

Conceptual Public Access Plan

9-30-2020

The proposed Gleason Beach Roadway Realignment Project (Project) is an inland realignment of a section of State Route (SR) 1 to address coastal erosion. The Project proposes to realign an approximately 4,000-foot segment of SR 1 with a two-lane highway facility, including an approximately 850-foot-long bridge over the Scotty Creek floodplain. The entirety of the Project falls within the Coastal Zone. The Project will provide substantial public access and recreation enhancements that will be a resource for Sonoma Coast residents and visitors as envisioned by the Sonoma County Local Coastal Plan (LCP). This will take the form of property acquisitions/transfers, a contribution of Caltrans' funding to Sonoma County, specific actions under Caltrans' Project construction contract and participation in the Coastal Public Access Taskforce planning and implementation efforts to be led by Sonoma County.

1. Existing Public Access

Existing opportunities for public access within the Project limits include through travel by bicyclists and pedestrians on the shoulders of SR 1 in very limited areas (the travel lane must be used in many locations because there is no usable shoulder), unofficial parking adjacent to the beach at Scotty Creek, and a gravel parking/turnaround at the vista point in the northern portion of the Project area, along the southbound lane. No other access amenities currently exist in the Project area.

The California Coastal Trail (CCT) is defined by the Coastal Commission as "...a continuous passage along the entire length of the State's shoreline. It is intended not only to provide a trail system for a variety of coastal users (i.e. pedestrians, bicyclists, and the mobility impaired), but also to connect to other existing coastal and inland trail networks." (California Coastal Commission Coastal Trail Action Plan, Locklin & Grove, 1999 page ii). Sonoma County's LCP State Coastal Plan Policy 145 accordingly calls for establishment of a coastal trail system. The LCP also states that "(t)he Sonoma coastal trail will provide opportunities for both hikers and bicyclists. Bicyclists will generally use Highway 1, with wider paved shoulders, except on Bodega Bay where other routes will be available..."

The CCT is also recognized in Caltrans' Active Transportation Plans as a trail of statewide significance. Currently, the CCT alignment throughout the Project limits unofficially exists coincident with existing SR 1. Near Gleason Beach, pedestrians and bicyclists share the highway with vehicles or use the minimal highway shoulders, as access along existing SR 1 is limited by the narrow highway geometrics, including approximately 10-foot lane widths, the lack of shoulders, and the winding highway configuration (resulting in poor sight-distance). In addition, during low tide there is limited beach connectivity to the north and south of Scotty Creek for pedestrians, however this is very seasonal and is not safe in all conditions, particularly given the structural debris that has fallen onto the shoreline from collapsed houses and attempts to protect them.

2. Proposed Public Access Improvements

The proposed Project would provide multifaceted public access improvements that enhance bicycle and pedestrian access along the realigned highway, as well as increase passive recreation opportunities and access to coastal resources (see Figure 1).

This public access package includes acquisition of land that allows public beach access south of Scotty Creek, a continuous CCT network within the Project area that has adequate room for managed retreat as necessary due to sea level rise advances, a CCT bridge across the restored Scotty Creek (once the culverts and fill of the existing highway are removed), public access parking replacements for existing informal parking areas lost due to the realignment of SR 1, a new scenic overlook and other ancillary public access amenities.

Features of these various public access improvements are described in conceptual form in this plan.

Bicycle and Pedestrian Access.

The Project will cause temporary delays attributed to construction-related traffic control, creating both non-automotive and vehicular traffic impacts. There will be construction-related accommodations for bicyclists, including a push button that will allow bicyclists to trigger a traffic light change. There is limited pedestrian use of the Project area, but temporary impacts to existing public access may be affected by the overall Project construction.

In the long term, the Project will improve bicycle and pedestrian access throughout the Project area in part by providing safer access associated with the highway, through wider shoulders along the realigned highway (4 feet paved and 4 feet unpaved, compared to the existing highway's 0- to 2-foot-wide shoulders), a separated pedestrian walkway on the new realignment bridge, and access along the existing SR 1 route that will be redeveloped for pedestrian and bicycle travel once it is repurposed after through traffic is moved to the realigned highway, as discussed more below.

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LEGEND	
	Biological Study Area (BSA)
	Caltrans Right of Way
	Caltrans Aerial Easement
	Caltrans Temporary Construction Easement/Rights
	Scotty Creek
PROPOSED PROJECT	
	Roadway
	Proposed Bridge
	Culvert Removal
	Rock Slope Protection
	Vehicle Access
	Hwy 1 Restored Area
PUBLIC ACCESS ELEMENTS	
Parking	
	Existing Informal Parking to Remain
	Existing Informal Parking to be Removed
	New informal Parking
	Proposed Pedestrian/Bicycle Bridge
Beach Access	
	County Parcel Acquired for Beach Access
	Public Land (owned by CA Coastal Conservancy)
Coastal Trail	
	Coastal Trail
Imagery Source: Sonoma County Spring 2018	

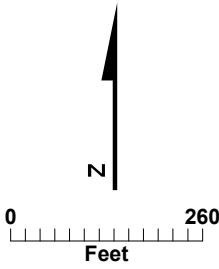


FIGURE 1
PROPOSED GLEASON BEACH
ROADWAY REALIGNMENT
PUBLIC ACCESS COMPONENTS
Gleason Beach Roadway Realignment Project
Coastal Development Permit Application
State Route 1
Post Mile 15.1-15.7, EA 0A0200
Sonoma County, California

California Coastal Trail.

Project implementation will provide enhanced recreational access in part because the abandoned SR 1 will be repurposed to serve as a new off highway strand of the CCT, with the ability to migrate the trail inland along other properties to be transferred from Caltrans to Sonoma County and within Caltrans right of way when there is no other feasible option. In addition, the realigned SR 1 western right of way can serve as a future north-south non-automotive connection if needed to link to the vehicular Scotty Creek Bridge which includes a separated sidewalk on its western edge to accommodate bicyclists and pedestrians traveling through the Project area.

By repurposing the existing SR 1, the proposed initial CCT alignment will be safely sited to be close to the sight, sound and smell of the ocean and designed and managed to accommodate the inland migration of the trail alignment as needed to adapt to erosion and other natural forces, thereby continuously maintaining the connectivity of the trail system in this area. Through a planning process led by Sonoma County, final siting decisions regarding the CCT and other public access features also will protect against any significant disruption of the habitat values of any adjacent environmentally sensitive habitat areas, maintain public scenic values and account for cultural and archaeological protections required by the Sonoma County LCP.

Caltrans has been working cooperatively with Sonoma County to enter into an agreement to relinquish the existing SR 1 (and new access roads to the new SR 1 realignment and other property interests) to Sonoma County for use as a CCT braid and for servicing residential and public access vehicular needs to the north and south of Scotty Creek. Caltrans is also committing funding to Sonoma County to provide for a CCT bridge over Scotty Creek after the stream channel within the Project limits is restored, to be owned and managed by Sonoma County Regional Parks, along with the connecting strands of the CCT, protective rock slope protection and other access amenities in the project area, as further discussed in this Conceptual Public Access Plan below.

Existing SR 1.

The relinquishment, repurposing and restoration of the existing SR 1 abandoned segments will make the area more available and appealing to recreational users and help conform the old highway to the rural character and natural resources of the Project area. Based on an initial access management plan to be developed jointly with Sonoma County, Caltrans will repurpose sections of the existing alignment of SR 1 for the development of the initial off-highway CCT alignment, including removal of asphalt, drainage infrastructure, signage, roadway prism and other ancillary highway infrastructure in areas no longer needed for vehicular access. New and reconstructed smaller access road areas (consistent with Sonoma County standards at the narrowest widths possible) be surfaced with pervious materials as appropriate. The planned repurposing of the existing SR 1 segments includes removing and re-grading the highway prism to place the CCT generally at the same level of adjacent lands and replanting (with locally appropriate native vegetation) those areas not being repurposed for the CCT and ancillary public access purposes. The proposed repurposing work also includes incorporating erosion control and drainage features, along with naturally appearing surfacing of the CCT segments.

Final design details and locations for vehicle access, safety buffers, parking and the CCT segments to be implemented by Caltrans will be based on coordination discussions with the Gleason Beach Coastal Access Task Force to be convened by Sonoma County and incorporated into the Phase I and II Final Initial Coastal Access Plans (see related discussion below). Caltrans and Sonoma County have committed to producing those Plans for review and approval by the Coastal Commission Executive Director in consultation with Permit Sonoma.

3. Design and Operation Principles:

To achieve approval of the Phase I and Phase II Final Coastal Access Plans, Caltrans will ensure that their construction activities and cooperative funding agreement with Sonoma County demonstrate conformance with the following guiding principles:

Off-highway California Coastal Trail:

As noted above, Caltrans is funding the purchase of lands for project requirements, including areas that can accommodate an off-highway coastal trail, along with providing funding to Sonoma County for their Regional Parks to design, install and manage the trail and other public access areas and amenities.

Through cooperative funding agreements, Caltrans will be able to work with Sonoma County to guide the design of the CCT and connected overlooks, picnic areas, etc. to reflect the rural character of the setting and to support efficient operations and maintenance, including a generally durable trail surface with a natural appearance.

The initial trail braid will be constructed through Caltrans' repurposing of the abandoned SR 1 and will meet Sonoma County LCP standards. The work will include building techniques to avoid erosion, particularly from the concentration of drainage flows. Where concentrated flows cannot be avoided, appropriate energy dissipation will be used that favors bio-engineering over hard solutions. If any safety fencing is determined to be needed by Sonoma County, it will be designed to be low lying, see-through and appropriate for the rural context of the area.

Future managed retreat of the CCT from predicted erosion will be expressly provided through the ability to make use of public land connections, including the new access roads to the SR 1 realignment and the western right of way of that realignment so as to connect to the new bike and pedestrian facility proposed on the western edge of the new SR 1 Scotty Creek vehicular bridge and to CCT connections to the north and south of the Project area. Caltrans will allow trail encroachments onto the new and existing SR 1 right of ways (including the existing SR 1 right of way to the north and the south of the Project limits).

Signs and Interpretive Panels:

Caltrans will coordinate with Sonoma County to place signs as appropriate in coordination with other elements of the signage plan for the Project area. Signage for the public coastal access areas that will be installed by Caltrans includes a minimum of two way-finding signs for SR 1 and the CCT, appropriate signs to guide parking to public areas and away from private

property, and signage for any ADA compliant access spaces. Additionally, Sonoma County will develop and install at least two interpretive educational panels about the site's natural geology/ecology, describing the Project as an adaptive management response to sea level rise and reviewing the Native American history and the area's transition to agricultural and ranching. As appropriate, the signage will acknowledge Caltrans, Sonoma County, Coastal Conservancy and Coastal Commission contributions to promoting public access and adaptive management through this Project.

Access to the Beach at Scotty Creek:

Caltrans has contributed funding and facilitated the purchase of formal public access to the sandy beach generally southwest of Scotty Creek at SR 1 so that the County now holds fee title to APN 101-120-058 (1), guaranteeing the public's right to access the mean high tide line and other public beach areas at this location. Caltrans will also design and construct the rock slope protection along existing SR 1 south of Scotty Creek in a manner to facilitate the public's ability to navigate over specifically designed rock placements. This improvement will be made in collaboration with Sonoma County Regional Parks to optimize user accessibility while minimizing impacts to coastal resources. These details will be further developed in consultation with the Gleason Beach Coastal Access Task Force and will consider weather, tides, and storm impacts when determining access options.

Parking:

Parking will be provided in reasonable proximity to the beach and the CCT network. Approximately 4 informal parking spaces will be available south of Scotty Creek, and 16 informal spaces along the central access road for a total of 20 parking spaces; a minimum of 1 ADA parking space will be evaluated for potential inclusion in that total.

CCT Bridge:

Siting and design for a CCT bridge over Scotty Creek will include (1) estimating the bridge length necessary to span the restored Scotty Creek and to avoid potential conflicts with the habitat restoration occurring at the site, (2) determining minimum widths necessary to accommodate potential users, (3) providing any necessary approaches to the bridge, and (4) identifying measures to facilitate the potential modifications and/or relocation of the Scotty Creek crossing in order to maintain a continuous connection of the CCT over time. Bridge materials will be selected to reflect the rural character of the area; bridge design and construction will also reflect LCP standards as well as the ease of potential future bridge relocation or reconstruction.

Landscaping:

Any landscaping/replanting proposed for the new public coastal access areas will consist of low-lying, locally native, coastal prairie habitat species. Limited native shrub or tree species may be sited for visual screening purposes. All plantings will be regularly maintained until they are established.

Use Provisions.

The CCT and all other public access components associated with the realignment Project, including the public sandy beach areas at Scotty Creek, will be planned and managed to remain available to the public free of charge 24 hours a day, 365 days a year, except that Sonoma County may set up temporary maintenance and hazards closings or direct users away from any hazardous conditions that may be encountered on the CCT or within other areas open to the public. Sonoma County may charge for its Commemorative Furniture Program (such as for dedicated benches, picnic tables, and interpretive panels). Additional management measures needed by Sonoma County may be proposed within the Phase I and II Final Coastal Access Plan.

4. Public Access Funding, Development and Implementation Process

Caltrans has sought to support public access improvements consistent with the Sonoma County LCP and the California Coastal Act and has developed this Conceptual Access Plan through a partnership approach with Sonoma County and with input from Coastal Commission Staff in order to meet the requirements for the coastal development permit needed for the Project. This has included a variety of actions, including incorporating direct actions into the Project construction plans and through the development of right-of-way acquisition strategies as described above. Additionally, Caltrans is supporting the overall planned public access improvements through contributing funds to Sonoma County as further described below. These commitments were reconfirmed in Caltrans' April 2020 letter of assurance to Sonoma County.

Contribution of Funds.

Caltrans proposed to enter into a cooperative funding agreement(s) with Sonoma County to provide for a two-phased disbursement of funds totaling \$1.2 million to underwrite the County's participation in the planning, design and engineering, construction and management of the features of this Conceptual Access Plan. Anticipating coastal development permitting requirements, Caltrans will execute the proposed cooperative agreement(s) prior to commencement of construction and will clearly identify the responsibilities of Caltrans and Sonoma County for implementing this Conceptual Access Plan as part of the agreement(s). At a minimum, Caltrans will ensure that the following roles and responsibilities are included in the funding agreements(s):

Gleason Beach Coastal Access Taskforce.

Prior to commencement of construction, Caltrans will make an initial disbursement of funds in the amount of \$200,000 into an account specifically established for public access purposes to enable Sonoma County to form a Gleason Beach Coastal Access Taskforce (Taskforce) and to complete public access planning and design decisions for preparation of a Phase I Final Coastal Access Plan for Gleason Beach. Within three months of the disbursement of funds, Sonoma County will convene the Taskforce, consisting of Sonoma County, Coastal Commission, State Parks, State Coastal Conservancy and Caltrans representatives as well as other appropriate stakeholders. The Taskforce is expected to be convened by Sonoma County as needed to provide input and guidance on Sonoma County's and Caltrans' timely completion of Phase I

and II of the Final Coastal Access Plan for Gleason Beach in accordance with this Conceptual Public Access Plan proposal.

Final Coastal Access Plan for Gleason Beach.

This Plan will be cooperatively developed by Sonoma County and Caltrans in two phases to coordinate necessary decisions, plans and activities with the overall realignment project.

Phase I Coastal Access Plan.

The Phase I Coastal Access Plan will essentially cover planning and design activities that are necessary to inform further detailing of design, construction and operation activities in Phase II. Within one year of convening the Taskforce, Caltrans and Sonoma County will produce a Phase I Public Access Improvement Plan to be submitted to the Executive Director of the Coastal Commission for review and approval (in consultation with Permit Sonoma) with the following minimum contents:

- A. A general narrative description of the public access components along with a schematic map identifying their proposed locations, including the general CCT alignment within the existing SR 1 corridor, the sandy beach access through the rock slope protection proposed on Gleason Beach, an adaptable CCT bridge over Scotty Creek, vista overlooks, parking spaces, unloading zone(s), possible restroom facilities and any other identified public access areas and amenities.
- B. An overview of the sequencing, timing, and coordination needed to be undertaken with other concurrent project construction activities being conducted by Caltrans and Sonoma County, including (1) Caltrans' removal of the existing Scotty Creek box culverts and restoration of the floodplain, (2) Caltrans' replacement and planting of rock slope protection at the edge of the existing SR 1 on the sandy beach south of Scotty Creek, and (3) Sonoma County's cleanup and disposal of debris along the bluff and shoreline within the Coastal Hazards Cleanup Area (See Figure 1).
- C. An outline, schedule and scope of work for the completion of the Phase II Public Access Plan.
- D. The planned **Roles and Responsibilities** of Caltrans and Sonoma County, under the cooperative funding agreement(s) during Phase I activities are as follows:
 - (1.) **Sonoma County** will be responsible for planning, in consultation with Caltrans:
 - a. repurposing goals and location of the CCT between the northern and southern termini of the realigned SR 1 (including the approximate placement of the CCT within the existing SR 1 alignment as well as possible connections to, or through, other adjacent public lands, including SR 1 right of way lands when there is no feasible alternative, to the next closest existing CCT network segments at Duncan's Landing to the north and Marshall Gulch to the south);

- b. providing Caltrans desired specifications for the CCT in adequate detail for Caltrans to initiate final designs for the repurposing of the existing SR 1 for the CCT;
- c. preliminary plans for a CCT bridge over Scotty Creek, within the existing SR 1 corridor;
- d. location and type of at least 20 public parking spaces to be distributed to the north and the south of Scotty Creek, along the Project's access roads;
- e. conceptual type of vertical public access to the beach to be established over (or as part of) the rock slope protection at Scotty Creek;
- f. location of at least one overlook viewing area that will be sited on the blufftop to the north of Scotty Creek in addition to any other desired and appropriate overlook/resting sites identified by the Taskforce;
- g. feasibility of ADA compliant parking, viewing and/or other access features within, or connected to, the CCT network or other public coastal access areas;
- h. needs and potential locations for other public access amenities such as trash/recycling bins, benches, bike racks, restroom facilities, etc.;
- i. anticipated activities needed for the basic operation and maintenance of the public coastal access area;
- j. convening the Taskforce as needed on a regular basis to ensure timely completion of the Phase I Coastal Access Plan; and,
- k. leading the co-production of the Phase I Coastal Access Plan for Gleason Beach with Caltrans for submittal to the Coastal Commission Executive Director review and approval.

(2.) **Caltrans'** responsibilities will include:

- a. participating in Sonoma County's Taskforce activities;
- b. ensuring that the new residential driveways from the new SR 1 alignment onto the old SR 1 (Figure 1) are designed to be the narrowest widths possible to be consistent with Sonoma County standards and coastal development permit requirements;
- c. providing geotechnical assistance to determine how the existing SR 1 can feasibly be repurposed for CCT uses in conjunction with the County's Final Bluff and Beach Hazards Clean Up Plans, with appropriate drainage and erosion control features, and developing the repurposing plans for inclusion in the Phase II Final Access Plan;
- d. completing plans for the repurposing of the existing SR 1 footprint and new vehicular access construction to: accommodate the initial alignment of the CCT (including provisions for future CCT connections to the north and the south of the Project limits); incorporate one vehicular drop off/loading area to the north of

Scotty Creek; provide vehicular driveways and public access parking as described above, allow for any other identified public access amenities related to the trail and access road network—all to be guided by Sonoma County and to be initiated by Caltrans as soon as traffic is diverted to the realigned SR 1;

- e. developing the program to establish native plantings throughout the unused portions of the restored existing SR 1 roadway prism, consistent with the design principals for an approvable replanting plan;
- f. providing consultation support with Native American tribes during the public access planning process as part of the overall cultural resource mitigation strategies; and,
- g. participating in the co-production of the Phase I Coastal Access Plan for Gleason Beach with Sonoma County for submittal to the Coastal Commission Executive Director for review and approval.

Phase II Coastal Access Plan.

Following the approval of the Phase I Coastal Access Plan, Caltrans will deposit the remaining balance of funds in the amount of \$935,000 into the previously established public access account dedicated to Sonoma County to complete designing, construction, operation and maintenance of the access components within the approved Phase I and Phase II Final Coastal Access Plans. The \$935,000 is the balance of funds committed by Caltrans, which is a total of \$1.2 million, minus \$200,000 from the initial fund transfer as well as the subtraction of \$65,000 under Sonoma County's previous agreement to contribute toward the executed acquisition of public beach access at Scotty Creek.

Within one year of the approval of the Phase I Plan, the Phase II Coastal Access Plan will be jointly prepared by Sonoma County and Caltrans to submit to the Executive Director of the Coastal Commission for review and approval with the following minimum contents:

Overview.

A narrative description and site plan that clearly identifies the final location and general dimensions of each public access improvement, including the CCT segments, parking spaces, viewing area(s) and other recommended access amenities (such as trash cans, benches, bike racks, restrooms, etc.).

- (1.) **Signs.** Final plan for signs and interpretive panel for the coastal public access area, including a minimum of (1) two way-finding signs located on the realigned SR 1; (2) two educational/interpretive signs about the site's natural geology/ecology/cultural resources/agricultural history and/or adaptive management responses to sea level rise; (3) signs to guide users to public areas, away from private property; and (4) signage for any ADA-compliant parking. The signage plan will provide a description of the location and materials of the signs and the proposed message texts, including acknowledgement of Caltrans, Sonoma County, State Coastal Conservancy, and California Coastal Commission contributions to promoting public access and adaptive

management. The plan also will ensure that any unnecessary signs in the project are removed and that signage installations avoid blocking public coastal views.

- (2.) **Final Construction Plans.** Complete the final plans for the construction and installation of (a) all elements of the CCT, including methods and locations for removing and re-grading the existing SR 1 prism generally level with adjacent lands as well as installation of erosion control features and surfacing methods; (b) at least one viewing area on the bluff north of Scotty Creek (c) any ADA compliant public access features identified and approved in the Phase I Coastal Public Access Plan; and (d) any other public access facilities approved in the Phase I Coastal Public Access Plan or added upon further evaluation in the Phase II Coastal Public Access Plan.
- (3.) **Planting Plan.** A final native species replanting plan and non-native/invasive species control proposed for areas of the abandoned SR 1 determined to not serve public access purposes and next to and over the rock slope protection south of Scotty Creek to soften the visual impact of the installed rock structure. To the greatest extent practicable, trailing native species appropriate to the area will be installed on the western edge of the restored road prism and rock slope protection so as to promote plantings that will naturally cascade down the bluff and rock faces to lessen visual impacts. The planting plan will include a species list, propagation and planting methods and maintenance and weed abatement until native species have established.
- (4.) **Implementation.** This component will include a proposed schedule of the Final Phase I and II Public Access Plan implementation actions for all identified public access features. The Plan will describe how public access construction will be carried out in coordination with other concurrent Project activities, including: removal of the existing Scotty Creek box culverts and restoration of the lower floodplain, the replacement of rock slope protection at the edge of the existing SR 1 on the sandy beach area, the repurposing of the existing SR 1 roadway/road prism (with drainage features and native plantings) and the activities associated with the cleanup and disposal of debris to be conducted by Sonoma County along the bluff and shoreline within the Coastal Hazards Clean Up Area. The Implementation section will also include provisions for submitting, upon completion of the Scotty Creek mouth restoration, to the Coastal Commission Executive Director final construction plans for the CCT Bridge that will include location, approaches, length, width, materials and features to facilitate potential modifications and/or relocation of the bridge connection over time to maintain CCT connectivity.
- (5.) **Management.** A general description of the operations and maintenance activities that Sonoma County Regional Parks will undertake to oversee the long-term management of the CCT, beach access and other public access lands and amenities.
- (6.) **Reporting.** Will include specifications for the submission of annual written reports to the Executive Director of the Coastal Commission on the progress made toward the completion of the overall coastal access improvements until such time that all improvements approved in the Final Phase I and II Coastal Access Plan have been

completed and the coastal access area is fully opened for public use.

The planned roles and responsibilities of Caltrans and Sonoma County that will be specified in the cooperative funding agreement(s) for Phase II activities are as follows:

A. Sonoma County. The County will be responsible for:

- (1.) making final determinations of all needs and locations for public access amenities to be included within the Phase II Final Coastal Access Plan consistent with this Conceptual Plan and guiding principles;
- (2.) designing and implementing at least one overlook viewing areas on the blufftop north of Scotty Creek in addition to any other access amenity areas or facilities (except for the CCT network, vehicular turnaround and parking spaces) proposed within the Phase II Final Coastal Access Plan;
- (3.) determining the final type of vertical public access to be provided over the rock slope protection at Scotty Creek to the beach and preparing and implementing any necessary additional plans for that access;
- (4.) preparing the Management Plan section of the Phase II report for the long-term maintenance of the coastal access area;
- (5.) convening the Taskforce as needed on a regular basis to ensure timely completion of the Phase II Coastal Access Plan and
- (6.) Leading the co-production of the Phase II Coastal Access Plan for Gleason Beach with Caltrans for submittal to the Coastal Commission Executive Director for review and approval.

B. Caltrans responsibilities will include:

- (1.) continued participation in Sonoma County's Coastal Access Taskforce activities;
- (2.) continuing to provide geotechnical assistance to guide repurposing activities of the existing SR 1 in conjunction with Sonoma County's Final Bluff and Beach Hazards Clean Up Plans and activities, and
- (3.) providing consultation support with Native American tribes during the public access implementation process as part of their overall cultural resource mitigation strategies; and,
- (4.) participating in the co-production of the Phase II Coastal Access Plan for Gleason Beach with Sonoma County within one year of the approval of the Phase I Coastal Access Plan for submittal to the Coastal Commission Executive Director for review and approval.

Relinquishment of Lands.

Upon the completion of Caltrans' commitments under the approved Phase I and II Coastal Access Plan for Gleason Beach, Caltrans will transfer fee-interest title, easements and any other property interests of all lands that have public access utility and that Caltrans owns or

has a property right to between the western edge of the right of way of the new SR 1 alignment and the western edge of the existing SR 1 ROW approximately from post mile (PM) 15.1 to PM 15.7 to Sonoma County to operate and maintain the CCT and other public access improvements for the public according to the commitments and use provisions of the approved Final Phase I and II Coastal Access Plan.