	Mitigation Measure BIO-B: CCC coho mitigation. After construction, Caltrans will enhance the streambed within the BSA by placing large woody debris along the banks of Lagunitas Creek within the BSA.	FEIR/EA/FONSI Appendix F, page F-5	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Yes
Biology	Mitigation Measure BIO-C: Potential California red-legged frog (CRLF) compensatory measure. The final determinations of habitat impacts and required compensatory mitigation will be coordinated with regulatory agencies. Caltrans will mitigate, as needed, for permanent impacts to CRLF through onsite habitat enhancements. Funding will be provided before the completion of construction.	FEIR/EA/FONSI Appendix F, page F-6	Select a response	RE/Biology/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Yes
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

ENVIRONMENTAL COMPLIANCE REVIEW

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
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Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

EXHIBIT B – STATE ROUTE 1 LAGUNITAS CREEK BRIDGE PROJECT
CALIFORNIA STATE LANDS COMMISSION
STATEMENT OF FINDINGS

1.0 INTRODUCTION

The California State Lands Commission (Commission or CSLC), acting as a responsible agency under the California Environmental Quality Act (CEQA), makes these findings to comply with CEQA as part of its discretionary approval to authorize issuance of a General lease – Right-of-Way Use, to the California Department of Transportation (Caltrans), for use of sovereign land associated with the proposed State Route 1 Lagunitas Creek Bridge Project (Project). (See generally Pub. Resources Code, § 21069; State CEQA Guidelines¹, § 15381.) The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions. (Pub. Resources Code, §§ 6301, 6306, 6009, subd. (c).) All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust.

The Commission is a responsible agency under CEQA for the Project because the Commission must approve a lease for the Project to go forward and because Caltrans, as the CEQA lead agency, has the principal responsibility for approving the Project and has completed its environmental review under CEQA. Caltrans analyzed the environmental impacts associated with the Project in a Final Environmental Impact Report/Environmental Assessment/Finding of No Significant Impact (EIR) (State Clearinghouse [SCH] No. 2015032036) and, on July 2, 2018, certified the EIR and adopted Findings and an Avoidance, Minimization and/or Mitigation Summary as incorporated in the Environmental Commitments Record (ECR) (see Exhibit A, Attachment A-1).

The Project involves replacement of the bridge over Lagunitas Creek on State Route (SR) 1 in Marin County to provide a safe, seismically stable crossing of Lagunitas Creek on SR 1.

¹ CEQA is codified in Public Resources Code section 21000 et seq. The State CEQA Guidelines are found in California Code of Regulations, title 14, section 15000 et seq.

Caltrans determined that the Project could have significant environmental effects on the following environmental resource areas:

- Land Use
- Noise
- Biological Resources

Of the three resources areas noted above, Project components within the Commission's jurisdiction (i.e., work within Lagunitas Creek) could have significant environmental effects on two of the resource areas, as follows:

- Noise
- Biological Resources

In certifying the EIR and approving the Project, Caltrans imposed various mitigation measures for Project-related significant effects on the environment as conditions of Project approval and concluded that Project-related impacts would be substantially lessened with implementation of these mitigation measures such that the impacts would be less than significant.

As a responsible agency, the Commission complies with CEQA by considering the EIR and reaching its own conclusions on whether, how, and with what conditions to approve a project. In doing so, the Commission may require changes in a project to lessen or avoid the effects, either direct or indirect, of that part of the project which the Commission will be called on to carry out or approve. In order to ensure the identified mitigation measures and/or Project revisions are implemented, the Commission adopts the Mitigation Monitoring Program (MMP) as set forth in Exhibit A as part of its Project approval.

2.0 ADMINISTRATIVE RECORD OF PROCEEDINGS AND CUSTODIAN OF THE RECORD

These Findings are supported by substantial evidence contained in the EIR and other relevant information provided to the Commission or existing in its files, all of which is contained in the administrative record. The administrative record is located at the California State Lands Commission, 100 Howe Avenue, Suite 100-South, Sacramento, CA 95825. The custodian for the administrative record is the California State Lands Commission Division of Environmental Science, Planning, and Management.

3.0 FINDINGS

The Commission's role as a responsible agency affects the scope of, but not the obligation to adopt, findings required by CEQA. Findings are required under CEQA by each "public agency" that approves a project for which an EIR has

been certified that identifies one or more significant impacts on the environment (Pub. Resources Code, § 21081, subd. (a); State CEQA Guidelines, § 15091, subd. (a).) Because the EIR certified by Caltrans for the Project identifies potentially significant impacts that fall within the scope of the Commission's approval, the Commission makes the Findings set forth below as a responsible agency under CEQA. (State CEQA Guidelines, § 15096, subd. (h); *Riverwatch v. Olivenhain Mun. Water Dist.* (2009) 170 Cal.App.4th 1186, 1202, 1207.

While the Commission must consider the environmental impacts of the Project as set forth in the EIR, the Commission's obligation to mitigate or avoid the direct or indirect environmental impacts of the Project is limited to those parts which it decides to carry out, finance, or approve (Pub. Resources Code, § 21002.1, subd. (d); State CEQA Guidelines, §§ 15041, subd. (b), 15096, subds. (f)-(g).) Accordingly, because the Commission's exercise of discretion involves only issuing a General Lease – Right-of-Way Use for this Project, the Commission is responsible for considering only the environmental impacts related to lands or resources subject to the Commission's jurisdiction. With respect to all other impacts associated with implementation of the Project, the Commission is bound by the legal presumption that the EIR fully complies with CEQA.

The Commission has reviewed and considered the information contained in the Project EIR. All significant adverse impacts of the Project identified in the EIR relating to the Commission's approval of a General Lease – Right-of-Way Use, which would allow work within Lagunitas Creek, are included herein and organized according to the resource affected.

These Findings, which reflect the independent judgment of the Commission, are intended to comply with CEQA's mandate that no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects unless the agency makes written findings for each of those significant effects. Possible findings on each significant effect are:

- (1) Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the Commission. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers,

make infeasible the mitigation measures or project alternatives identified in the EIR.²

A discussion of supporting facts follows each Finding.

- Whenever Finding (1) occurs, the mitigation measures that lessen the significant environmental impact are identified in the facts supporting the Finding.
- Whenever Finding (2) occurs, the agencies with jurisdiction are specified. These agencies, within their respective spheres of influence, have the responsibility to adopt, implement, and enforce the mitigation discussed.

The mitigation measures are briefly described in these Findings; more detail on the mitigation measures is included in the EIR.

A. SUMMARY OF FINDINGS

Based on public scoping and the EIR, the proposed Project will have No Impact on the following environmental resource areas:

- Mineral Resources
- Population and Housing
- Wildfire
- Tribal Cultural Resources

The EIR subsequently identified the impacts to the following resource areas as Less Than Significant:

- Air Quality (Construction)
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Recreation
- Transportation and Traffic
- Utilities/Emergency Service Systems
- Paleontological Resources
- Public Services

For the remaining potentially significant effects, the Findings are organized by significant impacts within the EIR resource areas as presented below.

² See Public Resources Code section 21081, subdivision (a) and State CEQA Guidelines section 15091, subdivision (a).

B. POTENTIALLY SIGNIFICANT IMPACTS

The impacts within CSLC jurisdiction, identified in Table B-1, were determined in the Final EIR to be potentially significant absent mitigation. After application of mitigation, however, all impacts were determined to be less than significant (LTSM). For the full text of each measure, please refer to Exhibit A, Attachment A-1.

Table B-1 – Significant Impacts by Resource Area

Environmental Resource Area	Impact Nos. (LTSM)
Biological Resources	BIO-1, BIO 2, BIO-3, BIO-4
Noise	NOISE-1

C. IMPACTS REDUCED TO LESS THAN SIGNIFICANT LEVELS WITH MITIGATION

The impacts identified below were determined in the Final EIR to be potentially significant absent mitigation; however, the impacts were determined to be less than significant with mitigation (LTSM).

1. BIOLOGICAL RESOURCES**CEQA FINDING NO. 1**

Impact: **BIO-1. Impacts to Wetlands and Waters of the U.S.**

Finding(s): (1) Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant environmental effect as identified in the EIR.

FACTS SUPPORTING THE FINDING(S)

Project activities would result in significant permanent, direct impacts to protected jurisdictional wetlands resulting from extension of the culvert north of the bridge, as well as permanent, direct impacts to other waters of the U.S. and State due to construction of new bridge piers and removal of existing piers. The EIR identified measures to reseed and restore disturbed areas within the Project footprint, create habitat enhancements during stream bank reconstruction, and construct off-site replacement habitat to compensate for temporary habitat loss, if needed.

Implementation of MM BIO-A, AMM BIO-1, AMM BIO-2, PF BIO-1, PF BIO-2, and PF BIO-3 has been incorporated into the Project to reduce this impact to a less than significant level.

MM BIO-A: Mitigation For Jurisdictional Water Features

AMM BIO-1: Tree Replacement

AMM BIO-2: Wetland Restoration

PF BIO-1: Revegetation

PF BIO-2: Environmentally Sensitive Area Fencing

PF BIO-3: Worker Environmental Awareness Training

LEVEL OF SIGNIFICANCE AFTER MITIGATION. With the mitigation described above, this impact is reduced to a less than significant level.

CEQA FINDING NO. 2

Impact: **BIO-2. Impacts to Federally Endangered California Freshwater Shrimp, Federally and State Endangered CCC Coho Salmon, Green Sturgeon, Federally Threatened CCC Steelhead, Federally Endangered Tidewater Goby, and California Freshwater Shrimp.**

Finding(s): (1) Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant environmental effect as identified in the EIR.

FACTS SUPPORTING THE FINDING(S)

The Project would significantly impact aquatic habitat that supports state and federally endangered species, such as California red-legged frog (CRLF), tidewater goby, green sturgeon, and steelhead species, as well as to coho salmon critical habitat. The EIR identified measures to recreate beneficial habitat on-site and within the affected species' areas, conduct worker environmental awareness training, and isolate in-water construction activities from flowing water.

Implementation of MM BIO-B, MM BIO-C, MM BIO-D, AMM BIO-10, and PF BIO-3 has been incorporated into the Project to reduce this impact to a less than significant level.

MM BIO-B: CCC Coho Mitigation**MM BIO-C: Potential California Red-legged Frog Compensatory Measure****MM BIO-D: Habitat enhancement for California Freshwater Shrimp****AMM BIO-10: Protections For In-Water Work****PF BIO-3: Worker Environmental Awareness Training**

LEVEL OF SIGNIFICANCE AFTER MITIGATION. With the mitigation described above, this impact is reduced to a less than significant level.

CEQA FINDING NO. 3

Impact: **BIO-3. Environmentally Sensitive Habitat Areas.**

Finding(s): (1) Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant environmental effect as identified in the EIR.

FACTS SUPPORTING THE FINDING(S)

Environmentally sensitive habitat areas (ESHAs), as defined in the California Coastal Act, include wetlands, waters, and riparian vegetation communities, and other habitats that support special-status or rare species. The Project would permanently impact approximately 0.02 acre of ESHA. The EIR identified measures to revegetate with a locally appropriate assemblage of native species, provide restoration of instream habitat, install environmentally sensitive area fencing, and implement worker environmental awareness training.

Implementation of MM BIO-A, AMM BIO-2, PF BIO-1, PF BIO-2, and PF BIO-3 has been incorporated into the Project to reduce this impact to a less than significant level.

MM BIO-A: Mitigation For Jurisdictional Water Features**AMM BIO-2: Wetland Restoration****PF BIO-1: Revegetation****PF BIO-2: Environmentally Sensitive Area Fencing****PF BIO-3: Worker Environmental Awareness Training**

LEVEL OF SIGNIFICANCE AFTER MITIGATION. With the mitigation described above, this impact is reduced to a less than significant level.

CEQA FINDING NO. 4

Impact: **BIO-4. Tomales Roach and Western Pond Turtle.**

Finding(s): (1) Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant environmental effect as identified in the EIR.

FACTS SUPPORTING THE FINDING(S)

The Project would result in significant direct and indirect impacts on the Tomales roach and the western pond turtle and their respective habitats within the Project footprint and may result in the disturbance of individuals during construction activities. The EIR identified measures to recreate affected habitat through bank restoration, up to and including replacement of basking log habitat (large in-stream wood debris).

Implementation of MM BIO-A and MM BIO-D has been incorporated into the Project to reduce this impact to a less than significant level.

MM BIO-A: Mitigation For Jurisdictional Water Features**MM BIO-D: Habitat enhancement for California freshwater shrimp**

LEVEL OF SIGNIFICANCE AFTER MITIGATION. With the mitigation described above, this impact is reduced to a less than significant level.

2. NOISE**CEQA FINDING NO. 5**

Impact: **NOISE-1. Increase in Noise Level during Construction.**

Finding(s): (1) Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant environmental effect as identified in the EIR.

FACTS SUPPORTING THE FINDING(S)

The Project would increase noise levels in the Project area during construction from clearing and grubbing, earthwork, demolition, excavation, vibratory pile driving or augering piles, grading, concrete work, utility installation, structure work, and paving. The EIR identified measures to reduce the noise levels with noise monitors, temporary enclosures such as curtains around stationary

equipment, temporary earth mounds as barriers, creating buffer zones between equipment and residences, and using existing structures as barriers.

Implementation of MM NOISE-A has been incorporated into the Project to reduce this impact to a less than significant level.

MM NOISE-A: Reduce construction noise from augering or vibratory pile driving with temporary barriers.

LEVEL OF SIGNIFICANCE AFTER MITIGATION. With the mitigation described above, this impact is reduced to a less than significant level.

D. FINDINGS ON ALTERNATIVES

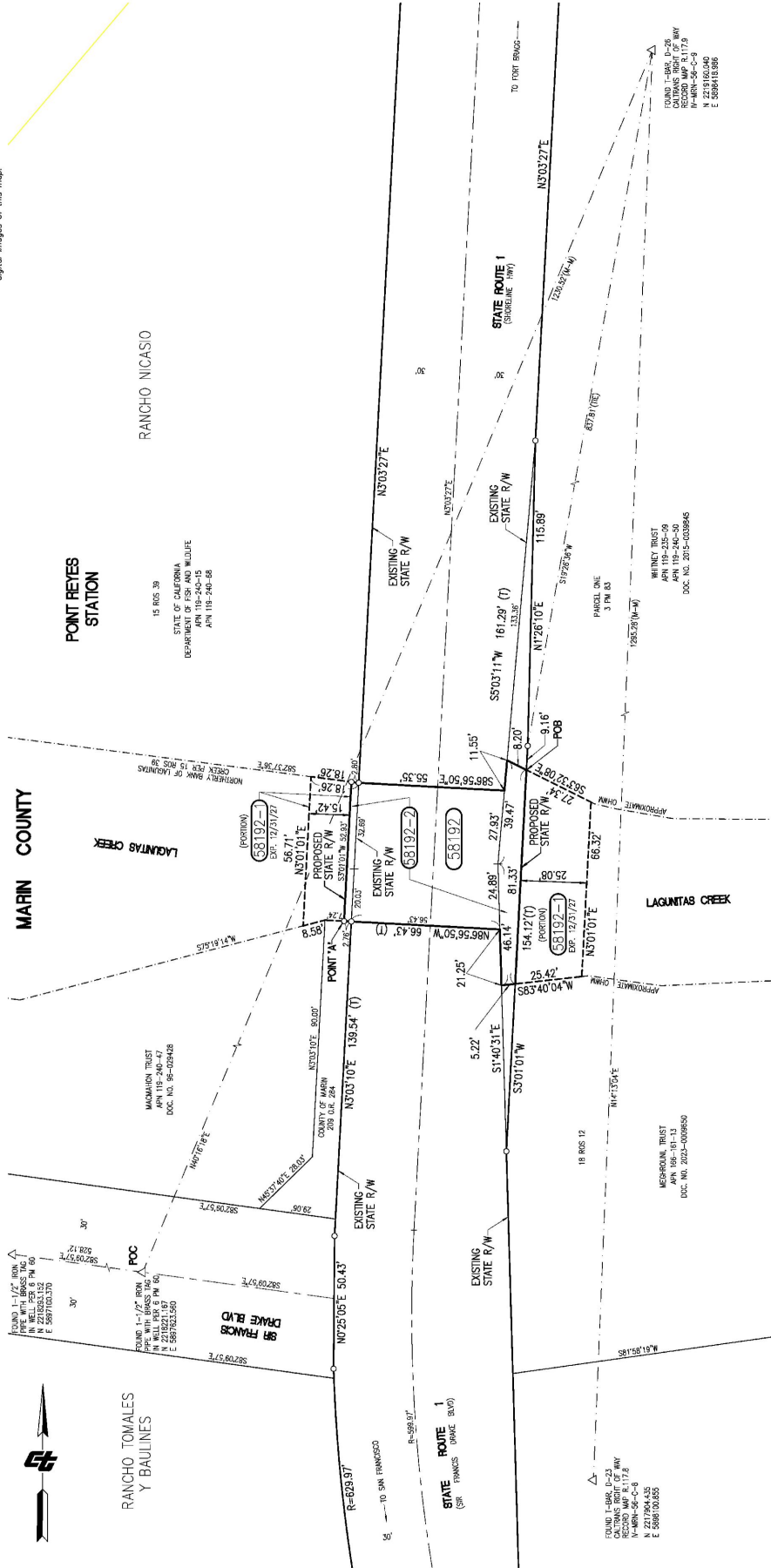
The Commission, as a responsible agency and pursuant to State CEQA Guidelines section 15096, subdivision (g)(2), finds there are no feasible Project alternatives within its powers that would substantially lessen or avoid any outstanding significant effects that the Project, as proposed, would have on the environment.

E. CONCLUSION

Based upon the objectives identified in the EIR and the detailed mitigation measures imposed upon the Project, the Commission has determined that the Project should be approved, subject to the measures found in Exhibit A, Mitigation Monitoring Program.

EXHIBIT C

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



STATE OF CALIFORNIA LANDS COMMISSION

This map is hereby approved and filed for record with the State Lands Commission pursuant to the provisions of Section 101.13 of the Streets and Highways Code. The sovereign lands may be within the right of way lines shown upon this map are hereby reserved for highway purposes.

Approved: Meeting
STATE LANDS COMMISSION

By: _____
Chief, Division of Land Management

SURVEYORS STATEMENT

This map was prepared by me or under my direction pursuant to Section 101.3 of the Streets and Highways Code.

Signature: _____
Date: 4/23/2024
JERRY ZHONG
Exp. 12-31-26
No. 7788
JERRY ZHONG
Exp. 12-31-26
No. 7788

LEGEND

- O DIMENSION POINT
- S/W RIGHT OF WAY
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- APN ASSESSOR'S PARCEL NUMBER
- DOC. NO. DOCUMENT NUMBER
- O.R. OFFICIAL RECORDS
- FOUND MONUMENT AS NOTED
- EXP. EXPRESSES
- CHRM CHURCH
- (A-M) MONUMENT TO MONUMENT
- PM PARCEL MAPS
- ROS RECORD OF SURVEY
- APN ASSESSOR'S PARCEL NUMBER
- DOC. NO. DOCUMENT NUMBER
- O.R. OFFICIAL RECORDS
- FOUND MONUMENT AS NOTED

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
MAP NO. R-71.71

COORDINATE BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 10, EPOCH 2010.00. MULTIPLY DISTANCES BY 1.000017 TO OBTAIN GROUND LEVEL DISTANCES.



TO DESIGN:	EA02 02842	F.M.
DISTRICT	ROUTE	SHEET NO.
04	1	1
MAP REFERENCE:	R-117.8 R-117.9 & R-102.7/16	

PROJECT ID: 041303050