State Route 1 Multi-Asset Roadway Rehabilitation Project

Supplemental Information
Coastal Development Permit Application
State Route 1 in San Mateo County Only
Prepared for San Mateo County Planning and Building

San Mateo County, California

04-SM-1 – 27.5/34.8

EA 04-0Q130/ID 04-1800-0053

December 2023

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Supplemental Information
Coastal Development Permit Application
Prepared for San Mateo County Planning and Building

San Mateo County, California
04-SM-1 – 27.5/34.8
EA 04-0Q130/ID 04-1800-0053
December 2023

STATE OF CALIFORNIA
Department of Transportation

Prepared By: Broden Farazmand Date: 10/25/2023

Broden Farazmand, Environmental Planner
AECOM
300 Lakeside Drive, Oakland CA 94612

Reviewed By: _____ Date: 10/25/2023

Dillon Lennebacker, Environmental Planner
AECOM
300 Lakeside Drive, Oakland CA 94612

Approved By: _____ Date: _____

Zachary Gifford
510-506-1264
Office of Environmental Analysis
Caltrans District 4/ San Francisco San Mateo Counties

Table of Contents

Chapter 1: Supplemental Information Overview 1
Chapter 2: Project Description 2
2.1 Project Location 2
2.2 Project Purpose 4
2.3 Project Need 4
2.4 Project Elements 4
2.4.1 Roadway Rehabilitation 4
2.4.2 Replace Existing Guardrails 5
2.4.3 Replace Existing Crash Cushions 5
2.4.4 Upgrade Signal Poles 5
2.4.5 Install Conduits and Traffic Operation System Elements 5
2.4.6 Road Shoulder Reworking 5
2.4.7 Replace Existing Drainage Inlets, Culverts, and Dikes 5
2.4.8 Bicycle and Pedestrian Improvements (Complete Streets Elements) 6
2.4.9 Utility Relocation 6
2.5 Transportation Management Plan for Use During Construction 7
2.6 Work Durations 7
2.7 Equipment 7
2.8 Site Cleanup and Restoration 8
2.9 Project Construction 8
2.10 Avoidance and Minimization Measures 8
2.10.1 Project Features 9
2.10.2 Project Specific Avoidance and Minimization Measures 12
Chapter 3: Land Use 19
Chapter 4: Biological Resource Evaluation 20
4.1 Natural Environment Study 20
4.2 USFWS Biological Assessment 21
4.3 Special Status Species with Potential to be Impacted by the Project 21
Chapter 5: Existing Coastal Act Jurisdictional Areas and ESHAs within the BSA 22
5.1 Coastal Waters, wetlands and riparian areas 22
5.2 Special Status Species Habitat 23
5.3 Other Habitats 23

Chapter 6: Project Impacts 24
6.1 ESHAs 24
6.2 Public Access 33
6.3 Visual Impacts 33
6.4 Local Projects 37
Chapter 7: Other Application Items 39
7.1 CEQA and NEPA 39
7.1.1 CEQA 39
7.1.2 NEPA 39
7.2 Site Plans 39
7.2.1 Site Access 39
7.3 Site Posting Notice 40
7.4 Water Connection 40
7.5 Stormwater Pollution Control 40
7.6 Title Report and Legal Description 40
7.7 Affidavit of Application Materials 41
7.8 Parcel Map, Tentative Subdivision Map, Lot Line Adjustment and Lot Merger Applications information 41
7.9 Other State and Federal Permits 41
Chapter 8: Agency Coordination 41
8.1 City of Half Moon Bay Local Coastal Program, San Mateo County Local Coastal Program, and the California Coastal Commission 42
8.2 U.S. Fish and Wildlife Service 43
8.3 California Department of Fish and Wildlife 43
8.4 U.S. Army Corps of Engineers 43
8.5 San Francisco Bay Regional Water Quality Control Board 43
Chapter 9: References 45
Chapter 10: Appendices 46

List of Appendices

Appendix A. Existing Environmentally Sensitive Habitat Areas
Appendix B. Draft 95% Project Plan Sheets
Appendix C. Natural Environment Study (NES)
Appendix D. USFWS Biological Assessment
Appendix E. Aquatic Resources Delineation Report and Preliminary Jurisdictional Wetland Delineation

Appendix F. CEQA Notice of Determination
Appendix G. NEPA Categorical Exclusion

List of Tables

Table 5-1. Coastal Jurisdictional Waters and Riparian Habitat identified Within the Project Area and San Mateo County LCP area. ----------22
Table 5-2. California Red-Legged Frog and San Francisco Garter Snake Habitat within the Project BSA and San Mateo County LCP.----------23
Table 6-1. Potential Project Effects on ESHAs----------24
Table 7-1. Project Permits ----------41

List of Figures

Figure 1. Project Vicinity---------- 3
Figure 2. Impacts to ESHAs----------25
Figure 3. Example Midwest Guardrail System with crash cushion----------34
Figure 4. Example fixed intersection camera/CCTV ----------34
Figure 5. Example ADA-compliant curb ramp ----------35
Figure 6. Example striped crosswalk----------35
Figure 7. Example Class I bike path----------36
Figure 8. Example Class II bike lane----------36
Figure 9. Other Local Projects ----------38

Acronyms List

ADA	Americans with Disabilities Act
AMMs	Avoidance and minimization measures
BA	Biological Assessment
BMPs	best management practices
BSA	biological study area
CAL FIRE	California Department of Forestry and Fire Protection
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CCC	Central California Coast
CCTV	closed-circuit television
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CE	Categorical Exclusion
CEQA	California Environmental Quality Act

CESA	California Endangered Species Act
CGP	Construction General Permit
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRLF	California red-legged frog
CWOS	Culverted Waters of the State
ESA	environmentally sensitive area
ESHAs	Environmentally Sensitive Habitat Areas
FHWA	Federal Highway Administration
ft	feet
LCP	Local Coastal Program
LCUP	San Mateo County Local Coastal Land Use Plan
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
OHWM	ordinary high water mark
OWOS	Other Waters of the State
PM	post mile
PRC	Public Resources Code
Project	State Route 1 Multi-Asset Roadway Rehabilitation Project
ROW	right of way
RWQCB	Regional Water Quality Control Board
SamTrans	San Mateo County Transit District
SR	State Route
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TMP	Traffic Management Plan
TMSs	traffic monitoring stations
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WDRS	Waste Discharge Requirements
WOTUS	Waters of the State
WPCP	Water Pollution Control Plan

Chapter 1: Supplemental Information Overview

The California Department of Transportation (Caltrans) is proposing the State Route (SR) 1 Multi-Asset Roadway Rehabilitation Project (Project) to rehabilitate existing pavement, improve existing traffic facilities, install Complete Streets elements, and install traffic operations system elements along SR 1 in San Mateo County, California. The Project also proposes to install traffic operation system elements at two locations on SR 92 in San Mateo County, California. The Project would include rehabilitating pavement; replacing existing drainage inlets, culverts, and dikes; replacing existing guardrails with Midwest guardrail systems; replacing existing crash cushions; upgrading curb ramps; implementing Complete Streets elements; upgrading signal poles; installing conduits; installing traffic operation system elements (intersection cameras, closed-circuit television cameras, and traffic monitoring stations); and relocating and/or replacing utility cabinets.

The development is a public works project that is partially in the Coastal Zone area that is governed by San Mateo County's Local Coastal Program (LCP) and Coastal Development Permit (CDP) jurisdiction.

This supplemental information was prepared in conjunction with a completed Planning Permit Application Form to the San Mateo County Department of Planning and Building in request for a CDP. The information provided here is intended to meet the CDP requirements and consistency with San Mateo County's Local Coastal Land Use Plan; General Plan; and Local Coastal Development Permit Ordinances (Section 18.20).

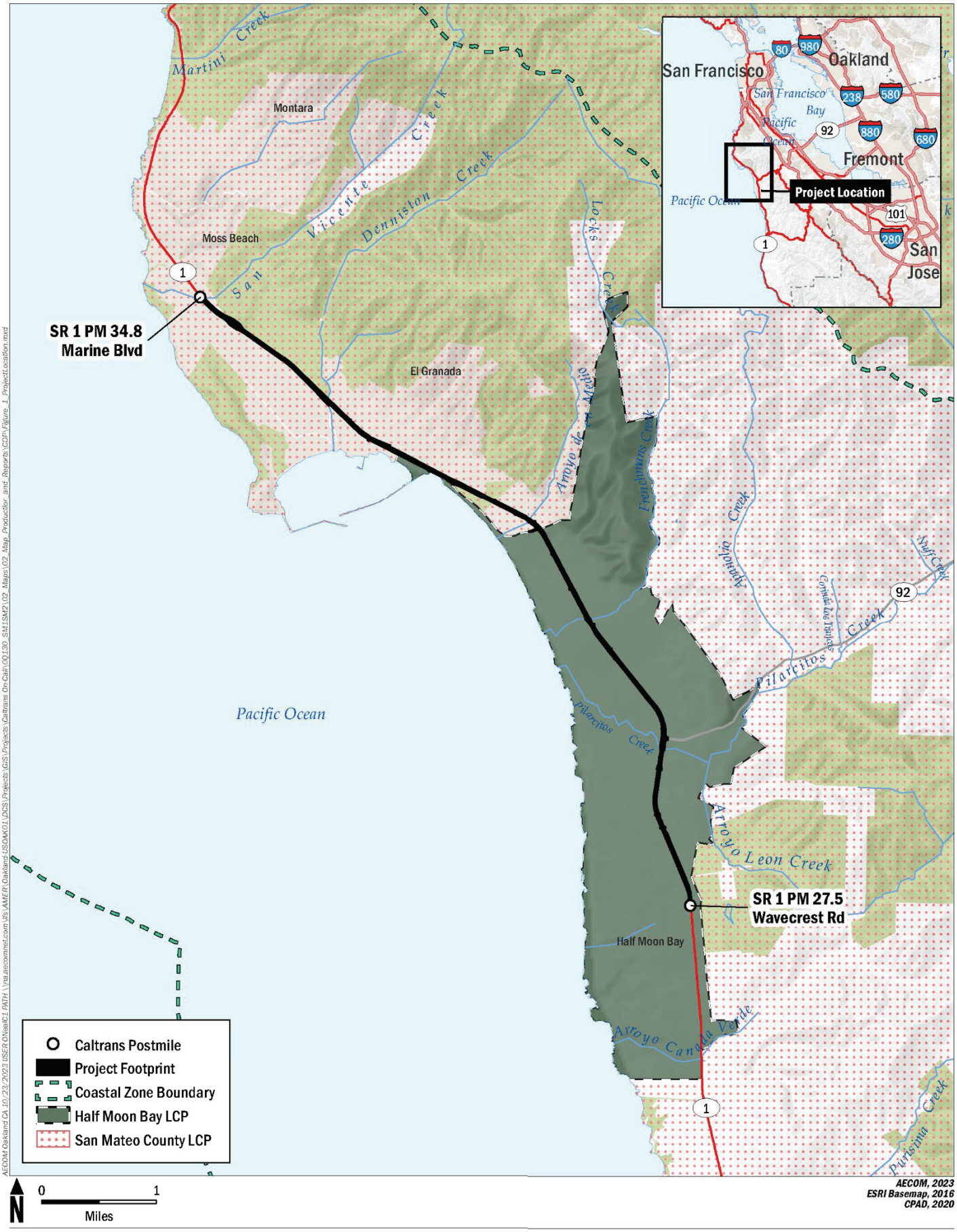
Chapter 2: Project Description

The Project would include pavement rehabilitation; replacing existing drainage inlets, culverts, and dikes; replacing existing guardrails with Midwest guardrail systems; replacing existing crash cushions; upgrading curb ramps; implementing complete street elements; upgrading signal poles; installing conduits; installing traffic operation system elements (intersection cameras, closed-circuit television (CCTV) cameras, and traffic monitoring stations [TMSs]); and relocating and/or replacing utility cabinets.

2.1 Project Location

The Project area is in San Mateo County, California. The Project area is on SR 1 between post mile (PM) 27.5 (SR 1 at Marine Boulevard) and PM 34.8 (SR 1 at Wavecrest Road); and SR 92 at PM 0.2 (at Main Street).

The project occurs within Coastal Zone and intersects the Coastal Zone Management Act authorities administered by the San Mateo County LCP, and the City of Half Moon Bay LCP. Figure 1 illustrates the project area, Coastal Zone jurisdiction, and LCP areas.



AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 1

Project Vicinity

2.2 Project Purpose

The Project would preserve and extend the life of the roadway to a condition that would require minimal maintenance expenditures, improve the ride quality, replace drainage systems, improve roadway safety, enhance pedestrian and bicycle access, and upgrade the traffic system infrastructure.

2.3 Project Need

The pavement on SR 1 in the Project area was evaluated in 2016 and is in poor condition overall (Caltrans 2016). Caltrans uses the International Roughness Index to evaluate and determine how smooth or rough a pavement surface is. The Federal Highway Administration (FHWA) International Roughness Index threshold for acceptable pavement surface is between 170 and 96, the threshold for good road surface is 95 or less, and surfaces that are greater than 170 do not meet the acceptable threshold. The stretch of Project highway pavement surface ranges from 100 to 226. If left untreated, this portion of SR 1 will continue to provide poor ride quality to users and will require frequent, expensive maintenance. Portions of the highway are near the acceptable roughness threshold, but continued pavement degradation is expected over time. In addition, existing highway elements and facilities in the Project area are worn out or functionally obsolete and need to be replaced. The current traffic systems (e.g., guard rails, crash cushions, and drainage) are approaching the ends of functional life and need to be upgraded.

“Complete Streets” is a Caltrans policy directive intended to provide safe mobility for all users, including bicyclists and pedestrians, and is a consideration during Project development. According to Director’s Policy 37, signed on December 7, 2021, it is Caltrans’ organizational priority to encourage and maximize walking, bicycling, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities (Caltrans 2021). Therefore, the need to consider Complete Streets elements (e.g., curb ramps, sidewalks, and cross walks) is included in the Project design.

2.4 Project Elements

Caltrans is providing 95-percent design sheets that show project elements in detail in Appendix B. The subsections that follow summarize proposed Project activities.

2.4.1 Roadway Rehabilitation

Caltrans proposes a 20-year flexible rehabilitation pavement strategy to address poor pavement conditions. To rehabilitate the roadway, Caltrans would cold plane (mill the roadway surface down to design depths to restore and smooth the roadway conditions) 0.40 foot of existing asphalt concrete pavement, then replace it with a structural section composed of 0.20 foot of gap-graded rubberized hot-mix asphalt, a 0.25-foot hot-mix asphalt and geosynthetic pavement interlayer, and 0.10 foot of hot-mix asphalt. The roadway profile would be raised by about 0.15 foot at project completion. Pavement

rehabilitation would occur across the entire project location, and is shown in Appendices A and B.

2.4.2 Replace Existing Guardrails

Existing guardrails in the Project area would be removed and replaced with standard Midwest guardrail systems. Vegetation removal to access guardrails may be required, and relatively minor excavation would be necessary during construction to install wood posts. Wood support posts would be installed by post driver to an approximate depth of 4 feet below the ground.

2.4.3 Replace Existing Crash Cushions

Existing nonstandard or damaged crash cushions in the Project area would be replaced at the same locations with new crash cushions that meet current Caltrans standards for design and safety.

2.4.4 Upgrade Signal Poles

Nonstandard poles in the Project area would be replaced (Appendix B). Excavation would be required during replacement.

2.4.5 Install Conduits and Traffic Operation System Elements

Caltrans would upgrade and install new communication devices, such as CCTV cameras, fixed intersection cameras, and TMSs. New conduit installation to support these elements would require trenching during installation.

2.4.6 Road Shoulder Reworking

Caltrans would rework and pave approximately 2,500 linear feet of existing road shoulders to full depth structure at select locations split across the Project area to meet roadway design requirements.

2.4.7 Replace Existing Drainage Inlets, Culverts, and Dikes

Caltrans' hydraulic engineers have reviewed existing drainage elements and anticipate the following work within the SMC LCP area:

- Drainage System 4 (SR 1 at Medio Avenue; Culverted Water of the State [CWOS]-7; and Other Water of the State [OWOS]-03): Excavation of existing end section, and discharge of pre-cast concrete. Install two pre-cast concrete 18-inch diameter flared end sections.

As described above, the project will repair and replace existing drainage features in kind. No new drainage features will be added where they do not currently exist, no drainage features will be increased in size, and drainage patterns will not be altered. Appendix B shows locations and details of drainage improvements.

2.4.8 Bicycle and Pedestrian Improvements (Complete Streets Elements)

Sidewalks, curb ramps, and marking would be constructed throughout the Project area to provide access for pedestrians and cyclists. Locations where Complete Streets elements are proposed are shown in Appendix B. The following street elements would be included as part of the Project:

Mill and overlay of existing Multi-Modal Trail. Caltrans will remove cracked and damaged asphalt and resurface the existing Multi-Modal Class I Bike Trail to improve safety, access, and mobility for all travelers by making the ride smoother and safer.

Class 2 Bikeways. Caltrans will resurface and restripe the existing 12-foot-wide travel lanes and add Class II Bikeway striping (typically, 6 feet wide) with a 2-foot-wide buffer in the existing 8-foot-wide shoulder along the SR 1 corridor in both directions from Wavecrest Road to South of Marine Boulevard to improve bicycle facilities and connectivity within the project limits.

Curb Ramps and Sidewalk Improvements. Caltrans will upgrade existing curb ramps and sidewalks within the project limits at specific locations to meet current Americans with Disabilities Act (ADA) standards.

Locations within the City of Half Moon Bay's (City's) LCP area include Casa Del Mar Drive, Kelly Avenue, Filbert Street, Grove Street, Beach Avenue, Ruisseau Francais Avenue, Wave Avenue, Poplar Street, Seymour Street, and San Mateo Road. Locations in the San Mateo County LCP area include Capistrano Road and Coronado Street.

Connections to Existing Bus Stop Locations. Existing San Mateo Transit (SamTrans) bus stops at specific locations within the project limits will be updated meet current bus stop design standards by constructing additional landing areas.

These locations include the bus stops within the City's LCP area at Kehoe Avenue, Spindrift Way, Ruisseau Francais Avenue, and Roosevelt Boulevard. Bus stop locations within the San Mateo County LCP area include Mirada Road and Medeo Avenue.

Crosswalk Restriping. Caltrans will restripe crosswalks where SR 1 crosses the following streets in the City's LCP area: Seymour Street, Grove Street, Poplar Street, Filbert Street, Belleville Boulevard, Grand Boulevard, Kehoe Avenue, Frenchman's Creek Road, Young Avenue, and Frontage Road. Caltrans will also restripe the crosswalk at Alto Ave within the San Mateo County LCP area. Corner radii would be reduced, and curb ramps and/or path entrances will be squared up at these locations where appropriate.

2.4.9 Utility Relocation

Existing utilities would be relocated during construction as required. Utility relocations are identified in project plan sheets (Appendix B). Some utilities may require vegetation clearance and excavation during construction. Utility relocation is expected to remain within the Project footprint.

2.5 Transportation Management Plan for Use During Construction

Caltrans will develop a Project-specific Traffic Management Plan (TMP) during the final design phase of the Project. The TMP will be prepared in accordance with Caltrans requirements and guidelines to minimize construction-related delays and impacts on emergency vehicles and the traveling public. The TMP will include the following provisions:

- Coordination with San Mateo County, the City of Half Moon Bay, and any other applicable local jurisdictions for notification of closures and detours.
- Coordination with the California Highway Patrol and other local law enforcement.
- Use of portable changeable message signs, the California Highway Patrol construction zone enhanced enforcement program, one-way traffic controls, and flaggers.
- Continued access for emergency services.
- Continued access to any residential driveways.

2.6 Work Durations

Construction is due to begin in 2025. The Project is anticipated to be completed across two construction seasons. However, ground-disturbing work would occur and be restored on site within each work season for any work area. Construction activities may occur in both daytime and nighttime hours. Construction completion date is anticipated to be in the year 2026. The phasing and ordering of the different Project elements are expected to be refined further in later stages of design.

2.7 Equipment

Caltrans would use the following equipment for respective operations during construction of the Project:

1. **Roadway Rehabilitation (Cold plane Roadway and Intersection):** Cold plane milling machine, excavator, bulldozer, haul truck, compactor, roller, asphalt paver, and street sweeper
2. **Replace Existing Guardrails:** Guardrail post driver, truck, and forklift
3. **Replace signal poles and crash cushions**: Drilling machine, excavator, haul truck, concrete mixer truck, and bucket truck
4. **Road shoulder reworking:** Sawcut machine, excavator, haul truck, compactor, asphalt paver, roller, and street sweeper
5. **Replace existing drainage elements**: Excavator, haul truck, concrete mixer truck, and pipe placement machine

6. **Upgrade curb ramps and Complete Streets elements**: Jack hammer, loader, haul truck, and concrete mixer truck

7. **Installing temporary and permanent striping**: Paint line striping motorized machine, thermoplastic marking equipment, and attenuator crash truck

8. **Stage construction**: Construction area signs, portable changeable message signs, temporary railing (Type K)[1], alternative temporary crash cushions, cones, and attenuator crash truck

2.8 Site Cleanup and Restoration

All construction-related materials will be removed after completion of construction activities. Temporary staging areas would be cleaned up, and any remaining construction materials would be removed and hauled to an appropriate waste disposal facility. The project footprint would be contained primarily in paved areas and graveled/previously disturbed road shoulders. Vegetation restoration in-kind is anticipated where temporary impacts to existing vegetation would occur for construction access.

Caltrans will restore temporarily disturbed areas to their preconstruction contours and functions to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native local grasses and shrubs to stabilize and prevent erosion. Currently, the project does not propose to remove any trees; however, should the removal of trees be necessary for access in a work site, coordination with the appropriate permitting agency will be warranted, and planting may be required. A local hydroseed mix will be proposed in the plans, specifications, and estimates phase.

2.9 Project Construction

The details described in this section represent the most likely procedure for the construction of the Project. Construction procedures would continue to be refined during detailed design in coordination with regulatory agencies, if required. Although some details of construction would be left to the discretion of the contractor who is awarded the Project, every effort has been made to articulate Project details with the potential to affect the environment.

2.10 Avoidance and Minimization Measures

environmental commitments that are applicable to this project are provided below. Measures include:

- Caltrans project features. Project features are design elements and/or standard measures to reduce environmental effects which are employed on most, if not all, of Caltrans projects and were not developed in response to any specific environmental impact resulting from the Project. These measures are separated

[1] K-rails = Concrete k-rail barriers are commonly found on highways and high traffic prone areas. They are made for permanent or semi-permanent applications to serve multiple purposes such as security, traffic diversion, and blocking off access.

out from avoidance and minimization measures (AMMs) and Mitigation Measures, which directly relate to the impacts resulting from the Project.

- Environmental commitments provided in the final California Environmental Quality Act (CEQA) Initial Study; and

- Environmental commitments provided in the U.S. Fish and Wildlife Service (USFWS) Biological Assessment (BA)

Some measures in the tables are redundant. In instances where measures are redundant, Caltrans will implement the most conservative measure.

2.10.1 Project Features

Construction Site Best Management. The following site restrictions will be implemented to avoid or minimize potential effects on listed species and their habitats, pursuant to Caltrans Standard Specifications and Special Provisions.

- Speed Limit. Vehicles will not exceed 15 miles per hour in the project footprint to reduce dust and excessive soil disturbance.

- Trash Control. Food and food related trash items will be secured in sealed trash containers and removed from the site at the end of each day.

- Pets. Pets will be prohibited from entering the project limits during construction.

- Firearms. Firearms will be prohibited within the Project limits, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

Designated Construction Areas, Delineated Environmentally Sensitive Areas (ESAs), Work Areas, and Equipment and Materials Storage Sites. Caltrans will delineate construction areas and ESAs (areas containing sensitive habitats adjacent to or within the project limits for which physical disturbance is not allowed) on the final construction plans. The Agency-Approved biologist will be onsite to direct the installation of ESA fencing, flagging, or other approved means of delineation prior to the start of construction, to prevent encroachment of personnel and equipment into sensitive areas during construction. When feasible staging, storage, and parking areas will be in designated areas a minimum of 150 feet from the ordinary high water mark (OHWM) on paved or graveled surfaces within the Caltrans right of way (ROW) and away from any designated ESAs, to minimize construction impacts to protected resources. Equipment and materials storage sites will also be located as far away from residential uses as practicable. At the discretion of the Approved Biologist, limits will also be defined near other environmentally sensitive locations, such as bird nests, when necessary. The ESA fencing, flagging, or other material will be removed when construction activities are complete in the immediate vicinity. Erosion control materials that use plastic or synthetic monofilament netting will not be used in the project area.

Bird Protection Measures. To avoid take of migratory birds during the bird nesting season (February 1 to September 30), vegetation removal will only occur between October 1 and January 31 to the extent practicable. Vegetation trimming, or removal will not occur outside of the project footprint. Agency approved biologists will conduct preconstruction nesting bird surveys no more than three days prior to construction. If an active nest is discovered during construction, work within 50 feet of the nest of passerine species or 300 feet for raptor species will be avoided and an Approved Biologist will be contacted to investigate, upon inspection the Approved Biologists will identify the bird to species, establish an appropriate exclusion buffer around the nest, and implement protective measures during construction. The area within the buffer will be avoided and monitored until the young are no longer dependent on the adults or the nest is no longer active. If a nesting special-status bird species is discovered, an Approved Biologist will notify the USFWS and/or California Department of Fish and Wildlife (CDFW) for further guidance. Partially constructed and inactive nests will be removed to prevent occupation. Exclusion methods will be used to prevent migratory birds from nesting and roosting within the project area (February 1 to September 30).

Biologist Authority to Stop Construction. The Approved Biologist will stop work, as directed by the Resident Engineer, in the vicinity of any protected species that are discovered. Work will not begin again until the individual species is either relocated by the monitor or moves out of harm's way by itself.

Restoration/Revegetation of Disturbed Areas. Upon project completion, all temporarily disturbed previously vegetated areas will be contoured to preconstruction grades, where appropriate, and replanted with appropriate native vegetation as described in the revegetation plan.

Reduce Spread of Invasive Species. Noxious weeds will be controlled within the project construction site in accordance with Caltrans' Highway Design Manual Topic 110.5, "Control of Noxious Weeds – Exotic and Invasive Species," and Executive Order 13112 (Invasive Species), and by methods approved by a Caltrans' landscape architect or vegetation control specialist.

Avoidance of Entrapment. To prevent inadvertent entrapment of animals during construction, excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each working day using plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the project limits overnight will be inspected before they are subsequently moved, capped, and/or buried.

Temporary Lighting During Construction. All construction lighting will be limited to within the area of work. Should nighttime work be necessary, all lighting will be directed downwards and towards active construction areas. When nighttime work cannot be avoided, disturbance of listed species will be avoided and minimized by restricting substantial use of temporary lighting to the least sensitive seasonal and meteorological windows. Lights on work areas will be shielded and focused to minimize lighting of

listed-species habitat. Construction personnel will turn portable tower lights on no more than 30 minutes before the beginning of civil twilight, and off no more than 30 minutes after the end of civil sunrise. Lighting per portable tower light will not exceed 2,000 lumens.

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

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

Maintaining Internal Combustion Engines. All internal combustion engines will be maintained properly to minimize noise generation.

Idling of Internal Combustion Engines. Unnecessary idling of internal combustion engines will be avoided within 100 feet of sensitive receptors.

Traffic Management Plan (TMP). A TMP will be developed by Caltrans. The TMP will include elements such as haul routes, one-way traffic controls to minimize speeds and congestion, flag workers, and phasing, to reduce impacts to residents as feasible and maintain access for police, fire, and medical services in the local area. Temporary pedestrian and bicyclist access will be provided during construction.

Visual Integrity. To maintain the visual integrity of the area the following measures will be implemented on site:

- All disturbed ground surfaces shall be restored and treated with erosion control.
- Existing Vegetation shall be preserved to the maximum extent feasible.
- All other impacted vegetation shall be evaluated for replacement. Depending on the extent of removal, a one-year plant establishment period may be required.
- During Construction operations, unsightly material and equipment in staging areas shall be placed where they are less visible and/or covered when possible.

Water Quality Best Management Practices (BMPs): The contractor will adhere to the instructions, protocols, and specifications, outlined in the most current Caltrans

Construction Site Best Management Practices Manual and Caltrans Standard Specifications. At a minimum, protective measures will include the following:

- Disallowing discharging of pollutants from vehicle and equipment cleaning into storm drains or watercourses.
- Storing or servicing vehicles and construction equipment including fueling, cleaning and maintenance at least 50 feet from aquatic habitat unless separated by a topographic or drainage barrier.
- Maintaining equipment to prevent the leakage of vehicle fluids such as gasoline, oils, or solvents and developing a spill response plan. Hazardous materials such as fuels, oils, solvents, etc. will be stored in sealable containers in a designated location that is at least 50 feet from aquatic habitats.
- Collecting and disposing of concrete wastes and water from curing operations in appropriate washouts located at least 50 feet from watercourses.
- Covering temporary stockpiles.
- Installing coir rolls or straw wattles along or at the base of slopes during construction to capture sediment.
- Protecting graded areas from erosion using a combination of silt fences, fiber rolls, and erosion control netting (jute or coir) as appropriate.

2.10.2 Project Specific Avoidance and Minimization Measures

2.10.2.1 General Conservation Measures

Worker Environmental Awareness Training: Construction personnel will attend a mandatory environmental education program delivered by the USFWS-Approved Biological Monitor prior to taking part in site construction, including fence installation and other ground-disturbing and/or vegetation clearing activities. The program will focus on the conservation measures that are relevant to an employee's personal responsibility and will include an explanation of how to best avoid take of listed species. At a minimum, the training will include a description of the listed species that may occur on site; how they might be encountered in the project construction zone; their status and protection; and the relevant Conservation Measures and Terms and Conditions of the Biological Opinion. A fact sheet conveying this information will be prepared and distributed to all construction and project personnel. Distributed materials will include cards with distinctive photographs of the species, compliance reminders, and relevant contact information. Documentation of the training, including sign-in sheets, will be kept on file and made available to the USFWS on request.

Environmentally Sensitive Area Fencing: Prior to the start of construction, environmentally sensitive areas (defined as areas containing sensitive habitats adjacent to or in construction work areas for which physical disturbance is not allowed) will be clearly delineated using temporary high-visibility fencing or temporary reinforced silt

fences with high-visibility fabric on top (Type 1). Construction work areas will include the active construction site and all areas providing support for the project, including areas used for vehicle parking, equipment and material storage and staging, and access roads. The fencing will remain in place throughout the duration of construction activities, be inspected regularly, and be fully maintained at all times. The final project plans will show all locations where the fencing will be installed, and will provide installation specifications. The bid solicitation package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, including vehicle operation, material and equipment storage, access roads, and other surface-disturbing activities in ESAs.

Inclement Weather Restriction: No work would occur during or within 24 hours following a rain event exceeding 0.2 inch, as forecast by the National Oceanic and Atmospheric Administration National Weather Service for Half Moon Bay, California (C3295) base station. USFWS/approval to continue work during or within 24 hours of a rain event will be considered on a case-by-case basis.

Staging: Staging and parking areas will be restricted to designated areas, as specified by the project biologist in coordination with the project engineer.

Soil Storage: Imported soil or native topsoil may be stored in a designated location, as specified by the project biologist in coordination with the project engineer, until project completion.

Vegetation Removal: Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation removal in temporary work areas will be cut above soil level to promote vegetative growth of established plants following construction.

Replant, Reseed, and Restore Disturbed Areas: Caltrans will restore temporarily disturbed areas to their preconstruction contours and functions to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native local grasses and shrubs to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, coordination with the appropriate permitting agency will be warranted, and planting may be required. A local hydroseed mix will be proposed in the plans, specifications, and estimates phase.

Migratory Bird Treaty Act: To minimize and avoid take of birds protected under the Migratory Bird Treaty Act, their nests, and their young, Caltrans will conduct vegetation and tree trimming from October 1 through January 31—before project construction—when possible. This work will be limited to vegetation and trees that are within the project footprint. No grubbing or other ground-disturbing work will occur at this time. On completion of vegetation and tree trimming, Caltrans will install stormwater and erosion control BMPs. During the nesting season (February 15 through September 30), a qualified biologist with appropriate construction and species experience will conduct nest and bird surveys and other wildlife surveys prior to tree removal and applicable pruning. All work will be conducted under an RWQCB-approved Water Pollution Control

Plan or Storm Water Pollution Protection Plan. During the nesting season, pre-construction surveys for nesting birds will be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active other migratory/nongame bird nests, a no-disturbance buffer will be established at a distance sufficient to minimize disturbance, based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. All clearing and grubbing of woody vegetation will be performed by hand or using light construction equipment, such as backhoes and excavators.

Pre-Construction Surveys: Prior to initiation of construction activities that include ground disturbance (including fence installation), pre-construction surveys for special-status plants and animals will be conducted by a biologist/botanist. A USFWS-approved biologist will be required for listed plant and animal species. These surveys will consist of walking the project footprint and adjacent areas that are accessible by foot; the use of binoculars or spotting scopes may be required. The biologist will investigate mammal burrows (for California red-legged frog [CRLF] or other special-status wildlife).

Invasive Species Management: To reduce the spread of invasive nonnative plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will comply with Executive Order 13112. The purpose of this order is to prevent the introduction of invasive species and provide for their control to minimize economic, ecological, and human health impacts. In the event that high- or medium-priority noxious weeds, as defined by the California Department of Food and Agriculture or the California Invasive Plant Council (Cal-IPC), are disturbed or removed during construction-related activities, the contractor will contain the plant material associated with these noxious weeds and will dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. If seeding is not possible, the area will be covered to the extent practicable with heavy black plastic solarization material until completion of construction. All earthmoving equipment, as well as seeding equipment to be used during project construction, will be thoroughly cleaned before arriving on the project site.

Implementation of Water Quality/Erosion Control BMPs: Erosion control BMPs will be developed and implemented to minimize any wind- or water-related erosion, in compliance with the requirements of the RWQCB. Protective measures will include, at a minimum, the following:

- No discharge of pollutants from vehicle and equipment cleaning will be allowed into any storm drains or watercourses.

- Vehicle and equipment fueling and maintenance operations will be kept at least 50 feet away from watercourses, except at established commercial gas stations or established vehicle maintenance facilities.

- Concrete wastes will be collected in washouts, and water from curing operations will be collected and disposed. Neither will be allowed into watercourses.

- Spill containment kits will be maintained on site at all times during construction operations and/or staging or fueling of equipment.

- Dust control measures will include use of water trucks and dust palliatives to control dust in excavation-and-fill areas; covering temporary access road entrances and exits with rock (rocking); and covering temporary stockpiles when weather conditions require.

- Coir rolls or straw wattles that do not contain plastic or synthetic monofilament netting will be installed along or at the base of slopes during construction to capture sediment.

- Graded areas will be protected from erosion using a combination of silt fences and fiber rolls along toes of slopes or along edges of designated staging areas; erosion control netting (e.g., jute or coir) will be used as appropriate on sloped areas. Erosion control materials that use plastic or synthetic monofilament netting will not be used in the project footprint. This will include products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials will include natural fibers, such as jute, coconut, or twine.

Construction Site BMPs: The following site restrictions will be implemented to avoid or minimize impacts on special-status species and their habitats:

- Routes and boundaries of roadwork will be clearly marked before the start of construction or grading.

- All food and food-related trash items will be enclosed in sealed trash containers and will be properly disposed off site.

- No pets belonging to project personnel will be allowed anywhere in the project area during construction.

- No firearms carried by project personnel will be allowed except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

- A spill response plan will be prepared. Hazardous materials (e.g., fuels, oils, or solvents) will be stored in sealable containers in a designated location at least 50 feet from any aquatic features.

Speed Reduction: Project-related vehicles will be required to observe a 10-mile-per-hour speed limit in all staging or storage areas.

Light Restrictions: Construction personnel will turn portable tower lights on no more than 30 minutes before the beginning of civil twilight, and off no more than 30 minutes after the end of civil sunrise. Portable tower lights will have directional shields attached to them, and personnel will only direct lights downward and toward active construction and staging areas. Lighting per portable tower light will not exceed 2,000 lumens. To the extent practicable, personnel will only use enough coverage to light the work areas.

2.10.2.2 Construction Measures

Wetlands and Waters Construction Work Windows: Work in wetlands, waters, and riparian habitat will be limited to June 15 through October 15 to avoid or minimize impacts to WOTUS, Waters of the State, riparian habitat, and special-status species habitat.

Environmentally Sensitive Areas and Fencing: Listed species habitat will be delineated as environmentally sensitive areas on contract plans and defined in contract specifications.

Environmentally sensitive areas outside of the proposed work areas will be specifically identified to avoid during construction. Where work must occur in or adjacent to an environmentally sensitive area, an approved biologist with stop-work authority will be present. Caltrans will install fencing to outline and protect environmentally sensitive areas prior to the start of construction. Environmentally sensitive area provisions will be implemented as a first order of work, and will remain in place until all construction activities are completed in the work area.

Riparian Vegetation Protection: All riparian habitat in the project area will be delineated as an environmentally sensitive area, and no construction activities will occur outside of the immediate work area in riparian habitat. At the roadway crossings of Denniston, Frenchman's, Arroyo de en Medio Creek, and Pilarcitos Creeks, Caltrans will limit riparian vegetation removal to the immediate work area. Trees or shrub trimming at those locations will be limited to removing only branches that overhang the roadway.

2.10.2.3 Species-Specific Conservation Measures – California Red-Legged Frog and San Francisco Garter Snake

Seasonal Avoidance: Construction activities off paved surfaces in areas of potential CRLF habitat will be performed between June 15 and October 15 to minimize impacts on this species. Designated staging areas may be used outside of this work window once cleared by a USFWS-Approved Biologist or their designee, and fenced, as appropriate.

Exclude Use of Plastic/Synthetic Monofilament Netting: To avoid entanglement or injury of CRLF or San Francisco garter snake, erosion control materials that use plastic or synthetic monofilament netting will not be used.

Avoidance of Entrapment: To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will

be covered at the close of each working day with plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. All replacement pipes, hoses, culverts, or similar structures less than 12 inches in diameter will be closed, capped, or covered on entry to the project site. All similar structures greater than 12 inches must be inspected before they are subsequently moved, capped, and/or buried.

Biological Monitor: The names and qualifications of proposed biological monitor(s) will be submitted to the USFWS for approval prior to the start of construction. The USFWS-approved biological monitor(s) will keep a copy of the USFWS biological opinion in their possession when on site. Through communication with the resident engineer, the USFWS-approved biological monitor(s) will be on site during all work that could reasonably result in take of CRLF or other special-status species. The USFWS-approved biological monitor(s) will have the authority to stop work that may result in the unauthorized take of special-status species. If the USFWS-approved biological monitor exercises this authority, the USFWS will be notified by telephone and e-mail message within 1 working day.

Pre-Construction/Daily Surveys: Pre-construction surveys for special-status species will be conducted by the USFWS-approved biological monitor no more than 14 calendar days prior to any initial ground disturbance, and immediately prior to ground-disturbing activities (including vegetation removal and fence installation) in the project footprint. These efforts will consist of walking surveys of the project limits, and if possible, accessible adjacent areas within at least 50 feet of the project limits. The USFWS-approved biological monitor will investigate potential cover sites when it is feasible and safe to do so. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the project limits will be documented and relocated to an adequate cover site in the vicinity, with the exception of fully protected species. Safety permitting, the USFWS-approved biological monitor will also survey areas of disturbed soil for signs of CRLF or San Francisco garter snake within 30 minutes following initial disturbance of the given area. The need for further pre-construction surveys will be determined by the Biologist based on site conditions and realized construction timelines.

Protocol for Species Observation: The USFWS-approved biological monitor(s) will have the authority to halt work through coordination with the resident engineer if CRLF or San Francisco garter snake are observed in the project footprint. The resident engineer will keep construction activities suspended in a 50-foot radius of the California red-legged frog or San Francisco garter snake in any construction area where the biologist has determined that a potential take of the species could occur. Work will resume after observed listed individuals leave the site voluntarily, the biologist determines that no wildlife is being harassed or harmed by construction activities, or the wildlife is relocated by the biologist to a release site using USFWS-approved handling techniques.

Handling of California Red-Legged Frog: If a CRLF individual(s) is discovered, the resident engineer and USFWS-approved biological monitor will be immediately informed.

- If a CRLF gains access to a construction zone, work will be halted immediately within 50 feet until the animal leaves the site or is captured and relocated by the USFWS-approved biological monitor.

- The USFWS will be notified within 1 working day if a CRLF or San Francisco garter snake is discovered in the construction site.

- The captured CRLF will be released in appropriate habitat outside of the construction area but near the capture location. The release habitat will be determined by the USFWS-approved biological monitor.

- The USFWS-approved biological monitor will take precautions to prevent introduction of amphibian diseases in accordance with the Revised Guidance on Site Assessments and Field Surveys for the CRLF (USFWS 2005).

Chapter 3: Land Use

Land uses in the Project area include residential, recreational, and commercial. The California Coastal Trail generally runs parallel to SR 1 in the Project area and accommodates pedestrians, bicyclists, equestrians, and others. In addition, multiple publicly accessible open space and beach areas are adjacent to the Project area, including Wavecrest Open Space, Venice State Beach, Miramar Beach, Surfers Beach, Mavericks Beach, and Pillar Point Bluff. The Project would be constructed within Caltrans Right-of-Way, and would not alter existing or future land uses. Access along SR 1 and SR 92 would be managed and maintained during construction, with the exception of temporary lane closures and detours. Temporary impacts on traffic would be minimized by implementation of the Project's TMP, as discussed in Section 2.5.

San Mateo County's Local Coastal Land Use Plan (LCUP) (San Mateo County 2013a) Midcoast Land Use Map (San Mateo County 2013b) indicates that the project occurs adjacent to lands designated as residential, recreation, open space, commercial, and airport. It also crosses through an area designated as linear park and trail plan overlay, which relates to the original Devil's Slide Bypass Alignment.

Chapter 4: Biological Resource Evaluation

Caltrans prepared the *San Mateo State Route 1 Multi-Asset Roadway Rehabilitation Project Natural Environment Study* (NES) for the Project that reviewed the existing environmental setting, identified potential habitats and species of special concern, and provided a preliminary environmental impact analysis from the Project on biological resources (Appendix C). Additionally, Caltrans, as the federal lead agency under National Environmental Policy Act (NEPA), has initiated consultation with the USFWS for threatened and endangered species regulated pursuant to section 7 of the federal Endangered Species Act. The BA prepared for the project is included with this supplemental information as Appendix D. Caltrans believes that the attached NES and information summarized here and in the impact analysis in Chapter 6: of this Supplemental Information document satisfy Coastal Act and the San Mateo County's LCP requirement for a Biological Resource Evaluation.

The Project occurs within an area characterized by diverse wildlife, vegetation, and intermittent riparian habitat. Sensitive communities in the BSA include wetlands, riparian areas, and upland areas that could provide dispersal habitat to special status species (i.e., CRLF and San Francisco garter snake). The riparian areas at the creek crossings in the BSA support a vegetation type dominated by tall red alder (*Alnus rubra*) trees, and dense arroyo willow (*Salix lasiolepis*) and red willow (*Salix laevigata*) stands.

A table listing the special-status species and habitats reviewed for potential to occur inside the project's biological study area (BSA) is provided in the NES (Appendix C).

4.1 Natural Environment Study

Caltrans prepared an analysis of project-related effects on special status species is summarized in the NES. The NES was completed during the conceptual design phase, and project impacts presented in it were conservative estimates that have been substantially reduced during the design phase. Therefore, impact quantities presented in the NES are not current and do not reflect the avoidance measures implemented during the Project's design phase. Baseline conditions identified in the NES remain relevant, and project impacts have been substantially reduced and are updated in this and other project permit applications. The NES identifies all species with potential to occur within the Project's BSA, and provides a further analysis for species with potential to be impacted by Project activities.

Data sources consulted to identify special-status species in the project area included the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants of California, USFWS online Information for Planning and Consultation Report, USFWS designated Critical Habitat Mapper, National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) West Coast Region online tools for identifying endangered and threatened species and critical habitat in California, Passage Assessment Database, and the Center for Ecosystem Management and Restoration's Steelhead/Rainbow Trout Resources South of the Golden Gate, California.

Additionally, general, reconnaissance-level surveys were conducted in the BSA for plant communities, wildlife habitats, and general site-specific information to support evaluation of biological resources. More targeted surveys, including an aquatic resource delineation survey and vegetation mapping were also performed, in addition to multiple focused botanical surveys.

4.2 USFWS Biological Assessment

Caltrans prepared an analysis of project-related effects on species managed by the USFWS in the *State Route 1 Multi-Asset Roadway Rehabilitation Project Biological Assessment* (Appendix D). The analysis concluded that the Project may affect and is likely to adversely affect the CRLF and the San Francisco garter snake. Caltrans is seeking a Biological Opinion from USFWS, and consultation with USFWS is therefore ongoing.

4.3 Special Status Species with Potential to be Impacted by the Project

Caltrans identified the following special status species and their habitat as having potential to occur and be impacted by the Project:

- CRLF (*Rana draytonii*) – federally threatened; State species of special concern.
- San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) – federally endangered; State endangered; State fully protected

Although forested riparian habitat with grass and herbaceous plant species are present in the understory of riparian areas, based on botanical surveys of the project sites, special-status plant species with potential to occur at the site were not found. No special-status plants are expected to be impacted by the project.

Chapter 5: Existing Coastal Act Jurisdictional Areas and ESHAs within the BSA

The Project occurs across areas regulated under the San Mateo County LCP and the City of Half Moon Bay LCP. This section summarizes baseline conditions for Coastal Act jurisdictional areas and ESHAs that occur within the San Mateo County LCP only. A separate CDP request with Half Moon Bay for areas within the area of their LCP authority is being submitted concurrent to this request.

Environmentally Sensitive Habitat Areas (ESHAs) are defined as any area in which plant or animal life or their habitats are either rare or especially valuable because of their nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments (Coastal Act Section 30107.5). All waters and riparian areas mapped within the project area are considered ESHAs.

5.1 Coastal Waters, wetlands and riparian areas

“Wetland” is defined as lands within the Coastal Zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens (Coastal Act Section 30121).

The California Coastal Act regulations establish a wetland definition that requires evidence of only one of the three parameters (hydrophytic vegetation, hydric soils, or wetland hydrology) to establish wetland conditions (California Coastal Commission 2011).

San Mateo County defines riparian corridors in its LCP by the ““limit of riparian vegetation” (i.e., a line determined by the association of plant and animal species normally found near streams, lakes and other bodies of freshwater: red alder, jaumea, pickleweed, big leaf maple, narrow-leaf cattail, arroyo willow, broadleaf cattail, horsetail, creek dogwood, black cottonwood, and box elder). Such a corridor must contain at least a 50% cover of some combination of the plants listed (San Mateo County 2013a).

Table 5-1 summarizes baseline conditions and that most of these features observed in the study area are not anticipated to be affected by the Project. A discussion on project impacts to ESHAs is provided in Section 6.1.

Table 5-1. Coastal Jurisdictional Waters and Riparian Habitat identified Within the Project Area and San Mateo County LCP area.

Type	Area (acres)
Culverted Waters	0.07
Wetlands	0.01
Other Waters	0.44
Coastal Riparian Habitat	3.70
Total	**4.20**

Note:

LCP = Local Coastal Program

5.2 Special Status Species Habitat

In addition to waters and riparian areas, potentially suitable CRLF and San Francisco garter snake habitat has been delineated within the study area. Areas of non-breeding aquatic habitat generally conform to the coastal jurisdictional waters and riparian habitat described in Section 5.1 above. Additionally, potential upland habitats that could be used for species dispersal were identified in the NES and refined in coordination with USFWS as presented in the project's USFWS BA. San Francisco garter snake and CRLF habitats are included here as ESHAs. Table 5-2 lists the habitat quantity in acres for the project area in San Mateo County.

Please note that Table 5-2 summarizes baseline conditions and that most of these features observed in the study area are not anticipated to be affected by the Project. A discussion on project impacts to ESHAs is provided in Section 6.1

Table 5-2. California Red-Legged Frog and San Francisco Garter Snake Habitat within the Project BSA and San Mateo County LCP.

Habitat Type	Habitat Quantity (acres)
*Non-breeding aquatic habitat	0.11
*Upland Dispersal Habitat	15.35
Total	15.46

* Aquatic habitat and upland habitat in riparian corridors are already considered ESHA's because they are also coastal waters and riparian areas. Values presented here are not to be summed with those areas as it would double count these habitat features.

Note:
BSA = biological study area
ESHA = Environmentally Sensitive Habitat Area
LCP = Local Coastal Program

5.3 Other Habitats

Landscaped and ruderal vegetation are present in the BSA, including ornamental shrubs and trees planted in the SR 1 shoulders for aesthetic purposes. Additionally, there are habitat areas that consist of ruderal weeds and grasses adjacent to SR 1.

Chapter 6: Project Impacts

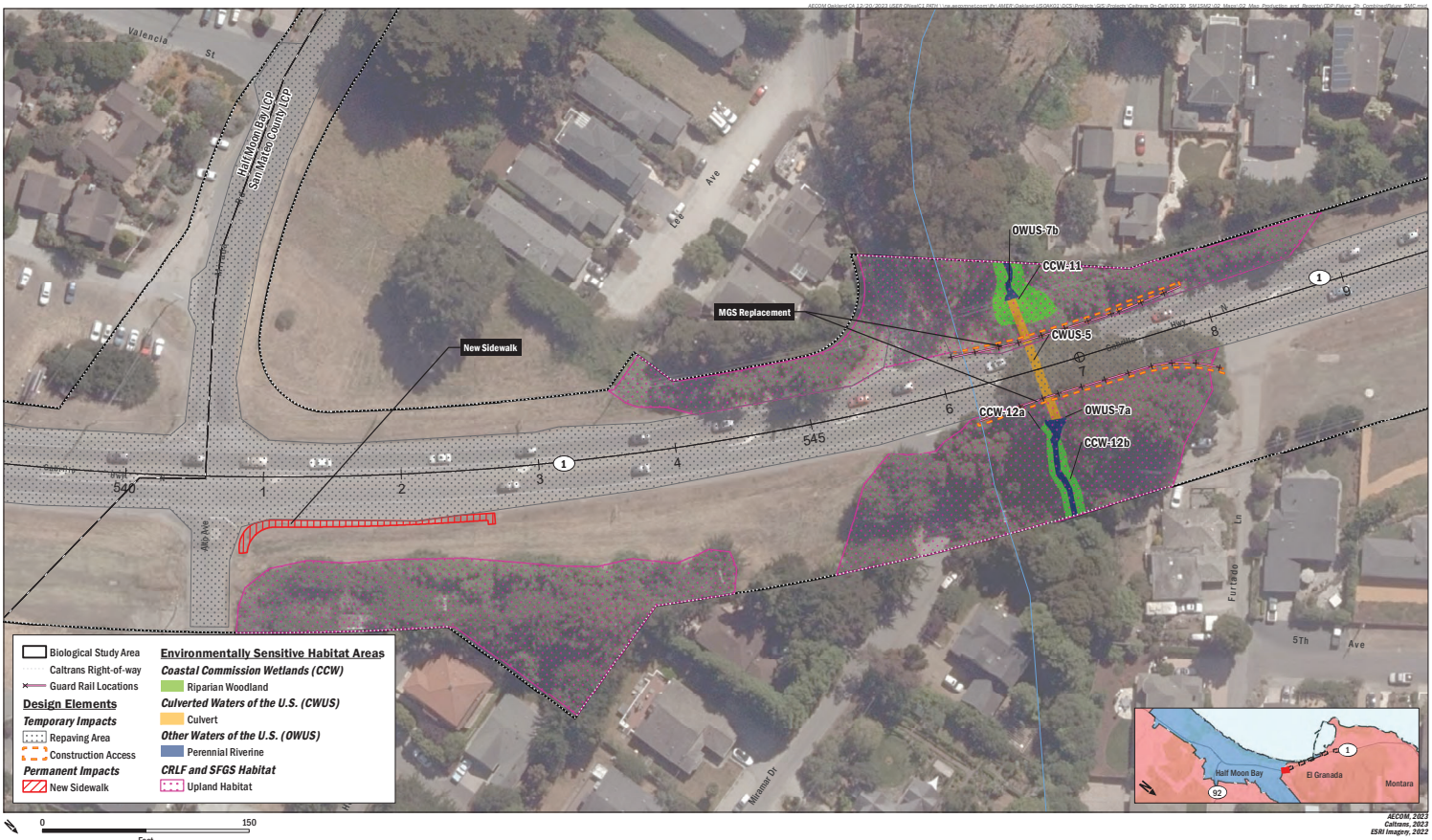
6.1 ESHAs

The Project is anticipated to have relatively limited temporary impacts, and no permanent impacts on ESHAs. Figure 2 describes project elements within ESHAs that would have impacts during project construction. Table 6-1 summarizes the temporary impacts to the following resources: Special status species habitat (i.e., potentially suitable upland dispersal habitat for the CRLF and San Francisco garter snake); one culverted water of the State; and small areas where special status species habitat area and wetlands overlap. The Project is anticipated to have no impacts on WOTUS, as regulated by Sections 401 and 404 of the Clean Water Act. Additionally, no tree removal is proposed by the project.

Table 6-1. Potential Project Effects on ESHAs

Habitat Type	Temporary Disturbance Area (acres)
SSS Upland Habitat	0.08
Culverted Waters of the State	<0.01
Overlap of SSS and Wetland Habitat	<0.01
Total	**0.08**

Notes:
ESHAs are shown in Appendix A
ESHA = Environmentally Sensitive Habitat Area
SSS = Special Status Species



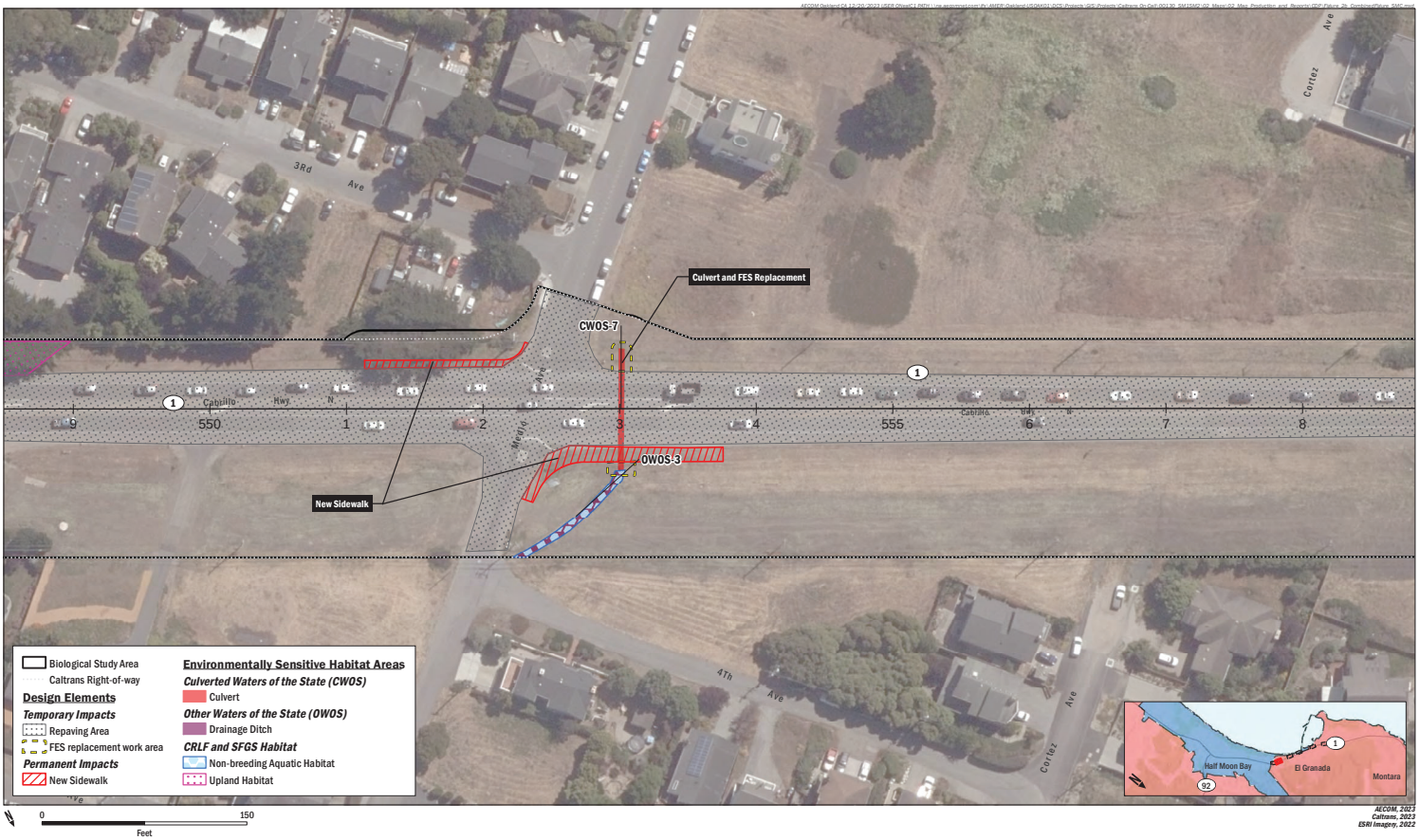
AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP



AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP

AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP

AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP

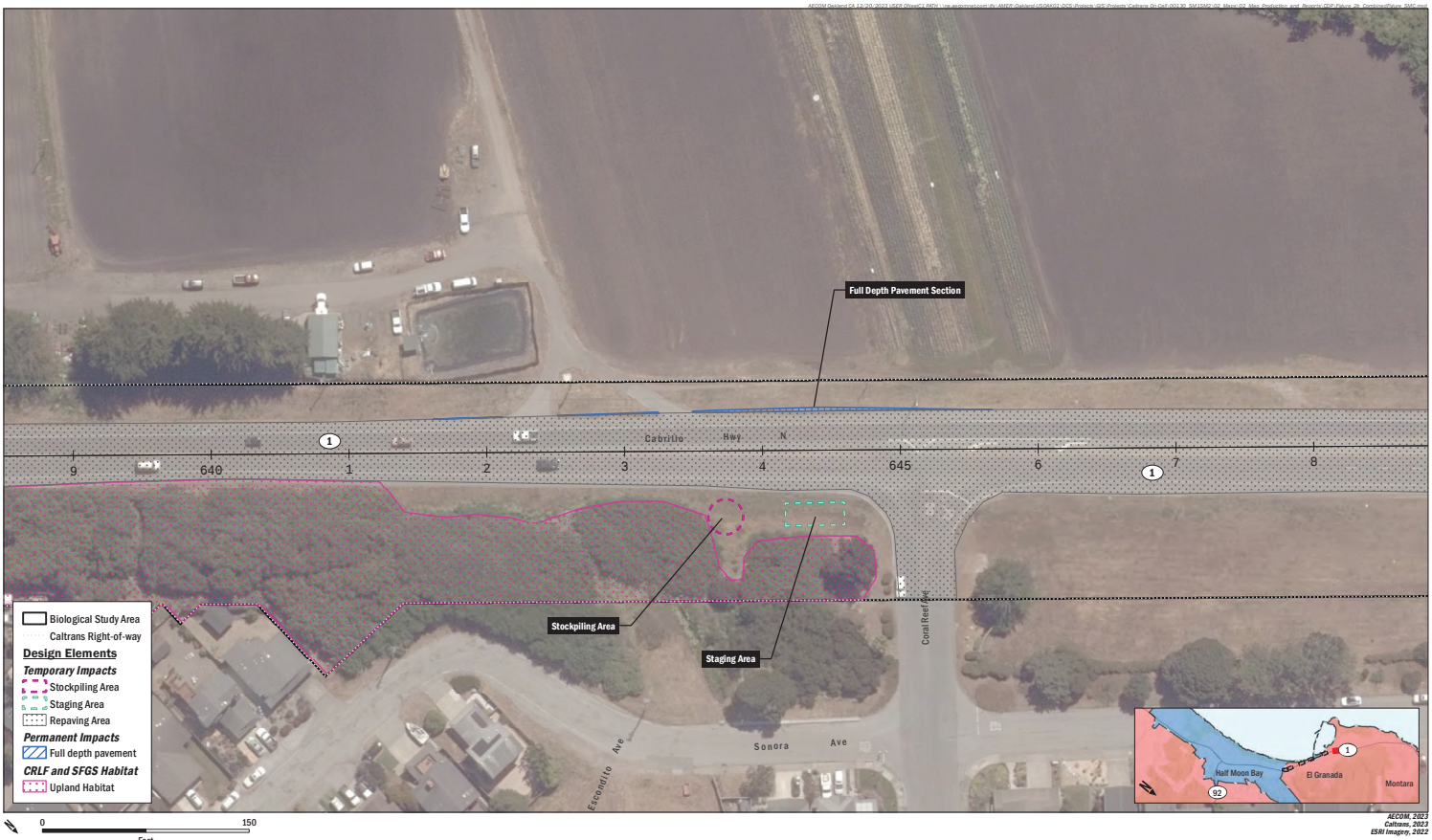
AECOM, 2023
Caltrans, 2023
ESRI Imagery, 2022

AECOM

Caltrans District 4
State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP



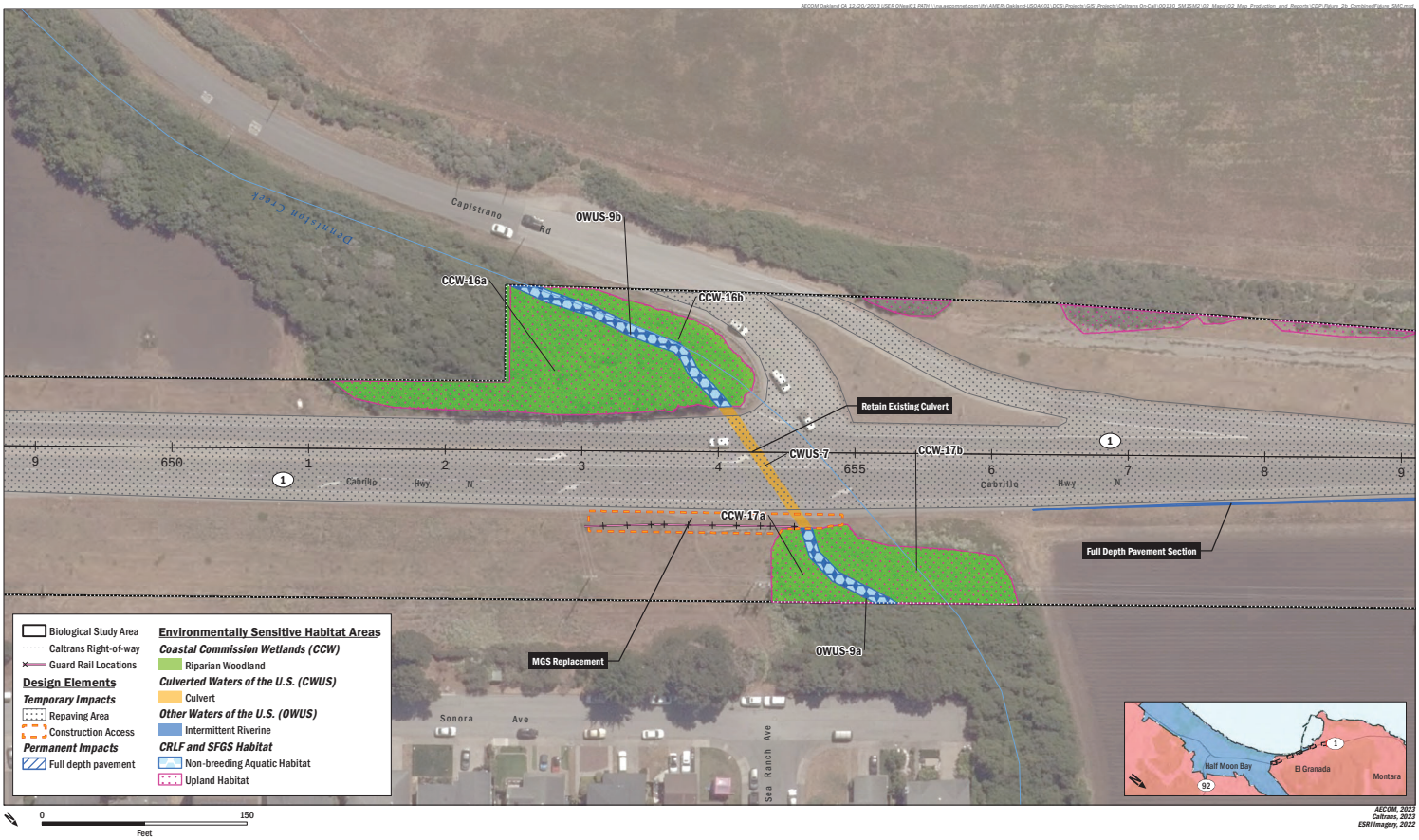
AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP



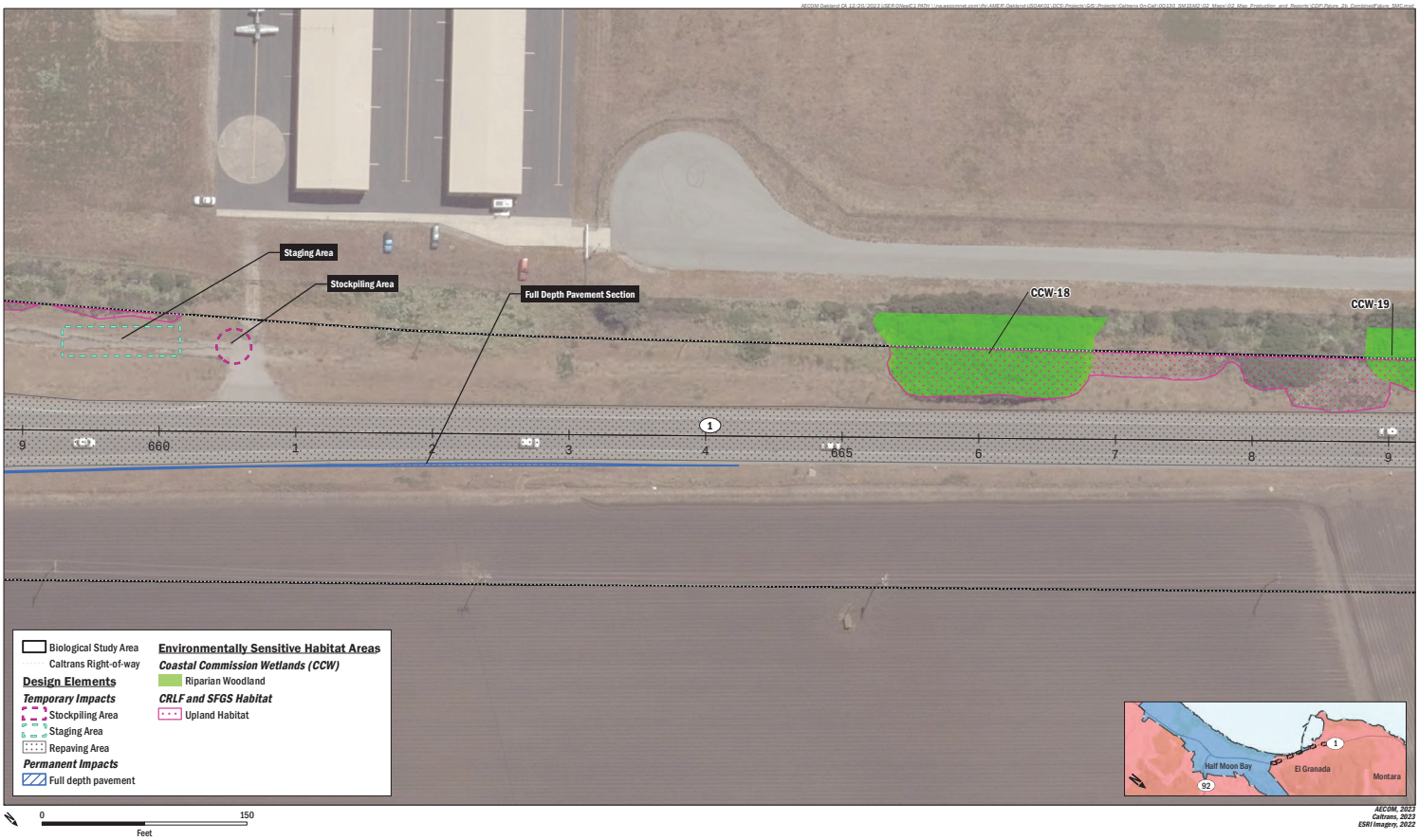
AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP



AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 2

Impacts to Environmentally Sensitive Habitat Areas
San Mateo LCP

6.2 Public Access

The Project would improve existing bicycle and pedestrian transportation facilities used by the public throughout the SR 1 corridor in the Project area. The Project's Transportation Management Plan, as described in Section 2.5, would account for any temporary impediments to access during construction, to maintain access.

6.3 Visual Impacts

Potential visual impacts were evaluated as part of the CEQA Initial Study with Negative Declaration (IS/ND) (Appendix F). It was determined that the project would have no impact on scenic vistas and scenic resources, and a less than significant impact on visual character. It would also have a less than significant impact related to light and glare. The following project elements are anticipated to result in minor visual change:

- **Replacement of existing guardrails and crash cushions.** Existing nonstandard guardrails will be replaced with MGS. Additionally, existing nonstandard and damaged crash cushions will be replaced. As stated in the IS/ND, Caltrans will use matte finish on exposed metal surfaces of guardrail to reduce glare.

- **Installation of conduits and traffic operation system elements.** Conduits and TMS loops would not be visible, as they would both be installed underneath the roadway. CCTV and fixed intersection cameras would be a minor change to existing signal poles at certain highway intersections.

- **Bicycle and Pedestrian Improvements.** The Project will add new bicycle lanes and striped crosswalks, and will bring existing curb ramps and sidewalks up to ADA standards.

Figures 3 – 8 below show examples of the project features that would be visible.

Figure 3: Example Midwest Guardrail System with crash cushion

Figure 4: Example fixed intersection camera/CCTV

Figure 5: Example ADA-compliant curb ramp

Figure 6: Example striped crosswalk

Figure 7: Example Class I bike path

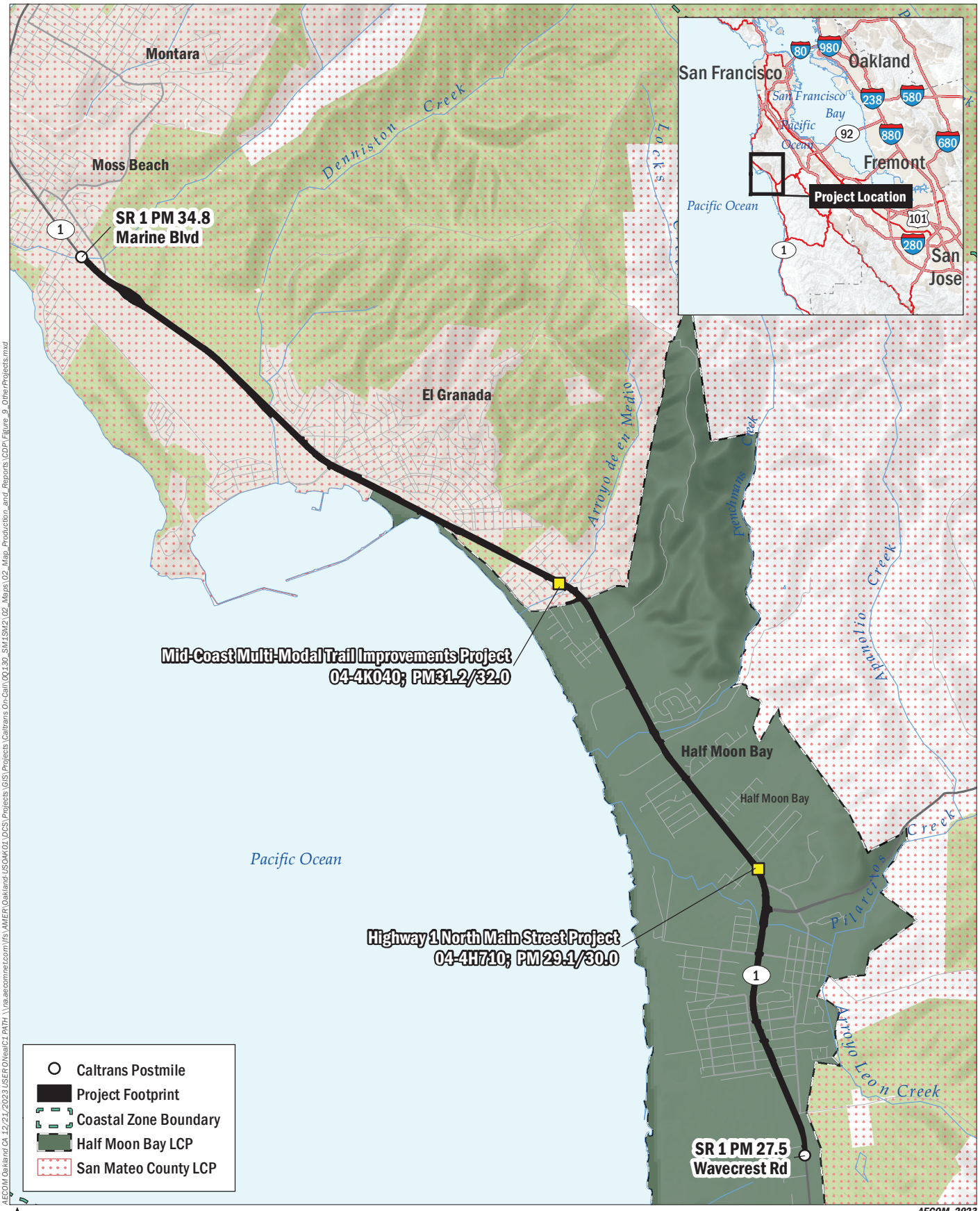
Figure 8: Example Class II bike lane

6.4 Local Projects

The Project has been designed in collaboration with both San Mateo County and the City of Half Moon Bay in order to avoid potential conflicts with other local projects. The following projects were incorporated into the Project's design as part of the existing conditions:

- City of Half Moon Bay, Highway 1 North Main Street project, 04-4H710, PM 29.1/30.0
- County of San Mateo, Mid-Coast Multi-Modal Trail Improvements Project, 04-4K040, PM31.2 to 32.0

The local projects identified above are shown in relation to the Project limits in Figure 9 below.



AECOM

Caltrans District 4

State Route 1 Multi-Asset Roadway Rehabilitation Project
San Mateo County, CA
PM 27.5/34.8
EA 04-0Q130 / Project ID 0418000053

FIGURE 9

Other Project Locations

Chapter 7: Other Application Items

7.1 CEQA and NEPA

7.1.1 CEQA

Caltrans is the State lead agency for the CEQA. The project completed its requirements under CEQA and filed its Notice of Completion for the project's Initial Study with Negative Declaration on October 21, 2022 (State Clearing House Number 2022070140). The project's final Initial Study with Negative Declaration is available online at:

https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-environmental-docs/0q130-sr-1-multi-asset-roadway-rehabilitation/2022-10-12-0q130-fed-final-508-cc-a11y.pdf.

The project's CEQA documentation is available online at: https://ceqanet.opr.ca.gov/Project/2022070140.

The project's Notice of Determination is attached with this supplemental information as Appendix F.

7.1.2 NEPA

Caltrans is the federal lead agency under the NEPA and has prepared a Categorical Exclusion (CE) for the project. The project's CE documentation is included with this supplemental information document as Appendix G.

7.2 Site Plans

A copy of the project's draft 95% plan sheets is included as Appendix B. Caltrans is providing a digital copy of the project plan sheets. Hard copies of project plan sheets may be provided upon request.

7.2.1 Site Access

Staging during construction would occur within the Caltrans right-of-way outside of environmentally sensitive areas in urban, ruderal, or grassland areas. Paved areas for staging include portions of SR 1, maintenance pullouts, and paved trails. Unpaved areas for staging would include landscaped areas and wild oat and annual brome grasslands adjacent to paved intersections of the highway.

Due to existing limited roadway and shoulder widths, the existing use of temporary K-rail, and the presence of overhead utility lines, there may be limitations on the types of equipment and vehicles that can be used during construction. Although staging areas are anticipated, construction work would also be along the outside shoulders. Construction crews would access the construction sites from the existing roadway. During construction of the project, the lane adjacent to the work area would need to be closed. This would require one-way reversing traffic control during working hours, with a

temporary K-rail to protect the work area. Existing pullouts would most likely be needed to stockpile construction material and for use as construction staging areas.

7.3 Site Posting Notice

San Mateo County will be posting notice at the site and in the local newspaper for the project and will provide documentation to Caltrans for its project records during CDP application review.

7.4 Water Connection

Caltrans is not seeking a water connection commitment from the Coastside County Water District.

7.5 Stormwater Pollution Control

The project does not appear to fit the definition of a regulated project in the current California Regional Water Quality Control Board (RWQCB), San Francisco Bay Region, Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R2-2022-0018; NPDES Permit No. CAS612008) or the previous Municipal Regional Stormwaters NPDES Permit (Order No. R2-2015-0049; NPDES Permit No. CAS612008) under Provision C.3. Thus, a stormwater checklist for small projects or C.3 projects is not included with this application.

The project will comply with Caltrans' general permit issued by the State Water Resources Control Board (SWRCB) for Order No. 2012-0011-DWQ, NPDES No. CAS000003, NPDES Statewide Storm Water Permit and Waste Discharge Requirements (WDRs) for State of California, Department of Transportation. Caltrans' general permit governs stormwater and non-stormwater discharges from Caltrans properties, facilities, and activities. For Caltrans' general permit, go to the Caltrans Program link on the Storm Water Program page of the SWRCB website.

Project construction activities would be subject to the California State Water Resources Control Board's National Pollutant Discharge Elimination System, under Construction General Permit (CGP; Order No. 2009-0009-DWQ) and would require preparation of either a water pollution control plan (WPCP) or a stormwater pollution prevention plan (SWPPP). The current estimate indicates that the Project would cause a disturbed soil area less than 1 acre, and development of a WPCP is expected.

The project would not exceed the threshold of one acre of new impervious surface, therefore post-construction stormwater treatment BMPs are not required.

7.6 Title Report and Legal Description

The project occurs entirely within Caltrans existing right-of-way for SR 1. A title report and legal description is not anticipated to be required to process this CDP request.

7.7 Affidavit of Application Materials

The signed affidavit of application materials is provided with the permit application form that this supplemental document is attached to.

7.8 Parcel Map, Tentative Subdivision Map, Lot Line Adjustment and Lot Merger Applications information

The project is not applying for a Parcel Map, Tentative Subdivision Map, Lot Line Adjustment, or Lot Merger, and no supplemental forms providing additional information are required.

7.9 Other State and Federal Permits

Table 7-1 summarizes State and federal permits that Caltrans is concurrently seeking from the following agencies for the project. Caltrans notes that although waters under federal Clean Water Act jurisdiction occur within the project BSA, the project anticipates that discharges would not occur within those waters. Impacts to waters within the BSA are limited to waters of the State only, and subject to regulation by the RWQCB under the Porter Cologne Water Quality Control Act. Caltrans will not require or be seeking a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers (USACE) or a Section 401 Water Quality Certification from the RWQCB.

Table 7-1. Project Permits

Issuing Agency	Regulatory Authority	Permit Type
USFWS	Federal Endangered Species Act Section 7 Consultation	Biological Opinion 08FBDT00 2020 F-2392
RWQCB	Porter Cologne Water Quality Control Act	Enrollment under Statewide General Waste Discharge Requirements for Dredged or Fill to Waters deemed by the U.S. Army Corps of Engineers to be Outside of Federal Jurisdiction (Order No. 2004.0004-DWQ)
City of Half Moon Bay	California Coastal Act/Local Coastal Program	Coastal Development Permit
San Mateo County	California Coastal Act/Local Coastal Program	Coastal Development Permit

Notes:
RWQCB = Regional Water Quality Control Board
USFWS = U.S. Fish and Wildlife Service

Chapter 8: Agency Coordination

Caltrans is consulting with local coastal planning agencies, Central California Coast (CCC), USFWS, CDFW, USACE, and RWQCB to secure the necessary permits detailed in Table 7-1. This section describes interagency coordination to date, and ongoing consultation.

8.1 City of Half Moon Bay Local Coastal Program, San Mateo County Local Coastal Program, and the California Coastal Commission

The Project is under the jurisdiction of the San Mateo County LCP and City of Half Moon Bay local coastal land use plan. It is also within the appeals jurisdiction of the CCC.

Caltrans' coordination in the Coastal Zone has included discussing potential locations for Project components with various public agencies.

On September 23, 2021, Caltrans hosted a joint preliminary stakeholder outreach meeting to provide a summary of the Project, as well as the nearby San Mateo SR 1 Safety Barrier Project (EA 0Q610/Project ID 0418000123). Attendees included representatives from the following agencies:

- CCC
- San Mateo County
- City of Half Moon Bay
- Midcoast Community Council
- Half Moon Bay Coastside Chamber of Commerce

Caltrans presented an overview of both projects and solicited feedback and questions from the meeting attendees. Attendees voiced both support and concerns, and asked questions regarding the Project components. Caltrans will continue to coordinate with all stakeholders as the Project moves forward.

On March 28, 2022, Caltrans hosted a follow-up stakeholder outreach meeting to provide updates on the Project ahead of the public circulation of the draft environmental document. Attendees included representatives from the following offices and agencies:

- The Office of Assemblymember Kevin Mullin
- San Mateo County Sheriff's Department
- California Department of Forestry and Fire Protection (CAL FIRE)
- CCC
- San Mateo County
- City of Half Moon Bay
- Midcoast Community Council
- Half Moon Bay Coastside Chamber of Commerce

Caltrans gave a slide presentation that included an overview of the 0Q130 Project scope, visual simulations, schedule, and budget to coastal stakeholder groups for follow-up outreach and Project coordination. The second half of the meeting was open discussion. Attendees asked questions about Project components, and voiced concerns regarding the proposed variable message signs. Caltrans determined that it would carry this Project forward without including the variable message signs.

On April 13 and 14, 2022, Caltrans held three separate meetings with stakeholder groups, including the CCC, CAL FIRE, the California State Assembly, California Highway Patrol, San Mateo County Planning Department, the City of Half Moon Bay, the Half Moon Bay Coastside Chamber of Commerce, and the Midcoast Community Council. These meetings were held to receive feedback on the Project.

On July 5, 2023, Caltrans met with the CCC, San Mateo County, and the City of Half Moon Bay to discuss the appropriate permitting action for the Project. Through this meeting and ensuing coordination, CCC determined that the project did not occur within retained Coastal Zone jurisdiction and that a consolidated CDP would not be an option. Caltrans determined that the appropriate permitting pathway would be to file two separate coastal development permit request for the Project – one with the City of Half Moon Bay, and one with San Mateo County.

On July 21, 2023, Caltrans provided draft 65 percent design plan sheets to San Mateo County staff and City of Half Moon Bay staff for review and comment.

On August 21, 2023, San Mateo County staff provided comments on the draft 65 percent design plans. Caltrans reviewed and considered the comments provided in the attached 95-percent plans included with this application.

8.2 U.S. Fish and Wildlife Service

Consultation with USFWS pursuant to Section 7 is ongoing. A USFWS BA has been prepared and consultation is concurrent with this CDP. Caltrans determined that consultation with the NMFS is not necessary because the Project is anticipated to have no effect on federally listed species, or their habitat, regulated by NMFS.

8.3 California Department of Fish and Wildlife

Special status species listed under California Endangered Species Act (CESA), considered species of special concern by CDFW, or listed as state fully protected under California Fish and Game Code that have the potential to occur in the BSA were considered in the project's CEQA Initial Study. Caltrans has adopted measures for the project to avoid and minimize potential impacts on special status species with state protections.

8.4 U.S. Army Corps of Engineers

Caltrans does not anticipate impacts to federal Clean Water Act section 404 waters within the project area.

8.5 San Francisco Bay Regional Water Quality Control Board

Because the project is not impacting federal waters, but may impact waters that are potentially jurisdictional as waters of the State under the Porter Cologne Water Quality Control Act, Caltrans is submitting a Notice of Intent request for enrollment under RWQCB Order No. 2004-0004-DWQ. The potential waters within the Project area are

existing culverts and ditches that were constructed as stormwater drainage features and do not provide surface connection to jurisdictional WOTUS.

Chapter 9: References

California Coastal Commission. 2011. California Coastal Commission October 5, 2011 briefing: Definitiion and Delineation of Wetlands in the Coastal Zone. Available online at: https://documents.coastal.ca.gov/reports/2011/10/W4-10-2011.pdf.

California Department of Transportation (Caltrans). 2016. *Pavement Condition Report*.

———. 2021. State Route 1 Multi-Asset Roadway Rehabilitation Project Aquatic Resource Delineation, San Mateo County, California, 04-01-SM-PM 27.5/34.8, EA 04-0Q130. Project ID 04-1800-0053.

San Mateo County 2013a. Local Coastal Program Policies. Available online at: file:///C:/Users/broden.farazmand/Downloads/SMC_Midcoast_LCP_2013%20(1).pdf.

_____.2013b. Midcoast Land Use Plan. Available online at: https://www.smcgov.org/media/73056/download?inline=.

U.S. Fish and Wildlife Services (USFWS). 2005. Revised Guidance on Site Assessments and Field Surveys for the California Red-Legged Frog. Available online at: https://fws.gov/media/revised-guidance-site-assessments-and-field-surveys-california-red-legged-frog.

Chapter 10: Appendices

Appendix A. Existing Environmentally Sensitive Habitat Areas

Appendix B. Draft 95% Project Plan Sheets

Appendix C. Natural Environment Study (NES)

Appendix D. USFWS Biological Assessment

Appendix E. Aquatic Resources Delineation Report and Preliminary Jurisdictional Wetland Delineation

Appendix F. CEQA Notice of Determination

Appendix G. NEPA Categorical Exclusion