

Table 1. Mitigation Monitoring Program

IMPACT BR-15	The proposed project could result in the loss or disturbance of individuals or habitat of the northwestern pond turtle (NWPT).
MITIGATION MEASURE	Mitigation Measure BR-11: A qualified biologist shall conduct a pre-construction survey for NWPT no more than 14 days prior to construction in suitable aquatic habitats within the project corridor, including stream crossings, drainage ditches, and culverts. A combination of visual and trapping surveys may be performed with authorization from the CDFG. If this species is found near any proposed construction areas, impacts on individuals and their habitat shall be avoided to the extent feasible. If occupied habitat can be avoided, an exclusion zone shall be established around the habitat and temporary plastic fencing shall be installed around the buffer area with "Sensitive Habitat Area" signs posted and clearly visible on the outside of the fence. If avoidance is not possible and the species is determined to be present in work areas, the biologist with approval from CDFG may capture turtles prior to construction activities and relocate them to nearby, suitable habitat out of harm's way (e.g., upstream or downstream from the work area). Exclusion fencing should then be installed if feasible to prevent turtles from re-entering the work area. For the duration of work in these areas the biologist should conduct monthly follow-up visits to monitor effectiveness.
Location	Riparian zones, wetlands, and culverts along the project corridor, including known locations in Healdsburg (MP 69.6) and Miller Creek (MP 22.1).
Monitoring / Reporting Action	Pre-construction NWPT surveys under agency authorization, and possible relocation of turtles in harm's way. Monthly monitoring of exclusion fencing areas, if installed.
Effectiveness Criteria	Biological surveys are conducted prior to construction. If NWPT is found, work exclusion zones are established, or the individuals are relocated and the area monitored to prevent re-entry.
Responsible Agency	SMART District, CDFG
Timing	Prior to and during project construction.
IMPACT BR-16	The proposed project could result in the loss or disturbance of individuals or habitats of the salt-marsh harvest mouse (SMHM), California clapper rail and California black rail.
MITIGATION MEASURE	<p>Mitigation Measure BR-12: For areas where the construction activities would occur within or adjacent to salt marsh or brackish marsh habitats, consult with the USFWS and CDFG to determine locations where salt-marsh harvest mouse, California clapper rail and California black rail could potentially be affected by the proposed project. All applicable protection measures specified through consultation with these agencies would be implemented during project construction. Protection measures could include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> • A qualified biological monitor shall be present during all work activities in or adjacent to salt marsh and brackish marsh habitats between Petaluma and Novato. • In areas where one or more of these species is determined to be potentially affected, work activities shall be confined to the existing railroad grade to the extent feasible. Staging, access and parking areas shall be located outside of salt marsh and brackish marsh habitats. • Avoidance measures for SMHM could include installation of temporary exclusion barriers to prevent SMHM from entering work areas during construction. For California clapper rail and California black rail, protection measures could include avoiding work activities during the nesting season (March 1 to July 31) within 300 feet of areas identified as suitable nesting habitat for these species. • If any of these species is detected during work activities, work shall be stopped immediately at that location and the USFWS and/or CDFG shall be contacted within two working days. Work shall not resume at that location until authorization is obtained from the USFWS and CDFG (for the SMHM and California clapper rail) or from the CDFG (for the California black rail), unless prior approval has been granted by these agencies.



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Location	Salt marsh or brackish marsh habitats. For SMHM, salt marshes south of Petaluma and east to Port Sonoma, and grasslands adjacent to these marshes; it has been seen on the east bank of the Petaluma River and in the Petaluma Marsh near the right-of-way, between Novato and Petaluma. For CBR, in the right-of-way between San Rafael and Port Sonoma. For CCR, particularly along the Bay margin and in Petaluma Marsh; it has been seen along Corte Madera Creek, and also near the mouth of San Rafael Creek, and in the tidal marshes of Novato Creek, both 0.5 mile from the Ignacio-Port Sonoma segment.
Monitoring / Reporting Action	A Biological Assessment shall be prepared and submitted to USFWS. Biological monitors shall submit daily monitoring logs and periodic compliance reports to SMART.
Effectiveness Criteria	Habitat for salt marsh harvest mouse, California clapper rail, and California black rail is identified, and appropriate protection measures implemented during construction, in consultation with resource agencies.
Responsible Agency	SMART District, CDFG, USFWS - <i>S/B Core also!!</i>
Timing	Prior to and during project construction.

IMPACT BR-17 The proposed project could result in disturbance or injury to special-status bats.

MITIGATION MEASURE **Mitigation Measure BR-13:** A qualified biologist shall conduct a pre-construction survey for bats at bridges that have sufficient thermal cover for bat roosting, abandoned buildings and old structures prior to demolition or construction at these sites. Bats should be determined to be absent or flushed from roost locations prior to demolition of buildings. If flushing of bats from buildings is necessary, it shall be done by the biologist during the non-breeding season from October 1 to March 31. When flushing bats, structures shall be moved carefully to avoid harming individuals, and torpid bats given time to completely arouse and fly away. During the maternity season from April 1 to September 30, prior to building demolition or construction, a qualified biologist shall determine if a bat nursery is present at any sites identified as potentially housing bats. If an active nursery is present, disturbance of bats shall be avoided until the biologist determines that breeding is complete and young are reared.

Location	Bridges, abandoned buildings, or old structures along project corridor; potential bat habitat has been identified in buildings at the Cotati, Santa Rosa-Jennings Avenue, and Healdsburg station sites.
Monitoring / Reporting Action	A biologist will survey potential bat roosting habitat prior to construction and flush bats, if present, between October 1 and March 31 (outside of breeding season). Between April 1 and September 30, pre-construction bat nursery surveys will be conducted and disturbance of bat nurseries will be avoided until young are reared.
Effectiveness Criteria	Pre-construction bat surveys are conducted. Outside breeding season, bats are carefully flushed from structure; during breeding season, nurseries are monitored and disturbance avoided until young are reared.
Responsible Agency	SMART District
Timing	Prior to project construction.

IMPACT BR-18 The proposed project could result in train collisions with wildlife.

MITIGATION MEASURE **Mitigation Measure BR-14:** A qualified biologist shall conduct monitoring surveys to assess wildlife collision impacts along the entire corridor at least two times a year, once during spring and once during fall, for the first three years of train operation. The results shall be reported to the CDFG and, if federally listed or migratory bird species are affected, to the USFWS. If the CDFG or USFWS determines that collision impacts are excessive or adverse effects on federal- or state-protected species (including listed species, migratory birds and raptors) are occurring, remedial measures (e.g., redesign of structures and gaps) shall be developed and implemented in consultation with these agencies.

Location	Throughout the project corridor.
Monitoring / Reporting Action	Biological monitor will survey the project corridor twice annually for three years to assess wildlife collision impacts, and report results to appropriate agencies. If needed, remedial measures to reduce collision impacts will be developed in consultation with agencies.

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Effectiveness Criteria	All disturbed natural areas will be returned to pre-construction state to the extent feasible.
Responsible Agency	SMART District, CDFG
Timing	Post-construction.
IMPACT BR-3	There could be disturbance of nesting birds due to construction activities.
MITIGATION MEASURE	Mitigation Measure BR 3a: To the extent feasible, trees and shrubs in the construction zones shall be trimmed or removed between September 1 and January 31 to reduce potential impacts on nesting birds. If vegetation must be removed during the period from February 1 to August 31, a qualified wildlife biologist shall conduct pre-construction surveys for nesting birds. If an active nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the nest estimated. No additional measures need be implemented if active nests are more than the following distances from the nearest work site: (a) 300 feet for raptors; or (b) 75 feet for other non-special-status bird species (for California clapper rail and California black rail see Mitigation Measure BR-12). If active nests are closer than those distances to the nearest work site and there is the potential for destruction of a nest or substantial disturbance to nesting birds due to construction activities, a plan to monitor nesting birds during construction shall be prepared and submitted to the USFWS and CDFG for review and approval. Disturbance of active nests shall be avoided to the extent possible until it is determined that nesting is complete and the young have fledged.
Location	Throughout the project corridor.
Monitoring / Reporting Action	Pre-construction survey reports shall be prepared and submitted to SMART. Locations of active nests shall be recorded. If bird nests are found within an applicable radius of the work site, the nest shall be monitored and disturbance avoided to the extent possible.
Effectiveness Criteria	To the extent feasible, vegetation removal is scheduled during the non-nesting season. Exclusion zones are established on active nests during the nesting season.
Responsible Agency	SMART District
Timing	Prior to and during project construction.
MITIGATION MEASURE	Mitigation Measure BR-3b: If construction is likely to occur during the nesting season of cliff swallows (March 1 to July 31), bridges shall be periodically inspected for swallow nests by a qualified biologist prior to the onset of bridge demolition and/or new bridge construction. Nests shall be knocked down by a biologist prior to being one-third completed. Inspection of the bridges shall start in late February. Alternative methods to prevent cliff swallow nesting on the bridge may be used with prior approval by the CDFG.
Location	All bridges along the project corridor.
Monitoring / Reporting Action	Surveys, nest removal and inspection of removed nests are reported to CDFG.
Effectiveness Criteria	No swallow nests are located on bridges scheduled for demolition or new construction.
Responsible Agency	SMART District, CDFG
Timing	Prior to and during project construction.

In general, the CTS habitat types found within the corridor consist of potential breeding sites and potential dispersal areas. Suitable breeding habitats within the ROW consist mostly of narrow seasonal ponds and ephemeral pools that collect surface runoff in the low-lying areas on either side of the railroad grade. These are mapped as blue polygons on habitat maps that are available for review at the SMART office. There are also several larger ponds and pools located adjacent to the ROW that could provide suitable breeding sites.

In general, there is no suitable upland habitat within the project corridor because the "upland" component of the ROW consists of a gravel railroad grade, which does not provide a suitable substrate for underground burrows. The low-lying areas adjacent to the grade also do not provide suitable estivation habitat because these areas lack evidence of burrows and are likely too wet during the rainy season to support burrowing animals. However, suitable upland habitat was observed in several areas adjacent to the ROW; these areas are indicated by green arrows on the habitat maps.

Much of the corridor is mapped as potential dispersal habitat because it is located near areas considered as potential breeding or upland habitats. No attempt was made to infer specific linkages between potential breeding sites and upland habitats because there was insufficient information regarding where these habitats exist outside the project study corridor. It is also not known to what extent the existing railroad track is a barrier to CTS dispersal. The track may block movement across the corridor, but there are many places where small gaps between the track and railroad bed could allow passage of migrating salamanders.

This study identified potential breeding and dispersal habitats for CTS within the SMART corridor, and potential upland habitat adjacent to the corridor, in several segments between northern Petaluma and Windsor. In particular, potential CTS habitats were found on relatively undeveloped lands between the northern end of Rohnert Park (north of Commerce Boulevard) and Todd Road south of Santa Rosa, and between the northern edge of Santa Rosa (Barnes Road) and Mark West Creek south of Windsor. Potentially suitable breeding habitat and adjacent upland habitat were also identified in a short segment within the town of Windsor, and in a segment between northern Petaluma and southern Penngrove, which is outside the mapped potential range of CTS.

Implementation of the proposed project, particularly construction of a bicycle/pedestrian pathway and new stream crossings within the ROW, would likely affect some of this potential CTS habitat and could affect CTS individuals. This data was presented to the USFWS to provide information for future endangered species consultation between USFWS and the Federal Transit Authority, and to provide a basis for developing appropriate, site-specific avoidance and mitigation measures. Mitigation is included in the DEIR that is expected to avoid or reduce impacts on CTS to less than significant. (See Mitigation Measure BR-10a.)

- 41-54 Section 5.5.2 (pages 5-31 and 5-32) of the Biological Technical Report provides further details about northwestern pond turtle (NWPT). NWPT are known to occur in the project area. During the field surveys for this project, NWPT were observed on several occasions. Potential impacts and mitigation is addressed in Impact BR-15 and Mitigation Measure BR-11 of the DEIR.

Mitigation Measure BR-11 is revised to state that pre-construction surveys for pond turtle shall occur no more than 14 days (rather than 21 days) prior to construction.

- 41-55 Most potential impacts on tidal marsh habitat are avoided by locating the pathway along Highway 101 through the Novato Narrows. Response 41-65 addresses specific salt marsh acres in the vicinity of Gallinas Creek. Aerials with mapped wetlands in the SMART corridor, including Gallinas Creek, are available for review at the SMART office. Clapper rail and black rail are not likely to nest within the ROW because humans and feral animals currently use the existing railroad grade to move through the wetlands. Similarly, salt marsh harvest mouse is unlikely to be present within the ROW during construction.

- 41-56 Table 5.5-2 of the Biological Technical Report includes special-status animal species with potential to occur in the smart study area. Appendix B of that report lists wildlife species that were

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