

State Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project

SANTA CRUZ COUNTY, CALIFORNIA

DISTRICT 5 – SCR – (8.1/10.7)

EA 05-0C734

Draft Environmental Impact Report/ Environmental Assessment



**Prepared by the
State of California, Department of Transportation**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

April 2023



General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, has prepared this Environmental Impact Report/Environmental Assessment, which examines the potential environmental impacts of the alternatives being considered for the proposed project in Santa Cruz County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans Midway Office at 2885 South Higuera Street in San Luis Obispo and at the County of Santa Cruz Public Works office (fourth floor) at 701 Ocean Street in Santa Cruz. This document may be downloaded at the Caltrans website: <https://dot.ca.gov/caltrans-near-me/district5> and the Santa Cruz County Regional Transportation Commission website: <https://sccrtc.org/projects/streets-highways/>.
- Attend the public hearings on May 2 and May 4, 2023, 6:00 p.m. to 7:30 p.m.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please attend the public hearing, and/or send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to: Lara Bertaina, Senior Environmental Scientist, , California Department of Transportation, District 5, 50 Higuera Street, San Luis Obispo, California, 93401.
- Submit comments via email to: Lara.Bertaina@dot.ca.gov.
- Submit comments by the deadline: June 2, 2023.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration, may (1) give environmental approval to the proposed project; (2) do additional environmental studies; or (3) abandon the project. If the project is given environmental approval and funding is obtained, the project proponent could design and construct all or part of the project.

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Lara Bertaina, Central Region Environmental, 50 Higuera Street, San Luis Obispo, California 93401; 805-779-0792 (Voice) or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Widen State Route 1 from post miles 8.1 to 10.7 in Santa Cruz County and Construct Coastal
Rail Trail Segment 12

DRAFT ENVIRONMENTAL IMPACT REPORT /ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation
and
Santa Cruz County Regional Transportation Commission
Responsible Agencies: California Transportation Commission, County of Santa Cruz



Scott Eades
District 5 Director
California Department of Transportation
NEPA and CEQA Lead Agency

04-18-2023

Date

The following may be contacted for more information about this document:

Lara Bertaina, California Department of Transportation, District 5, 50 Higuera Street, San Luis
Obispo, California, 93401; 805-779-0792

Summary

S.1 NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with The Federal Highway Administration. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on May 27, 2022, for a term of ten years. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, The Federal Highway Administration assigned and the Department assumed all of the United States Department of Transportation Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off the State Highway System within the State of California, except for certain categorical exclusions that The Federal Highway Administration assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

S.2 Introduction and Overview

The California Department of Transportation (Caltrans), in cooperation with the Santa Cruz County Regional Transportation Commission and the County of Santa Cruz, proposes to widen State Route 1 to include auxiliary lanes, accommodate Bus-on-Shoulder operations between the Freedom Boulevard and State Park Drive interchanges, and construct Coastal Rail Trail Segment 12.

One build alternative and the no-build alternative are proposed for further consideration. The project is located in Santa Cruz County on State Route 1 from post mile 8.1, south of Freedom Boulevard, to post mile 10.7, north of State Park Drive, with 1.14 miles of trail along the Santa Cruz County Regional Transportation Commission-owned Santa Cruz Branch Rail Line between State Park Drive and Rio Del Mar Boulevard. The total length of the project on State Route 1 is 2.6 miles, and on the Santa Cruz Branch Rail Line is 1.14 miles. Within the limits of the proposed project, State Route 1 is a controlled access freeway with two 12-foot lanes; shoulder width varies within project limits. The average width of the inside shoulders is approximately 5 feet, and the average width of the outside shoulders is approximately 10 feet. Within the project area, the existing railroad right-of-way is generally in the

range of 40 to 55 feet wide, with the existing railroad tracks generally in the center of the right-of-way. The existing railroad has at-grade crossings at State Park Drive, Aptos Creek Road, and Trout Gulch Road, with bridges over State Route 1 at two locations, Soquel Drive/Aptos Creek and Valencia Creek, and crosses under Rio Del Mar Boulevard. The Santa Cruz Branch Rail Line is currently an active freight railroad.

S.3 Purpose and Need

The purpose of the project is to do the following.

- Reduce delay and improve system reliability and safety along State Route 1.
- Improve traffic operational movements, local circulation, and transit operations.
- Enhance bicycle and pedestrian connectivity and safety, including access across State Route 1 within the project limits.
- Promote the use of alternative transportation modes to increase transportation system capacity and reliability, improve health and reduce mortality, as well as to reduce vehicle miles of travel and vehicular emissions.

This project is needed for the following reasons.

- Several bottlenecks along State Route 1 in the southbound and northbound directions cause delays during peak hours, significantly delaying drivers.
- Cut-through traffic, or traffic on local streets, is increasing because drivers are seeking to avoid delays on State Route 1.
- There are limited opportunities for pedestrians and bicyclists to safely cross State Route 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes.
- There are insufficient incentives to increase transit service in the State Route 1 corridor because delay threatens reliability and cost-effective transit service delivery.

S.4 Proposed Action

The project under consideration in this EIR/EA is a widening of State Route 1 between post mile 8.1 to post mile 10.7 in the County of Santa Cruz to include auxiliary lanes and to accommodate Bus-on-Shoulder operations between the Freedom Boulevard/State Park Drive interchanges, and to construct Segment 12 of the Coastal Rail Trail.

This EIR/EA analyzes a No-Build (No Action) Alternative and a Build Alternative. The proposed Build Alternative would involve the construction of

12-foot auxiliary lanes between the Freedom Boulevard/State Park Drive interchanges. Moosehead Drive to the south of State Route 1, south of Aptos Creek would be realigned where it runs parallel to State Route 1 and a new retaining wall would be placed along the outside freeway shoulder to support the realignment. The Build Alternative would include replacement of two Santa Cruz Branch Line railroad bridges over State Route 1 and widening of the State Route 1 bridge (on the south side only) over Aptos Creek and Spreckels Drive.

Bus-on-shoulder features are proposed, which would allow future bus operations on the outside shoulders of State Route 1 through the interchanges during peak congestion periods. At the Freedom Boulevard, Rio Del Mar Boulevard, and State Park Drive interchanges, the project would widen and improve State Route 1 shoulders, which currently lack the width and pavement structural section to support bus operations.

The limits of Coastal Rail Trail Segment 12 extend from the southern terminus of the trail segment at Sumner Avenue, just of the south of the Rio Del Mar Boulevard underpass, to the northern terminus at State Park Drive. The proposed Coastal Rail Trail Segment 12 ultimate trail configuration includes the construction of a paved bicycle and pedestrian shared use trail within the Santa Cruz Branch Rail Line right-of-way on the inland side of the tracks. An optional first phase is being considered for Segment 12 of the Coastal Rail Trail, where all or a portion of the trail could be located along the alignment of the existing railroad tracks.

Under the ultimate trail configuration, new trail bridge crossings of State Route 1 at two locations and adjacent to the existing railroad bridges at Soquel Drive/Aptos Creek, and Valencia Creek would be constructed. New at-grade trail crossings would be constructed at Aptos Creek Drive, Parade Street, and Trout Gulch Road. An at-grade trail connection from the new trail to the Aptos Village County Park between Aptos Creek and Aptos Creek Road would be constructed. Under the optional first phase being considered, the two existing railroad bridges over State Route 1 would be removed and two new trail overcrossings over State Route 1 would be constructed in their place. The existing railroad bridges at Aptos Creek and Valencia Creek/Soquel Drive (south) would be repurposed for the new trail by removing the railroad decking and replacing with a new trail deck and railing system. The existing single span railroad bridge superstructure over Soquel Drive (north) would be removed and replaced with a new trail deck and railing system.

If all or a portion of the optional first phase of the trail is implemented, the trail along the existing railroad track alignment would need to be removed, a trail would be constructed adjacent to the tracks as described by the proposed ultimate trail project, and the railroad tracks re-installed in their approximate existing location. At-grade railroad crossings of Aptos Creek Drive, Parade Street, and Trout Gulch Road would need to be reconstructed.

The Build Alternative would require full or partial acquisitions for the construction of the State Route 1 and Coastal Rail Trail Segment 12 ultimate trail improvements, as well as temporary easements for construction activities such as the construction of sound walls and retaining walls along State Route 1 and the Santa Cruz Branch Rail Line. In addition, the fish passage at Valencia Creek will be implemented.

Under the No-Build (No-Action) Alternative, the existing lane configuration and width of State Route 1 would remain as it is. No widening of State Route 1 would occur, and auxiliary lanes, Bus-on-Shoulder improvements, and Coastal Rail Trail Segment 12 would not be built.

The project is a joint project by Caltrans and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. Caltrans is the lead agency under NEPA. Caltrans is the lead agency under CEQA. Additionally, the Federal Highway Administration's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 and the Memorandum of Understanding dated May 27, 2022, and executed by the Federal Highway Administration and Caltrans.

Summary of Potential Impacts from Alternatives

Potential Impact	Build Alternative (State Route 1 and Bus-on-Shoulder)	Build Alternative (Optional First Phase)	Build Alternative (Ultimate Trail Configuration)	No-Build (No-Action) Alternative
Land Use—Consistency with the Santa Cruz County General Plan	No Impact	No Impact	No Impact	No Impact
Coastal Zone	The project is consistent with policies from the County of Santa Cruz Local Coastal Program. Project design and avoidance and minimization measures would ensure protection against coastal hazards.	Same as Build Alternative.	Same as Build Alternative.	Inconsistent with several policies in the County of Santa Cruz 1994 General Plan and Local Coastal Program
Parks and Recreational Facilities	No permanent impacts on Aptos Village County Park or any other public parks or recreational facilities would occur.	Same as Build Alternative.	Same as Build Alternative.	No Impact
Growth	The project is not expected to result in growth-related effects that would result in significant impacts on resources of concern.	Same as Build Alternative.	Same as Build Alternative.	No Impact
Community Character and Cohesion	Due to the limited number of parcels affected by permanent acquisitions, and the dispersal of the temporary impacts along the State Route 1 corridor, the overall adverse effect on neighborhood cohesion would be limited.	Same as Build Alternative.	Same as Build Alternative.	Worsened delay could result in access impacts.
Relocations and Real Property Acquisition	25 temporary construction easements, six permanent partial acquisitions, four underground easements are needed.	No property acquisitions.	15 temporary construction easements, 13 permanent partial acquisitions, two aerial easements.	No Impact

Summary

Potential Impact	Build Alternative (State Route 1 and Bus-on-Shoulder)	Build Alternative (Optional First Phase)	Build Alternative (Ultimate Trail Configuration)	No-Build (No-Action) Alternative
Environmental Justice	No Impact	No Impact	No Impact	No Impact
Utilities and Emergency Services	Temporary impacts to utilities and short-term road closures during construction. No impacts on solid waste.	Similar to Build Alternative.	Temporary impacts to utilities and no impacts on solid waste.	No Impact
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Temporary impacts related to access, circulation, parking, public transportation, and bicycle and pedestrian facilities during construction. Compared to the No-Build Alternative, delay and bottlenecks would be reduced on State Route 1, traffic speeds and fuel efficiency would increase, and traffic would be diverted from local streets.	Similar to Build Alternative.	Similar to Build Alternative.	Existing circulation and access deficiencies would remain and worsen.
Visual/Aesthetics	Visual impacts from loss of vegetation required for widening and construction of sound walls and retaining walls. Blocking of views by sound walls and retaining walls. AMMs VA-1 through VA-18 are required.	Visual impacts from loss of vegetation required. AMMs VA-1 through VA-18 are required.	Visual impacts from loss of vegetation required. AMMs VA-1 through VA-18 are required.	No Impact
Cultural Resources	Project activities would not affect the Bay View Hotel but would affect the Southern Pacific Railroad and could affect archaeological resources CA-SCR-2/H and CA-SCR-222/H during construction. AMMs CUL-1 through CUL-3 and CUL-4 are required.	Impacts on secondary character-defining features (removal of rails and ties) but not primary character-defining feature (i.e., railroad alignment). Similar to Build Alternative for archaeological resources. AMMs CUL-1 through CUL-4 are required.	This alternative would not destroy or significantly impact any character-defining features of the property. Similar to Build Alternative for archaeological resources. AMMs CUL-1 through CUL-4 are required.	No Impact

Summary

Potential Impact	Build Alternative (State Route 1 and Bus-on-Shoulder)	Build Alternative (Optional First Phase)	Build Alternative (Ultimate Trail Configuration)	No-Build (No-Action) Alternative
Hydrology and Floodplain	No change in the 100-year water surface elevation; no substantial impacts on floodplain; no significant longitudinal encroachment; and no sea level rise impacts.	Same as Build Alternative.	Same as Build Alternative.	No Impact
Water Quality and Storm Water Runoff	Potential impacts from construction include stormwater runoff, erosion, water quality degradation, and short-term discharges. An increase in impervious surfaces would result in a loss in volume or amount of water that may have previously recharged localized aquifers and thereby reduce regional groundwater volumes.	Similar to Build Alternative.	Similar to Build Alternative.	No Impact
Geology, Soils, Seismicity and Topography	Potential impacts for severe ground shaking from earthquakes. Low risk for landslides, liquefaction, and tsunami. Compliance with the erosion-related requirements would ensure that construction activities do not result in significant erosion. Low risk for expansive soil impacts.	Same as Build Alternative.	Same as Build Alternative.	No Impact
Paleontology	Potential for direct impacts during excavation for State Route 1 and the Coastal Trail, construction of soundwalls, retaining walls, and relocating utilities. Mitigation Measure-PALEO-1 would be required	Same as Build Alternative. Mitigation Measure-PALEO-1 would be required	Same as Build Alternative. Mitigation Measure-PALEO-1 would be required	No Impact
Hazardous Waste and Materials	Potential for human exposure to existing contaminated soil or groundwater. Moderate risk for previously unknown hazardous materials. Potential for hazardous conditions from the accidental release of hazardous materials during construction activities. AMMs HAZ-1 and HAZ-2 are required.	Same as Build Alternative. AMMs HAZ-1 and HAZ-2 are required.	Same as Build Alternative. AMMs HAZ-1 and HAZ-2 are required.	No Impact

Summary

Potential Impact	Build Alternative (State Route 1 and Bus-on-Shoulder)	Build Alternative (Optional First Phase)	Build Alternative (Ultimate Trail Configuration)	No-Build (No-Action) Alternative
Air Quality	The project would generate minimal air quality impacts for Federal Clean Air Act criteria pollutants and have not been linked with any special Mobile Source Air Toxics concerns. Construction activities are expected to result in short term degradation of air quality and increases in emissions from traffic during delays.	Same as Build Alternative.	Same as Build Alternative.	No Impact
Noise and Vibration	Temporary increase in noise levels due to the operation of construction equipment and construction activities. Potential long-term noise impacts due to traffic noise. Polling of the benefitted receptors would be required.	No construction or operational impacts.	No construction or operational impacts.	No Impact
Energy	Temporary energy consumption during construction for the use of construction equipment and on-road vehicles. With substantial improvements in engine fuel efficiency anticipated, fuel consumption per vehicle mile will decrease in the future. AMMs EN-1 through EN-3 are required.	Similar to Build Alternative. AMMs EN-1 through EN-3 are required.	Similar to Build Alternative. AMMs EN-1 through EN-3 are required.	No Impact
Natural Communities	Permanent impacts associated with the project would result from project activities and tree removal. Temporary impacts would occur throughout the work area and would result from equipment operation, access, staging, worker foot traffic, and utility relocation. Both temporary and permanent impacts to annual grassland, eucalyptus woodland, riparian woodland, mixed coast live oak woodland, mixed coniferous woodland, eucalyptus woodland, ruderal/disturbed habitat areas, and developed/landscaped areas. AMMs BIO-1 through BIO-24 are required.	Similar to Build Alternative. AMMs BIO-1 through BIO-24 are required.	Similar to Build Alternative. AMMs BIO-1 through BIO-24 are required.	No Impact

Summary

Potential Impact	Build Alternative (State Route 1 and Bus-on-Shoulder)	Build Alternative (Optional First Phase)	Build Alternative (Ultimate Trail Configuration)	No-Build (No-Action) Alternative
Wetlands and Other Waters	The project would result in about 0 acre of permanent impacts and 0.226 acre of temporary impacts to waters of the State. The project would also result in 0.061 acre of permanent impacts and 0.697 acre of temporary impacts to Coastal Zone riparian non-wetlands and stream.	Similar to Build Alternative.	Similar to Build Alternative.	No Impact
Plant Species	No Impact	No Impact	No Impact	No Impact
Animal Species	Potential impacts from grading or other earthwork could affect California giant salamanders and Santa Cruz black salamanders. Construction activities involving in-water work and dewatering could impact western pond turtles. Construction could impact Townsend's big-eared bats, hoary bats, other roosting bats, and San Francisco dusky-footed woodrat. AMMs BIO-25 through BIO-42 are required	Same as Build Alternative.	Same as Build Alternative.	No Impact
Threatened and Endangered Species	Potential impacts on monarch butterfly, California red-legged frogs, Central California coast steelhead, tidewater goby, and southwestern willow flycatcher during construction. AMMs BIO-17, BIO-43 and BIO-44, and BIO-45 through BIO-88 are required.	Same as Build Alternative. AMMs BIO-17, BIO-43 and BIO-44, and BIO-45 through BIO-88 are required.	Same as Build Alternative. AMMs BIO-17, BIO-43 and BIO-44, and BIO-45 through BIO-88 are required.	No Impact
Invasive Species	During construction, areas where temporary disturbance occurs would be more susceptible to the introduction and colonization or spread of invasive plants. AMMs BIO-87 through BIO-91 are required.	Same as Build Alternative. AMMs BIO-87 through BIO-91 are required.	Same as Build Alternative. AMMs BIO-87 through BIO-91 are required.	No Impact
Cumulative Impacts	The incremental contribution of the project to the cumulative visual impact may be considerable.	Same as Build Alternative.	Same as Build Alternative.	Existing traffic network deficiencies remain and worsen.
Wildfire	The project is in an urban area and is not expected to exacerbate the impacts of wildfires intensified by climate change.	Same as Build Alternative.	Same as Build Alternative.	No Impact

Summary

Potential Impact	Build Alternative (State Route 1 and Bus-on-Shoulder)	Build Alternative (Optional First Phase)	Build Alternative (Ultimate Trail Configuration)	No-Build (No-Action) Alternative
Climate Change	Long-term operation of the Build Alternative would decrease greenhouse gas emissions slightly compared to the No-Build Alternative.	No Impact	No Impact	No Impact

Note: Avoidance, minimization, and mitigation measures are summarized in Appendix C.

S.5 Coordination with Other Public Agencies

Caltrans has had several conference calls with the California Department of Fish and Wildlife regarding a fish passage barrier at Valencia Creek. Because this is a known fish passage barrier, it was determined that this project falls within the requirements of Senate Bill 857 and Streets and Highways Code section 156.3 and section 156.4, and that remediation of the fish passage barrier is required. Caltrans and the California Department of Fish and Wildlife also conducted a field visit on November 17, 2022 to see the fish passage barrier and discuss remediation options. The California Department of Fish and Wildlife responded in a memo with comments and recommendations on January 12, 2023.

S.6 Notice of Preparation

A Notice of Preparation was published on September 17, 2020. It was filed with the State Clearinghouse and sent to the appropriate elected officials, agencies, and interested parties. A copy of the Notice of Preparation is included in Appendix D.

An online scoping open house was open from September 17, 2020 through October 18, 2020. The purpose of the online open house was to present to the public factors to be considered in the draft environmental document and to receive comments. The online scoping open house was announced in the Notice of Preparation. Sixty-two comment letters were received, and comments included:

- Requests for descriptions of project elements and measurements of impact areas.
- Comments on the purpose and need of the project.
- Recommendations for alternatives, including a trail-only project, bus-only lanes instead of auxiliary lanes, increased bus service, construction of a trail without rail service, and consider the project elements separately rather than combining them.
- Comments on special status species, including recommendations to include mitigation measures and avoid all “take” of the Santa Cruz long-toed salamander.
- Comments to avoid impacts to wetlands and waters, and to consider bridge designs that avoid placing piles in Aptos Creek.
- Comments regarding sea level rise and climate change.
- Comments to evaluate opportunities to maximize coastal access.
- Comments regarding traffic, including safety concerns, vehicle miles traveled, Bus-on-Shoulder protocols, and loss of parking.

- Concerns related to increased impervious surface and a resulting reduction in aquifer recharge and loss of mature trees.
- Requests to inform property owners of the potential of the acquisitions of private property.
- General support and opposition to the project.

Since the Notice of Preparation was released, the trail component of the project was refined to present the optional first phase and the ultimate trail configuration. In addition, the current design widens the existing Aptos Creek Bridge on the coastal (southbound) side of State Route 1, which requires the realignment of Moosehead Drive.

S.7 Necessary Permits and Approvals

In addition to the completion of CEQA and NEPA documentation and project approvals by the lead and responsible agencies, the following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permits, Licenses, Agreements, and Certifications	Status
U.S. Fish and Wildlife Service	Coordination regarding threatened and endangered species Section 7 formal consultation and Biological Opinion for Central California coast Steelhead and Tidewater Goby	To be obtained before approval of the final environmental document.
National Marine Fisheries Service	Coordination regarding threatened and endangered species Section 7 formal consultation and Biological Opinion for Central California coast Steelhead and Tidewater Goby	To be obtained before construction starts.
U.S. Army Corps of Engineers	Section 404 Permit	To be obtained before construction starts.
California Department of Fish and Wildlife	Section 1602 Department of Fish and Game Code Streambed Alteration Agreement	To be obtained before construction starts.
California Coastal Commission	Coastal Development Permit	To be obtained before construction starts.
State Historic Preservation Officer	National Historic Preservation Act Section 106 Concurrence	To be obtained before approval of the final environmental document.
State Water Resources Control Board	Construction General National Pollutant Discharge Elimination System Permit requirements through Caltrans National Pollutant Discharge Elimination System Permit	To be obtained before construction starts.
Air Quality Management District	Formal notification prior to construction	To be obtained before construction starts.

Summary

Agency	Permits, Licenses, Agreements, and Certifications	Status
Regional Water Quality Control Board	Section 401 Water Quality Certification and coverage under the existing Caltrans National Pollutant Discharge Elimination System Permit (Order Number 99-06-DWQ) National Pollutant Discharge Elimination System Municipal Separate Storm Sewer Systems General Permit	To be obtained before construction starts.
Santa Cruz County Planning Department	Coastal Development Permit for development within the Coastal Zone within the Santa Cruz County Local Coastal Program area. Determination and Agreement of any need to revise the Floodplain Map.	To be obtained before construction starts.

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Appendix A: Title VI Policy Statement

Appendix B: Relocation Benefits

**Appendix C: Avoidance, Minimization, and/or Mitigation
Summary**

Appendix D: Notice of Preparation

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