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Subject Draft State Route 37 Petaluma River Bridge Project (04-2Q500) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

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1. Introduction

Jacobs Engineering Group Inc. (Jacobs) has prepared this Section 4(f) Evaluation Technical Memorandum (TM) for the California Department of Transportation (Caltrans) in tandem with the State Route (SR) 37 Petaluma River Bridge Project (the Project) Initial Study with Mitigated Negative Declaration (Caltrans 2022). This TM provides the documentation to support determinations required to comply with the provisions of United States (U.S.) Code (USC) Title 23, Section 138 and 49 USC 303, hereafter referred to as Section 4(f).

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

1.1 Section 4(f) Overview

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

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

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

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

1.2 Section 4(f) Use Definitions

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

1.2.1 Permanent/Direct Use

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

1.2.2 Constructive Use

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

1.2.3 Temporary Occupancy

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

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

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

1.2.4 *De Minimis* Impact Determinations

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

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

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have “no adverse effect” on the property in question. The SHPO and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties where the project results in “no adverse effect.”
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.

2. Project Description

The Petaluma River Bridge on SR 37 is a vital part of the SR 37 expressway system, which is an east-west corridor that runs 21 miles along the northern shore of San Pablo Bay. Within the Project limits, SR 37 is a conventional highway with two lanes of travel in each direction. The route extends eastward from U.S. Highway 101 in Marin County, crossing the Petaluma River within the Project limits and then continuing along the San Pablo Bay shoreline through Sonoma County, to Interstate 80 in Solano County. The Petaluma River drains into San Pablo Bay, which is part of San Francisco Bay (Figure 1).

The Project is located in Marin and Sonoma Counties on SR 37 at post mile 14.5, with the Project limits extending from Harbor Drive to near Sears Point Road. The Project would rehabilitate the bridge deck, replace the bridge fender system, install bridge scour protection, and upgrade the bridge railings to meet current safety standards and maintain the structure in a reliable and serviceable condition. Figure 2 shows the location of proposed Project components.

One Section 4(f) property would be required during construction: Black Point Boat Launch and adjacent parking lot on Harbor Drive. The Black Point Boat Launch would be necessary for work within and along the Petaluma River, including replacing the fender system and installing bridge scour protection, and would be used to load and unload barges for work within the Petaluma River and park construction vehicles temporarily. The Black Point Boat Launch and parking lot would be able to accommodate Caltrans construction needs while maintaining the public’s use of the facility to the extent feasible. Vehicle circulation for public use of the facility would be maintained at all times..

The California State Lands Commission has jurisdiction (ownership) of the Black Point Boat Launch and leases the land to Marin County Parks which operates the facility. A temporary construction easement (TCE) is required for temporary use of the boat launch for construction activities which would require an agreement with the State Lands Commission and Marin County Parks as the agencies which own and manage this Section 4(f) resource, respectively.

This Project would be funded by the State Highway Operation and Protection Program under Codes 201.110, Bridge Rehabilitation and Replacement; 201.111, Bridge Scour Mitigation; 201.112,

Bridge Rail Replacement and Upgrade; 201.113, Bridge Seismic Restoration; and 201.322, Transportation Permit Upgrades for Bridges. The Project cost is estimated at approximately \$32,042,000.

2.1 Purpose and Need

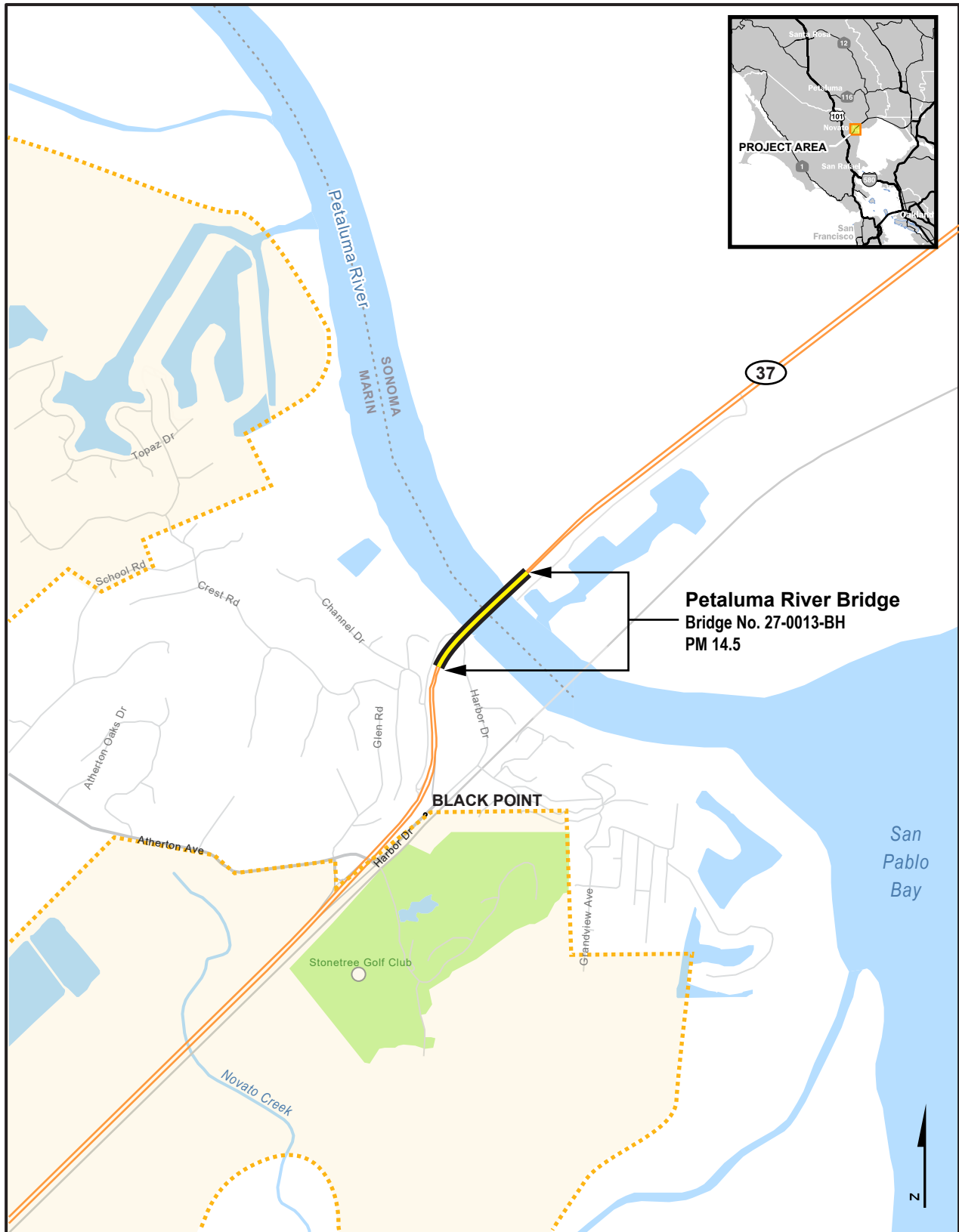
The Project purpose would be to address identified condition deficiencies of the bridge, including the bridge fenders, railing, decking, and bridge scour protection.

The Project need is to meet current safety standards and maintain the structure in a reliable and serviceable condition. The following bridge components have safety or maintenance issues that need to be addressed:

- The bridge's concrete railing system needs to be replaced because the existing railing is outdated and damaged and does not meet current safety standards.
- The fender system needs to be upgraded from the existing timber fender system, which has deteriorated because of age, rot, and impact from marine vessels. Because the Petaluma River is a navigable route for marine vessels, it has a 140-foot-wide channel for ships to pass under the bridge at bents 7 and 8. The channel under the bridge features a timber fender system surrounding bents 7 and 8 to protect marine vessels and bridge piers in the river's navigable waters.
- The bridge deck needs to be rehabilitated because its existing surface has deteriorated, with patches and holes causing an uneven surface.
- Scour prevention is needed at piers within the channel of the Petaluma River to extend the integrity and longevity of the bridge's structural system.

3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile radius was developed around the Project limits to determine if any Section 4(f) resources are located within the Project vicinity and if the proposed Project would "use" these properties (Figure 3). A public boat launch facility and parking lot, a wildlife reserve, a recreational trail, a public marina, and a water trail (on the Petaluma River) are located within this 0.5-mile radius: Black Point Boat Launch and parking facilities, the San Pablo Bay National Wildlife Reserve, the San Francisco Bay Trail and a proposed alignment of the San Francisco Bay Trail, Port Sonoma Marina, and as mentioned above, the San Francisco Bay Area Water Trail (Water Trail), which is accessed by the Black Point Boat Launch facility. The San Pablo Bay National Wildlife Reserve and the Port Sonoma Marina would not be affected by the proposed Project. There are no schools or community recreational facilities located within the 0.5-mile radius. Table 1 lists the four locations where potential effects on a 4(f) resource could occur due to construction activities. The table lists the four recreational facilities, and whether each work location would "use" the applicable Section 4(f) properties (Figure 3).




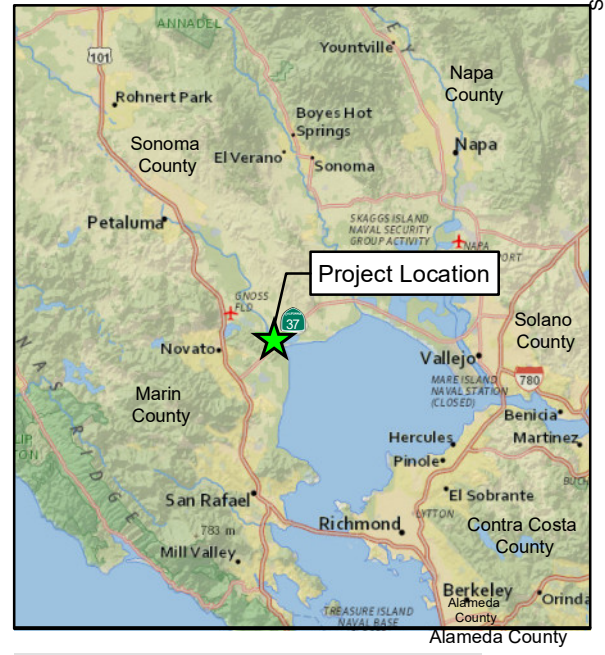
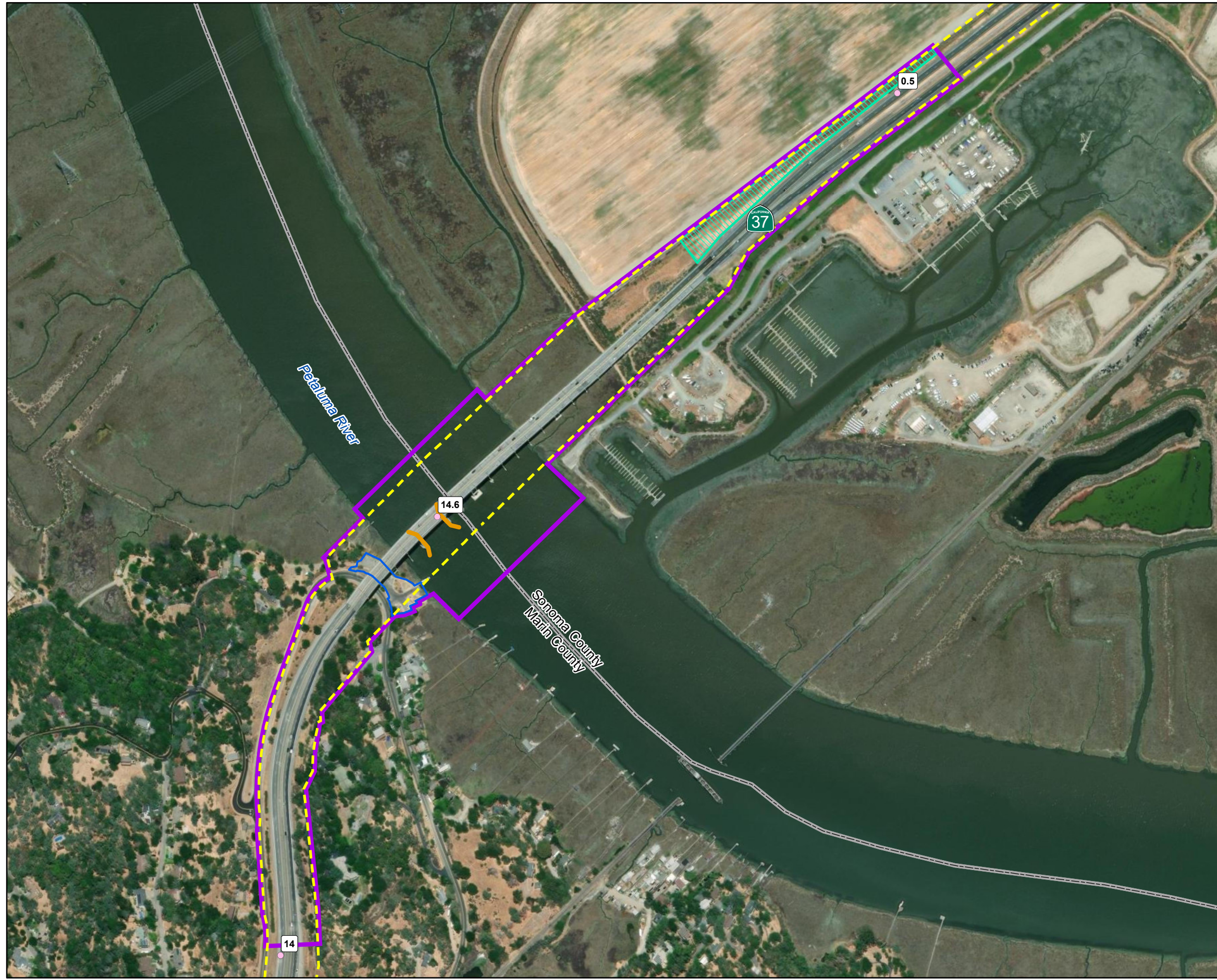
 Novato City Limits

FIGURE 1

Vicinity Map

Petaluma River Bridge Project
 EA 2Q500, 04-MRN-37-PM 14.50
 Marin and Sonoma Counties, California



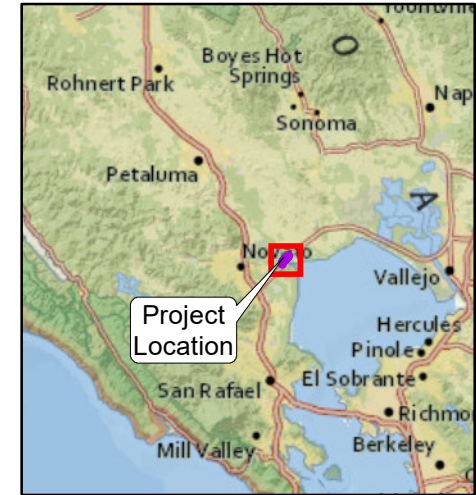
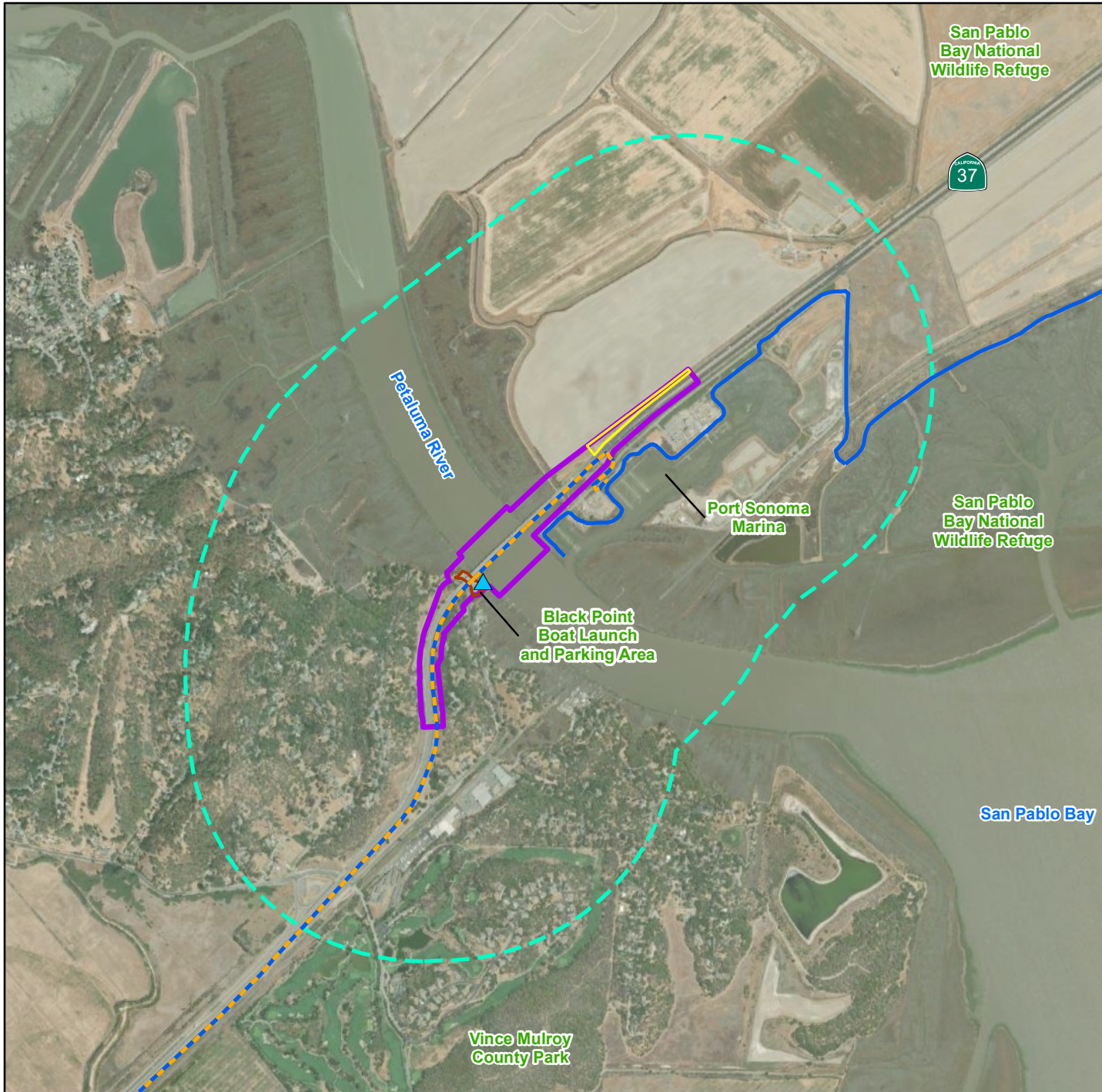


LEGEND








- Project Limit (39.33 acres)
- Staging Area (1.96 acres)
- Barge Loading Area - Black Point Boat Launch (0.77 acre)
- Fender System
- Postmile Markers
- Right of Way
- County Boundary

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

FIGURE 2
Project Components
 Petaluma River Bridge Project
 EA 2Q500, 04-MRN-37-PM 14.50
 Marin and Sonoma Counties, California



LEGEND

-  Section 4(f) Study Area
-  0.5-mile Buffer
-  Barge Loading Area and Staging Area – Black Point Boat Launch (0.77 acre)
-  Staging Area
-  San Francisco Bay Area Water Trail Trailhead
- San Francisco Bay Trail**
-  Existing Segment
-  Proposed Segment

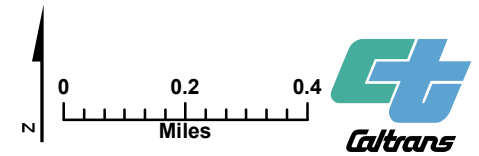


FIGURE 3
Impacts on Section 4(f)
Resources: Park/Recreation
Resources

Petaluma River Bridge Project
 EA 2Q500, 04-MRN-37-PM 14.50
 Marin and Sonoma Counties, California

Draft State Route 37 Petaluma River Bridge Project (04-2Q500) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination

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

Section 4(f) Resource – Agency with Jurisdiction	Location	Resource Type	Nature of Proposed Construction	Dimension of “Use” (acres)	Anticipated Section 4(f) Impact
Black Point Boat Launch and parking facilities – California State Lands Commission	End of Harbor Drive on Petaluma River	Public boat launch	Boat launch and parking lot will be used temporarily for staging areas and barging materials to the bridge fender system.	Square footage of boat launch area and parking lot totals 0.77 acre.	<i>De minimis</i>
San Francisco Bay Trail – MTC	Adjacent to Port Sonoma Marina on Sonoma County side of the Petaluma Bridge	Recreational shoreline trail	All construction is within Caltrans right of way and will not affect the existing trail.	N/A	No impact
San Francisco Bay Trail (proposed alignment) – MTC	Along SR 37 corridor and adjacent to Port Sonoma Marina on Sonoma County side of the Petaluma Bridge	Recreational shoreline trail	All construction is within Caltrans right of way and will not affect the proposed trail.	N/A	No impact
San Francisco Bay Area Water Trail – Conservancy	Within the Petaluma River; boat access at Black Point Boat Launch	Water trail	Construction will occur under the bridge and may cause temporary impacts on boat launching at Black Point Boat Launch. The Water Trail on Petaluma River will not be affected.	N/A	No Impact

Conservancy = California State Coastal Conservancy

MTC = Metropolitan Transportation Commission

N/A = not applicable

3.1 Park/Recreation Resources

3.1.1 Black Point Boat Launch and Parking Lot – California State Lands Commission

Black Point Boat Launch is a popular public launch located at 136 Harbor Drive at the mouth of the Petaluma River. The ramp and dock provide a great place to start a paddle or row on the Petaluma River and San Pablo Bay, enjoying views of the surrounding hills and glimpses of wildlife. Boat launch facilities consist of a high-freeboard dock and boat ramp. Ample parking is available in two lots: one small lot underneath SR 37 and a larger lot across Harbor Drive from the launch area. Park facility hours are sunrise to sunset. Amenities include picnic tables, bicycle racks, restrooms, boat washing hose, and fish-cleaning station. Water entry to the Petaluma River is from the boat ramp or high-freeboard dock. As shown in Table 1, the boat launch and parking lot would require a TCE to stage Project construction.

3.1.2 San Francisco Bay Trail – MTC

The Bay Trail, currently more than 350 miles, connects communities, parks, open spaces, schools, and transit encircling San Francisco Bay. The trail also provides space for recreation, nature and bird watching, access to the waterfront, and active transportation to work, school, and other destinations in the community. The ultimate goal of the Bay Trail is to build a beautiful shoreline path for everyone to enjoy. When complete, a total of 500 miles of the trail will run through all 9 Bay Area counties, 47 cities, and across 7 toll bridges.

Senate Bill 100, authored by then-state Senator Bill Lockyer and passed into law in 1987, directed the Association of Bay Area Governments (ABAG) to develop a plan for this regional trail system, including a specific alignment for the Bay Trail.

MTC works with ABAG to implement [the Bay Trail Plan](#) (adopted by ABAG in July 1989). The plan includes a proposed alignment; policies to guide future route selection, design, and construction; and implementation and financing strategies. Since its inception, the Bay Trail Plan has enjoyed widespread support in the Bay Area. Because the trail circles the entire San Francisco Bay, a wide variety of unique landscapes and a multitude of experiences can be found. Bay Area residents and visitors can walk, bike, run, or roll on trails that have both paved and natural surfaces.

As shown in Table 1, neither the existing Bay Trail on the Sonoma County side of the Petaluma River or the proposed Bay Trail alignment, which coincides with the SR 37 corridor over the Petaluma River Bridge, would require a TCE, and the Project would have no impact on these resources.

3.1.3 San Francisco Bay Area Water Trail – Conservancy

The Water Trail is a growing network of boat launching and landing sites, or “trailheads,” around the San Francisco Bay. The Water Trail’s network of sites encourages awareness of facilities, programs, rental concessions, and other information to assist nonmotorized small boaters (for example, kayaks, canoes, and paddleboards) and boardsailors have safe enjoyable days on the bay.

The Water Trail is unique among the trails found in the Bay Area. It is not a linear trail, but a network of launching and landing sites connecting iconic and incredible destinations on the San Francisco Bay and its major tributaries: the San Joaquin, Napa, and Petaluma Rivers. The marshes found along the Petaluma River provide habitat for sensitive species, including Ridgway’s rail and black rail. To protect marsh species, boaters should avoid landing in marshes and entering narrow sloughs. The Water Trail recommends boaters maintain a buffer distance of 50 feet from rail habitat.

Some locations of the Water Trail offer nature and solitude with opportunities to see a huge variety of birds and wildlife, and others offer dynamic urban waterfronts with incredible sights and views. Each trailhead enables nonmotorized small boat users to enjoy the historical, scenic, cultural, and environmental richness of San Francisco Bay and its nearby tributary waters. With more than 500 square miles of navigable waters, the San Francisco Bay and its tributaries are the Bay Area's largest open space.

The vision of the Water Trail Program began with Bay Access, a not-for-profit group working to ensure future access for nonmotorized small boat users on the bay and planning support from the National Park Service. This vision became law in 2005 with the passage of the Water Trail Act by the California Legislature ([Hancock, AB 1296](#)).

Today, this regional, nine-county program is being implemented under the leadership of the Conservancy in close collaboration with the ABAG and MTC, San Francisco Bay Conservation and Development Commission, and State Parks Division of Boating and Waterways, plus an advisory committee representing a broad range of interests and expertise.

As shown in Table 1, the San Francisco Bay Water Trail on the Petaluma River would not require a TCE. The Water Trail would remain accessible to the public and would not be impacted by Project construction.

4. Impacts on Section 4(f) Properties

4.1 Park/Recreation Resources

4.1.1 Black Point Boat Launch and Parking Lot – California State Lands Commission

IMPACT: As shown on Figure 2, the proposed Project would require one TCE at the boat launch and adjacent parking lot on Harbor Drive. The TCE is required to stage Project construction. The boat launch will be used intermittently to barge construction equipment to the Project site underneath the bridge to repair the fender system and for bridge scour protection. While the boat launch parking lot would be used for staging, other parking is available in the overflow parking lot and along Harbor Drive near the boat launch. During use of the boat launch for loading and unloading of construction material, proper vehicle circulation would be maintained in the parking lot for public use of the boat launch. The boat launch would still be available and accessible to recreational boaters in between barge operations, similar to current operations. Therefore, recreational uses at the boat launch would not be reduced.

Early in the Project planning phase, Caltrans evaluated other prudent and feasible alternatives to the Black Point Boat Launch and parking lot. The Port Sonoma Marina, located on the Petaluma River in Sonoma County, was considered as a potential site for staging of barge loading and unloading activities. Caltrans evaluated the Port Sonoma Marina site and observed that the Port Sonoma Marina contained a considerable amount of silt in the waterway, which would prevent barge access for loading and unloading activities; therefore, this option was removed from consideration.

As another alternative for barge access to the Petaluma River Bridge, Caltrans also considered constructing a ramp from the paved access road (Sears Point Road) within the Port Sonoma Marina, extending to the Petaluma River, for temporary use during construction. This option would have required constructing a ramp through existing marshland. After further evaluation, it was determined that this option would likely not be permissible by resource agencies because of its adverse impacts to marshland habitat and sensitive biological resources; therefore, this alternative was removed from consideration.

PRELIMINARY USE DETERMINATION: Based on the previous impact paragraph, although the Black Point Boat Launch property would temporarily require a TCE, which is a temporary use under Section 4(f), this evaluation concludes with a preliminary determination of *de minimis* impact for the proposed Project at this location. The attributes and features of the Black Point Boat Launch, such as recreational boating activities for motorized and nonmotorized vessels that qualify the boat launch for protection under Section 4(f), would not be adversely impacted; the Project would not affect accessibility to the water or permanently impact recreational functions or activities of the Black Point Boat Launch.

4.1.2 San Francisco Bay Trail – MTC

IMPACT: The proposed Project would not impact the Bay Trail and its recreational amenities. Therefore, recreational use would not be reduced.

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

4.1.3 San Francisco Bay Area Water Trail – Conservancy

IMPACT: The proposed Project would not impact the Water Trail and its recreational amenities because the navigational channel would not be closed to the public during construction of the Project. Boaters using the Petaluma River under the SR 37 Petaluma River Bridge can avoid Project construction while navigating the river. Therefore, there would be no reduction in recreational use.

PRELIMINARY USE DETERMINATION: The San Francisco Bay Area Water Trail is a significant Section 4(f) resource because it is public, used for water recreation, and open to the public. The Project would result in no permanent use, no constructive use, and no temporary occupancy of the Water Trail. Based on the above, the evaluation concludes with a preliminary determination of *no impact* for the proposed Project.

4.2 Conclusion

In conclusion, the proposed Project implementation would result in minimal encroachments onto portions of protected Section 4(f) resources, which constitute uses of Section 4(f) properties. These uses of Section 4(f) properties would not result in any impacts on recreational attributes or features of these protected Section 4(f) resources. The proposed Project would preserve the structural integrity of SR 37 within the Project corridor and preserve the Petaluma River Bridge. In addition, the proposed Project would help maintain safe, uninterrupted access and connectivity for the public's continued use of the public parks, wildlife reserves, and recreational resources evaluated in this TM.

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

The proposed Project has been designed to incorporate project features, avoidance and minimization measures and mitigation measures which were included in the Draft Initial Study and Mitigated Negative Declaration to minimize potential impacts within the Project limits. The following measures would minimize potential impacts to Section 4(f) recreational resources.

5.1 Proposed minimization measures

Project Feature AQ-1: Control Measures for Construction Emissions of Fugitive Dust. Dust control measures would be implemented to minimize airborne dust and soil particles generated from construction. For disturbed soil areas, the use of tackifier to control dust emissions would be included in the construction contract. Any material stockpiles would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

Project Feature BIO-1: Documentation at Project Site. A permit compliance binder would be maintained at the construction site at all times and presented to resource agency (U.S. Army Corps of Engineers [USACE], National Marine Fisheries Service [NMFS], U.S. Fish and Wildlife Service [USFWS], San Francisco Regional Water Quality Control Board [RWQCB], Bay Conservation and Development Commission, U.S. Coast Guard, California Department of Fish and Wildlife [CDFW], and/or State Lands Commission) personnel upon request. The permit compliance binder would include a copy of all original permits and agreements, and any extensions and amendments to the permits and agreements.

Project Feature BIO-2: Work According to Documents. Except as they are contradicted by measures within the issued permits and agreements, all work would be conducted in conformance with the Project description in the contract plans, specifications, Project features, and AMMs included in the environmental clearance.

Project Feature BIO-3: In-Channel Work Period. With the exception of non-ground disturbing vegetation removal (to avoid impacts nesting birds), in-channel work and any dewatering necessary within the Petaluma River would be scheduled between June 1 and October 31. Modifications to the work windows would be implemented based on conditions stated in the permits.

Project Feature BIO-4: Work Period in Dry Weather Only. Work in the bed, bank, channel of the Petaluma River, and any associated riparian habitat would only be conducted during periods of dry weather. Work during precipitation events would adhere to the applicable permit conditions.

Project Feature BIO-10: Construction Site Management Practices. The following site restrictions would be implemented to avoid or minimize potential impacts on sensitive biological resources:

- Enforce a speed limit of 15 miles per hour for project vehicles in unpaved portions of the site to reduce dust and excessive soil disturbance.
- Locate construction access, staging, storage, and parking areas within the Caltrans ROW and outside of any designated ESA to the extent practicable. Limit access routes, staging and storage areas, and contractor parking to the minimum necessary to construct the proposed Project. Clearly mark routes and boundaries of roadwork before initiating construction.
- Certify, to the maximum extent practicable, borrow material is non-toxic and weed free.
- Enclose food and food-related trash items in sealed trash containers and remove them from the site at the end of each day.
- Prohibit pets from entering the Project area during construction.
- Prohibit firearms within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

Project Feature BIO-13: Restore Disturbed Areas. Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native vegetation or other methods to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.

Project Feature WQ-4: Tracking Control Practices. Tracking control practices would include:

- Temporary (stabilized) construction entrance (exit)
- Temporary construction roadway
- Entrance/outlet tire wash
- Street sweeping and vacuuming

Project Feature UTI-1: Trash Management. All food-related trash items, such as wrappers, cans, bottles, and food scraps, would be disposed of in closed containers and removed by the contractor at least once daily from the Project limits. A trash reduction system would also be developed by the contractor, approved by Caltrans, and implemented per Caltrans Statewide National Pollution Discharge Elimination System Permit and San Francisco RWQCB Cease and Desist Order.

AMM AES-4: Screen appearance of construction equipment and staging areas.

AMM AES-5: Use staging areas that do not damage existing vegetation or require vegetation or tree removal.

AMM AES-6: If nightwork is included, limit light trespass to residences with the use of directional lighting, shielding, and other measures as needed.

AMM Noise-1: Specifications for Controlling Noise and Vibration. Noise from construction activities will not exceed 86 A-weighted decibel $L_{max}^{[1]}$ at 50 feet from the Project site from 9:00 p.m. to 6:00 a.m., per 2018 Caltrans Standard Specifications, Section 14-8.02.

AMM Noise-2: Noise Levels During Construction. The following measures will be implemented during construction to reduce noise:

- Restrict the times of overly loud construction activities to between 6:00 a.m. and 9:00 p.m.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate all stationary, noise-generating, construction equipment, such as air compressors, portable power generators, or self-powered lighting systems, as far as practical from noise-sensitive receptors.
- Use quiet air compressors and other quiet equipment where such technology exists.
- As practicable, have construction equipment conform to Section 14-8.02, Noise Control, of the latest Caltrans Specifications.

AMM TRANS-1: Traffic Management Plan: To minimize potential effects from construction activities to motorists, bicyclists, or pedestrians using local streets, a TMP will be developed by Caltrans and implemented throughout construction. The TMP will include public information, motorist information, incident management, construction, and alternate routes. The TMP will also include elements, such as

^[1] Maximum sound level is the highest instantaneous noise level during a specified period; for the noise analysis, that is 1 hour.

haul routes, one-way traffic control, flaggers, and phasing, to reduce impacts to local residents as much as feasible and to maintain access to businesses in the local area. The TMP will also provide access for police and emergency service providers. Lane closures will be planned in coordination with Caltrans, Marin County, and Sonoma County; planning will include notices to emergency service providers, and the public in advance.

6. Coordination

Per California Environmental Quality Act Section 15073, Caltrans circulated the Initial Study with Mitigated Negative Declaration (Caltrans 2022) for review for 30 days from July 6 to August 5, 2022, and extended its review for 2 weeks, to August 19, to allow additional public review time. During the 45-day public review period, the general public and responsible and trustee agencies submitted comments to Caltrans. Caltrans will consider the comments and respond to them after the 45-day public review period.

Caltrans will coordinate with the California State Lands Commission, Marin County Parks, MTC, and the Conservancy regarding the preliminary *de minimis* and no impact findings made in this TM, as well as all advanced Project designs with respect to the affected parks and trails in Marin County.

Before finalizing the *de minimis* impact determination in this TM, Caltrans will prepare a public notice and provide the public an opportunity to review and comment on the preliminary *de minimis* impact findings during a 30-day public review period. Public notices will include newspaper advertisements published in the *Marin Independent Journal* and the *Press Democrat* and notices of availability of this TM on the Caltrans Project website (www.sr37corridorprojects.com).

7. List of Technical Studies and References

California Department of Transportation (Caltrans). 2017. *Construction Site Best Management Practices (BMP) Manual*. CTSW-RT-17-314.18.1. Caltrans Division of Environmental Analysis, Stormwater Program, Sacramento, California. <https://dot.ca.gov/programs/construction/storm-water-and-water-pollution-control/manuals-and-handbooks>.

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California Department of Transportation (Caltrans). 2022. *State Route 37 Petaluma River Bridge Project Draft Initial Study with Proposed Mitigated Negative Declaration*. July.

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