Colusa Rehabilitation Project

STATE ROUTE 20 IN COLUSA COUNTY
DISTRICT 3 – COL – 20 (PM 31.8/32.8)
EA: 2F980 / EFIS: 0312000026

Initial Study with Negative Declaration

Prepared by the
State of California Department of Transportation

September 2016

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SCH#
03-COL-20-PM 31.8/32.8
EA: 2F980 / EFIS: 0312000026

Rehabilitate State Route 20 between post miles 31.8 to 32.8 in Colusa County

INITIAL STUDY with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

5-12-16
Date of Approval

Susan D. Bauer
Susan Bauer, Acting Office Chief
North Region Environmental Services, South
California Department of Transportation

SCH: 2016052049

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate the roadway on State Route 20 between post miles 31.8-32.8 in the City of Colusa. The existing roadway would be reconstructed to accommodate two 12-foot wide lanes, two 10-foot wide shoulders, new 12-foot wide turn lanes, continuous Americans with Disabilities Act (ADA) compliant sidewalks and curb ramps, and upgraded drainage facilities. Work on City streets, including new overlay and sidewalk and ramp conforms, may be required.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on land use, coastal zones, wild and scenic rivers, parks and recreational facilities, growth, community character and cohesion, environmental justice, utilities and service systems, agriculture and forest resources, hazards and hazardous materials, hydrology and water quality, air quality, geology and soils, paleontology, natural communities, wetlands and other waters, animal species, plant species, invasive species, threatened or endangered species, mineral resources, population and housing, relocation and real property acquisition, public services, and recreation.

In addition, the proposed project would have less than significant effects to visual/aesthetics, cultural resources, noise, and transportation and traffic.

Suzanne Melim

Suzanne Melim, Office Chief
North Region Environmental Services, South
California Department of Transportation

9-22-16
Date

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Section 1 – Proposed Project

Project Title

Colusa Rehabilitation Project

Project Location

The proposed project is located on State Route 20 between post miles 31.8-32.8 in the City of Colusa. The City of Colusa is in Colusa County, approximately 9 miles east of Williams and 26 miles west of Marysville. The project limits would extend from the State Route 20/Market Street intersection to just south of the State Route 20/Butte Vista Drive intersection (Figure 1: Project Location and Vicinity and Figure 2: Layout Mapping).

Purpose and Need

The purpose of this project is to rehabilitate the existing pavement in order to improve ride quality and extend pavement life. Rehabilitation strategies consist of improving the roadway profile and cross slopes, upgrading curbs, gutters, and sidewalks, and repairing and upgrading drainage facilities within the project limits.

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate the roadway on State Route 20 between post miles 31.8-32.8 in the City of Colusa. The existing roadway would be reconstructed to accommodate two 12-foot wide lanes, two 10-foot wide shoulders, new 12-foot wide turn lanes, continuous Americans with Disabilities Act (ADA) compliant sidewalks and curb ramps, and upgraded drainage facilities. Work on City streets, including new overlay and sidewalk and ramp conforms, may be required.

Reconstruction of the roadway involves grinding or removal of existing pavement, excavation of the existing roadway, addition of imported borrow material within the roadway profile, construction and compaction of aggregate base layers, placement of hot mix asphalt, and installation of pavement delineation, striping, and signage.

The maximum depth of excavation would be approximately 8 feet. Excess material would become property of the contractor. Removal of vegetation and approximately 63 trees would be required. To facilitate subsurface drainage, approximately 72 new drainage inlets would be constructed. Two 48-inch diameter pipes would be installed along State Route 20 between Market Street and Wescott Road, and one 36-inch diameter pipe would be installed along State Route 20 between Wescott Road and the southern project limit. The existing Sioc/Lewis Ditch cross culverts, which convey water under State Route 20, would be reconstructed.

The State Route 20/Sioc Street intersection would be upgraded. New traffic signal foundations, poles, and traffic signals would be installed along with new electrical cabinets, loop detectors,

radar, and lighting. A Class III bikeway would be included along both shoulders of State Route 20 between Sioc Street and Carson Street.

Relocation of up to twenty joint Pacific Gas and Electric (PG&E) and American Telephone and Telegraph (AT&T) poles would be necessary. Additionally, buried fiber optic cable, City sewer and water, and PG&E gas lines may need to be relocated. All anticipated utility relocations would be completed prior to construction. At locations where conflicts with proposed construction exist, a Utility Relocation Plan would be developed by each of the utility owners and approved by Caltrans prior to utility relocation work. No disruption of service is anticipated.

Temporary lane and/or shoulder closure with traffic control would be required during construction; however, two-way traffic would be maintained throughout the project limits. No designated detours are anticipated. Construction staging would be located on paved roadway and existing pullouts within the project limits. At this time, night work is anticipated.

Minor permanent right-of-way acquisition would be required from approximately five parcels. Temporary construction easements would be required from approximately seven parcels. Encroachment permits may also be necessary.

Scope of Work:

- Reconstruct roadway and widen shoulders between post miles 31.8-32.5.
- Install new traffic signal foundations, poles, and traffic signals along with new electrical components.
- Repair, upgrade, or replace existing drainage facilities and install new drainage facilities.
- Overlay State Route 20 between post miles 32.5-32.8.
- Reconstruct existing curbs, gutters, sidewalks, and ramps.
- Repair pavement throughout the project limits.
- Conform driveways, sidewalks, and intersecting streets to reconstructed roadway.
- Place landscaping.

Construction would have a duration of approximately two construction seasons. Construction is scheduled to begin summer 2018 and continue through 2019.

Surrounding Land Uses and Setting

Land use in the vicinity of the proposed project is designated Commercial (C), Industrial (I), Urban Residential (UR), and Mixed Use (MU).

The project area is characterized by a Mediterranean climate with cool, wet winters and warm, dry summers. The elevation of the proposed project location is approximately 53 feet above sea level. Average annual temperatures range from 48 degrees Fahrenheit to 75 degrees Fahrenheit. Average annual precipitation is approximately 16 inches.

The proposed project is located in an urban setting with minimal natural vegetation. Residential dwellings, private driveways, commercial and industrial buildings, and local roads are located throughout the project limits. Habitat surrounding the proposed project consists of landscaped yards, irrigated agricultural fields, and disturbed non-native grassland along roadside shoulders.

Complete Streets

Complete streets was considered in development of the proposed project. Caltrans Deputy Directive DD-64-R1 provides for the needs of travelers of all ages and abilities in the planning, programming, design, construction, operations, and maintenance of the State highway system. The overall goal of complete streets is to provide a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users.

A City of Colusa Complete Streets Concept Plan was developed December 2010 for the portion of State Route 20/State Route 45 known as Market Street between 10th Street and Bridge Street. The City of Colusa Complete Streets Concept Plan was built on previously completed studies including the 2007 City of Colusa General Plan, the 2009 City of Colusa Streets and Roadways Master Plan, and the 2009 Caltrans Transportation Concept Report for State Route 20. The City of Colusa Complete Streets Concept Plan study area is a mix of light industrial, commercial, retail, residential and public uses.

The project limits cross the City of Colusa Complete Streets Concept Plan study area at the Market Street/Bridge Street intersection near the northeast limit of the project. The majority of the City of Colusa Complete Streets Concept Plan study area is outside the project limits; however, incorporation of complete street elements have been included in the proposed project design.

The City of Colusa Complete Streets Concept Plan identified three major complete street elements including pedestrian facilities, space for vehicles and bicycles, and amenities. These elements include continuous, safe and comfortable pedestrian facilities, safe, visible and well-marked crosswalks and crossings, adequate automobile travel lanes, well-signed intersections, appropriate landscaping, and appropriate signage and lighting.

The purpose of the proposed project is to rehabilitate the existing pavement in order to improve ride quality and extend pavement life. Americans with Disabilities Act (ADA) compliant sidewalks and ramps, 10-foot wide shoulders, new turn lanes, striping, landscaping, and signage as well as a Class III bikeway and new signal system have been incorporated into the project design. These design elements are consistent with the major complete streets elements outlined in the City of Colusa Complete Streets Concept Plan. Furthermore, all roadway work would follow the requirements of the Caltrans Highway Design Manual which was updated in

2014 to address complete street elements such as design speed, lane and shoulder width, and curb extensions.

Coordination with the City of Colusa was conducted May 5th, 2016. It was determined the project is consistent with the City of Colusa Complete Streets Concept Plan and City of Colusa Bikeway Master Plan.

Zoning

Zoning adjacent to the proposed project location is designated Residential Single Family (R-1-8), Residential Multiple Family (R-3), Mixed Use (MU), and Light Industrial (M-1).

Permits and Approvals Needed

No permits or approvals are required.

Figure 1: Project Location and Vicinity

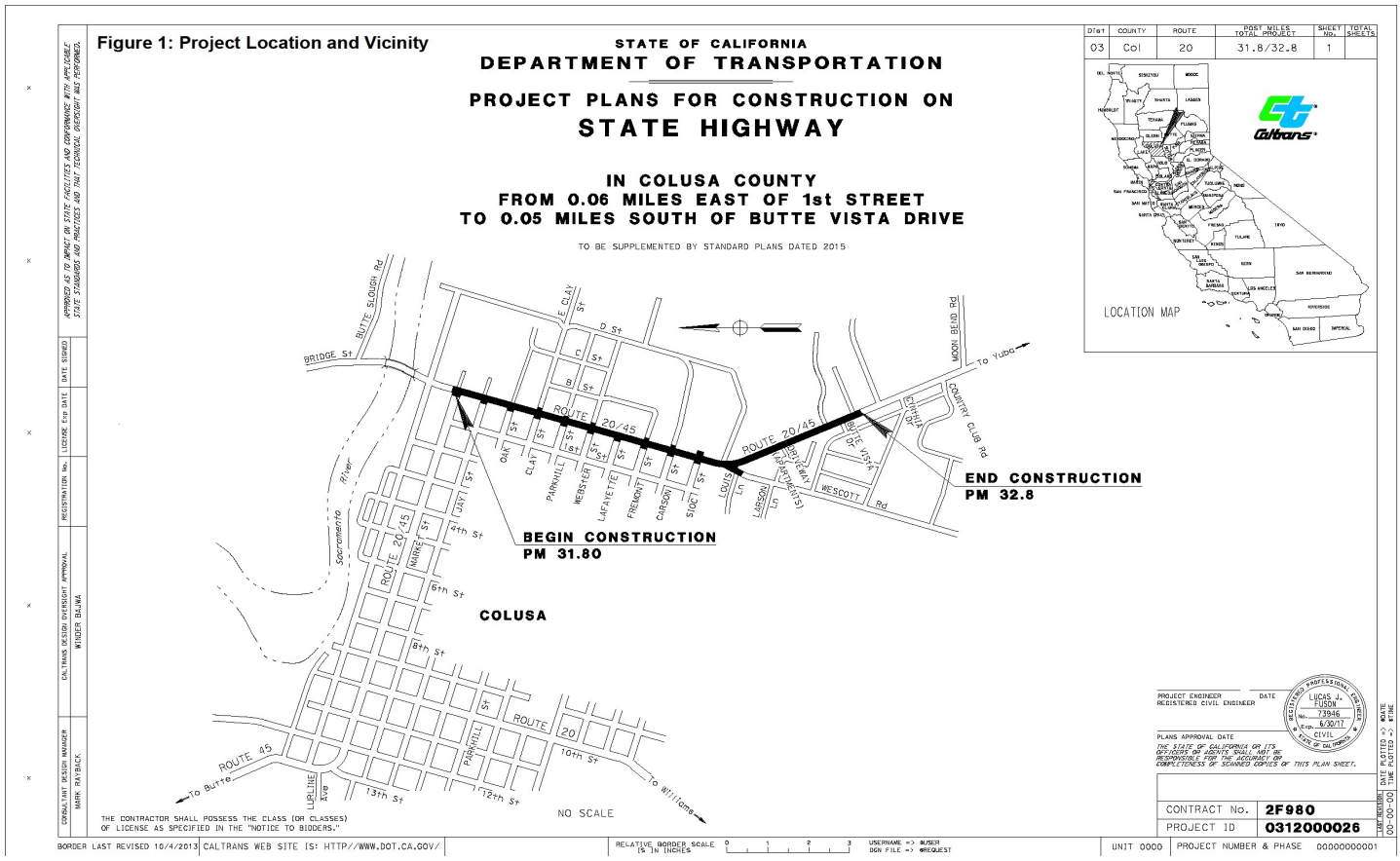
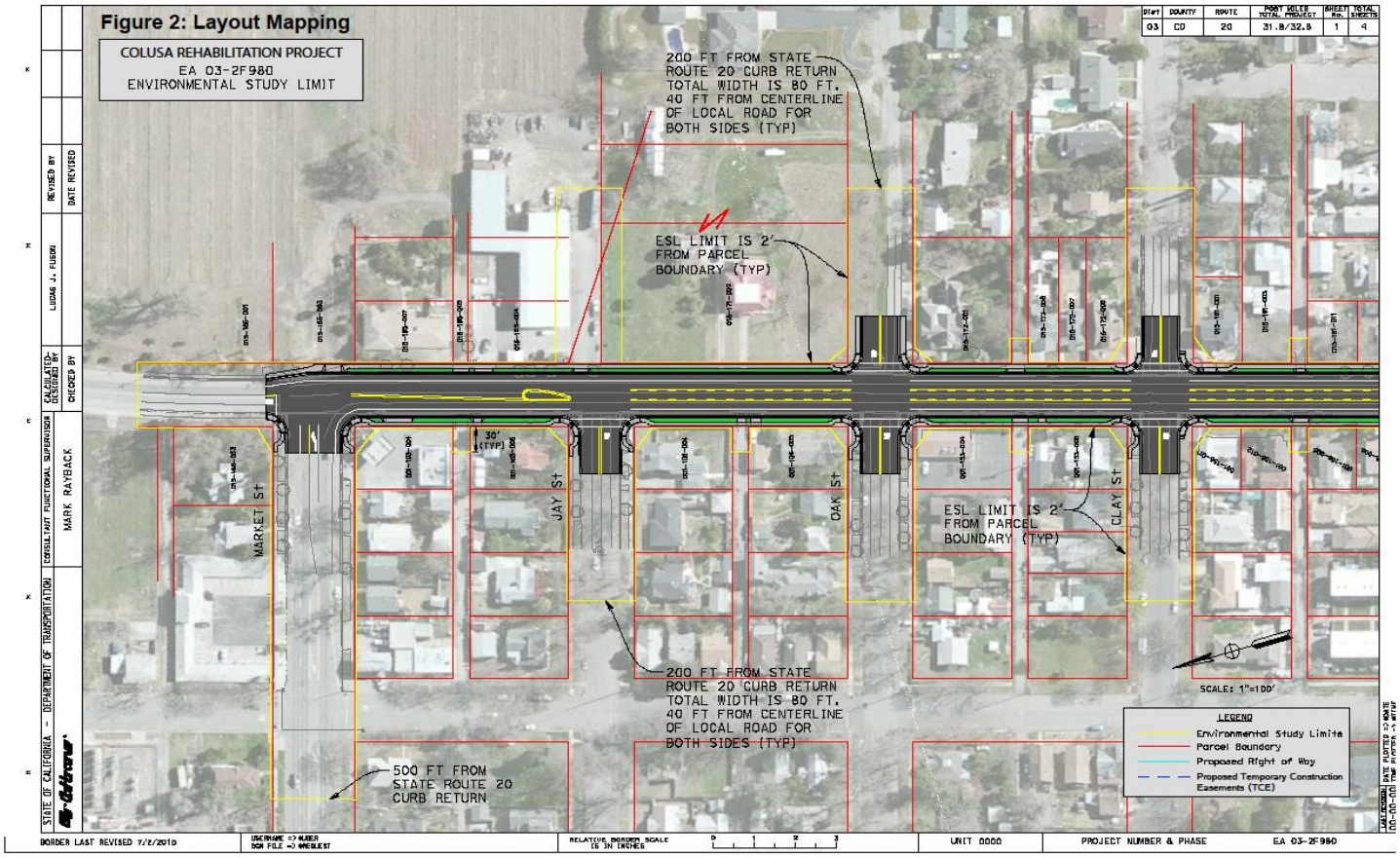
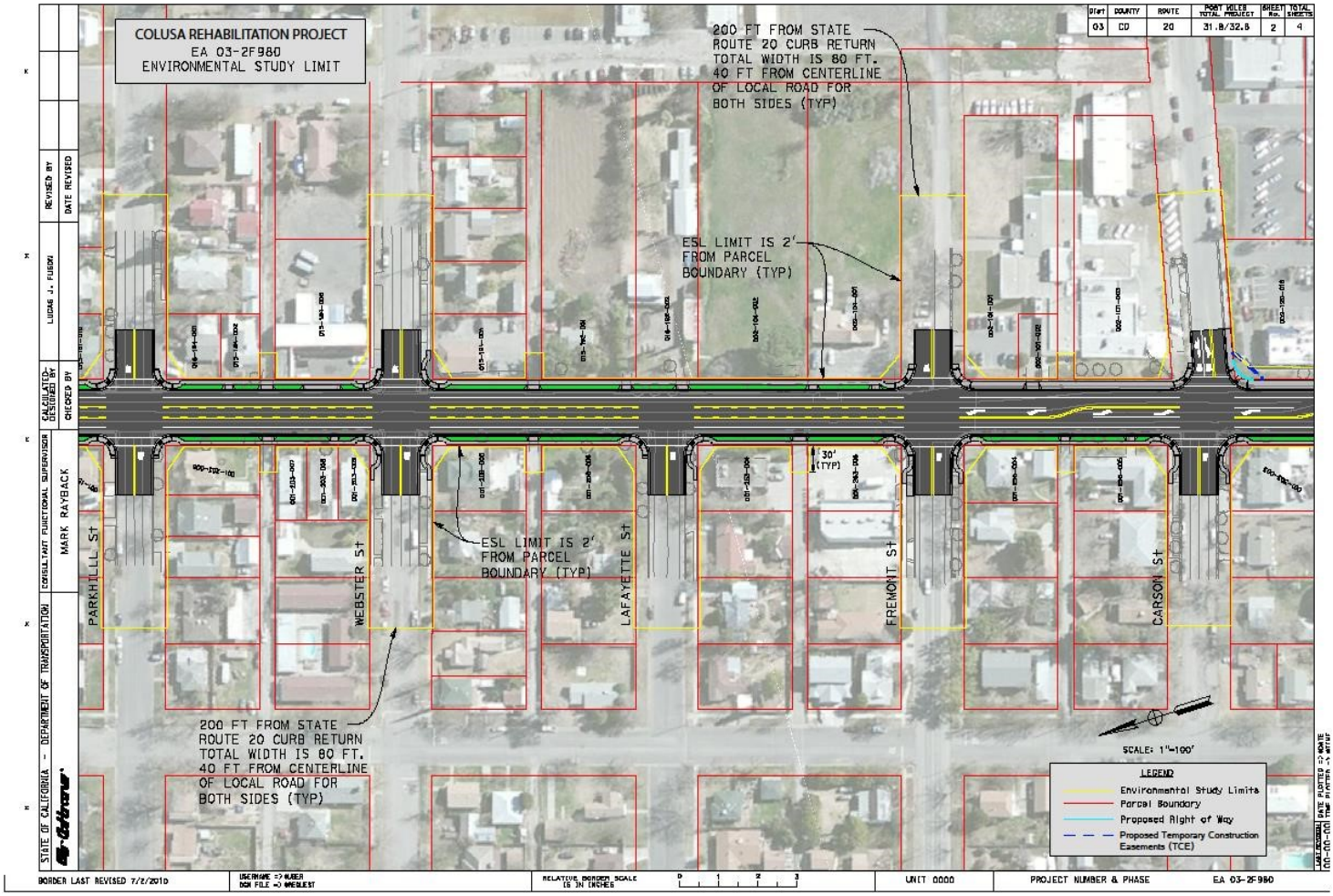
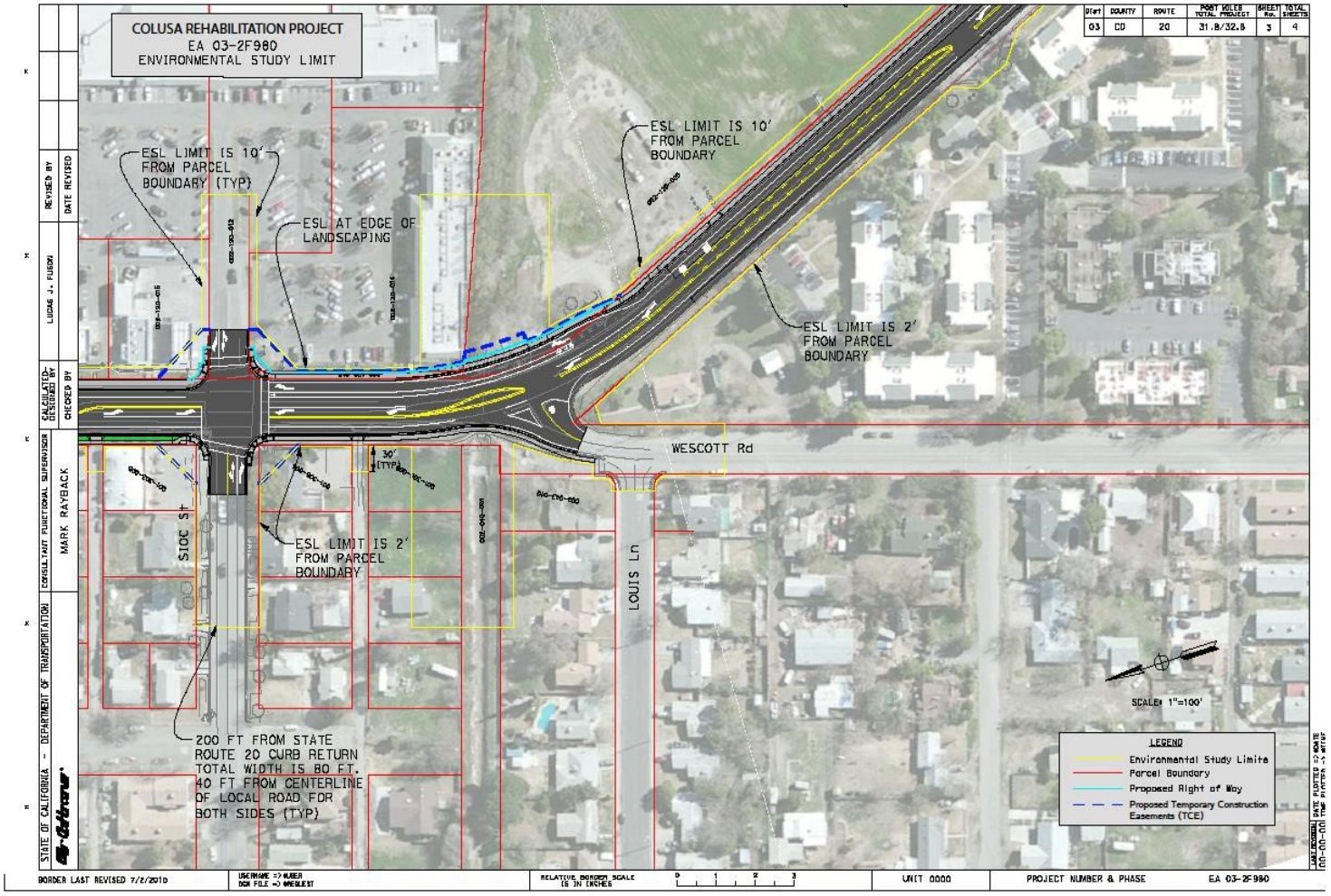


Figure 2: Layout Mapping




COLUSA REHABILITATION PROJECT
EA 03-2F980
ENVIRONMENTAL STUDY LIMIT
200 FT FROM STATE ROUTE 20 CURB RETURN TOTAL WIDTH IS 80 FT. 40 FT FROM CENTERLINE OF LOCAL ROAD FOR BOTH SIDES (TYP)
ESL LIMIT IS 2' FROM PARCEL BOUNDARY (TYP)
ESL LIMIT IS 2' FROM PARCEL BOUNDARY (TYP)
30' (TYP)
PARKHILL St
WEBSTER St
LAFAYETTE St
FREMONT St
CARSON St
200 FT FROM STATE ROUTE 20 CURB RETURN TOTAL WIDTH IS 80 FT. 40 FT FROM CENTERLINE OF LOCAL ROAD FOR BOTH SIDES (TYP)
SCALE: 1"=100'
LEGEND
Environmental Study Limits
Parcel Boundary
Proposed Right of Way
Proposed Temporary Construction Easements (TCE)
Dist 03
COUNTY CO
ROUTE 20
POST MILES TOTAL PROJECT 31.8/32.8
SHEET No. 2
TOTAL SHEETS 4
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR MARK RAYBACK
LUCAS J. FUSON
REVISED BY
DATE REVISED
CHECKED BY
BORDER LAST REVISED 7/2/2010
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0000
PROJECT NUMBER & PHASE
EA 03-2F980


COLUSA REHABILITATION PROJECT
EA 03-2F980
ENVIRONMENTAL STUDY LIMIT
ESL LIMIT IS 10' FROM PARCEL BOUNDARY (TYP)
ESL AT EDGE OF LANDSCAPING
ESL LIMIT IS 10' FROM PARCEL BOUNDARY
ESL LIMIT IS 2' FROM PARCEL BOUNDARY
WESCOTT Rd
SIDE St
LOUIS Ln
30' (TYP)
ESL LIMIT IS 2' FROM PARCEL BOUNDARY
200 FT FROM STATE ROUTE 20 CURB RETURN TOTAL WIDTH IS 80 FT. 40 FT FROM CENTERLINE OF LOCAL ROAD FOR BOTH SIDES (TYP)
SCALE: 1"=100'
LEGEND
Environmental Study Limits
Parcel Boundary
Proposed Right of Way
Proposed Temporary Construction Easements (TCE)
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
CO
20
31.8/32.8
3
4
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR
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PROJECT NUMBER & PHASE
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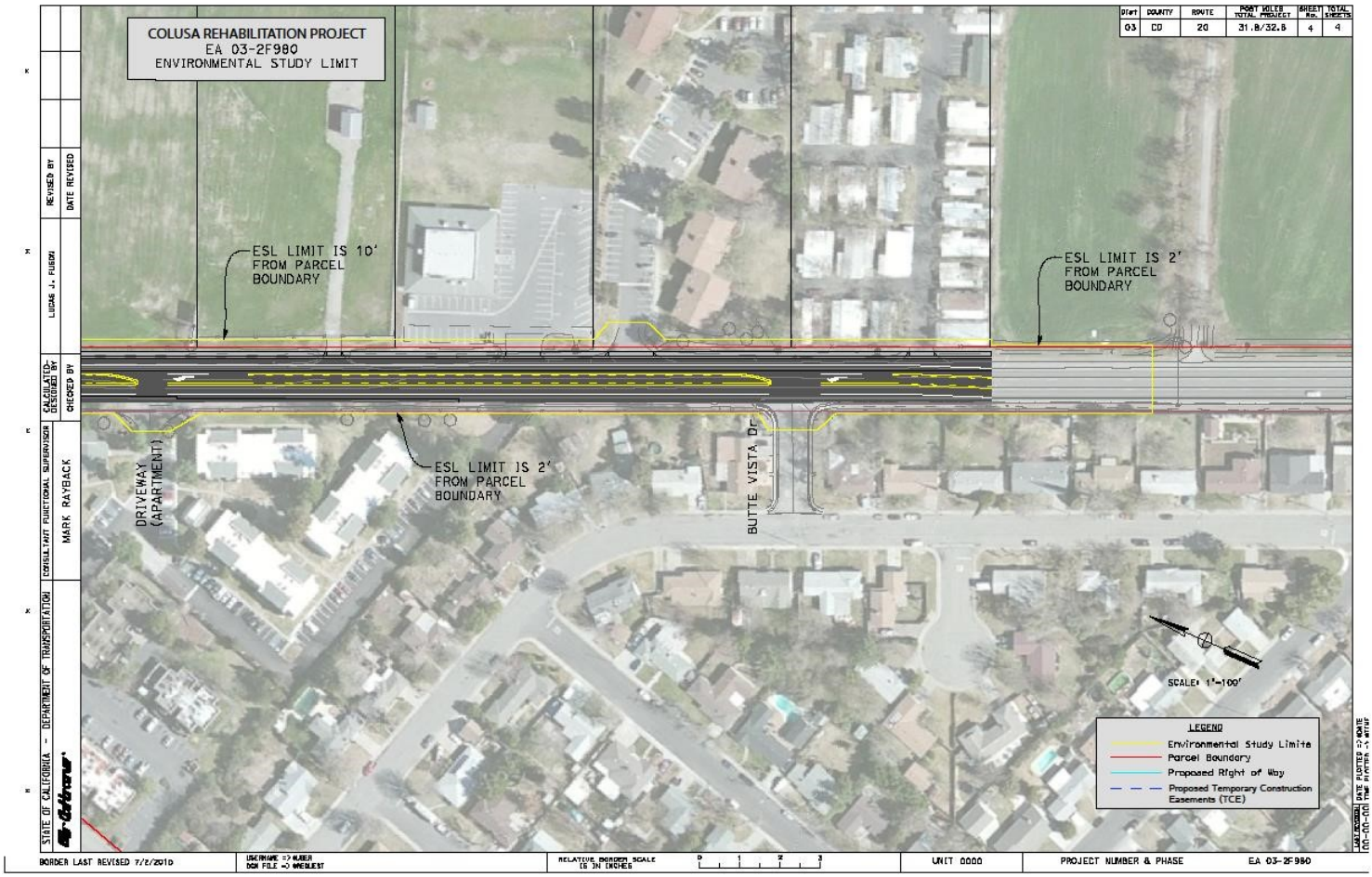
COLUSA REHABILITATION PROJECT
EA 03-2F980
ENVIRONMENTAL STUDY LIMIT
ESL LIMIT IS 10' FROM PARCEL BOUNDARY
ESL LIMIT IS 2' FROM PARCEL BOUNDARY
ESL LIMIT IS 2' FROM PARCEL BOUNDARY
DRIVEWAY (APARTMENT)
BUTTE VISTA DR
SCALE: 1"=100'
LEGEND
Environmental Study Limits
Parcel Boundary
Proposed Right of Way
Proposed Temporary Construction Easements (TCE)
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
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31.8/32.8
4
4
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Section 2 – Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project as indicated by the checklist on the following pages.

☒	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☐	Biological Resources	☒	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☒	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

Section 3 – CEQA Environmental Checklist

03-COL-20	31.8/32.8	2F980
Dist.-Co.-Rte.	P.M/P.M.	E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Explanation: "No Impact" and "Less Than Significant Impact" determinations in this section are based on information provided in the Visual Impact Assessment prepared April 13, 2016. Refer to Section 4- Visual/Aesthetics for additional information.

II. AGRICULTURE AND FOREST RESOURCES: Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project. No farmland, Williamson Act land, or forest land was identified within the project limits.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on information provided in the Air Quality Analysis prepared February 23, 2016.

IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on information provided in the Natural Environment Study prepared February 11, 2016.

V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Explanation: "No Impact" and "Less Than Significant Impact" determinations in this section are based on information provided in the Programmatic Agreement and Archaeological Resources Management Plan prepared September 2016. Refer to Section 4- Cultural Resources for additional information.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

Explanation: Refer to Section 4- Climate Change for additional information.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on information provided in the Initial Site Assessment prepared March 4, 2016.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on information provided in the Water Quality Assessment Report prepared February 25, 2016.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Explanation: "No Impact" and "Less Than Significant Impact" determinations in this section are based on information provided in the Noise Analysis prepared March 29, 2016. Refer to Section 4- Noise for additional information.

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION AND TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Explanation: "No Impact" and "Less Than Significant Impact" determinations in this section are based on information provided in the Transportation Management Plan Data Sheet prepared October 22, 2015 and coordination with the District Public Information Officer. Refer to Section 4- Transportation and Traffic for additional information.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Explanation: "No Impact" determinations in this section are based on coordination with the District Utility Coordinator.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Section 4 – Affected Environment, Environmental Impacts, and Avoidance, Minimization, and/or Mitigation Measures

VISUAL/AESTHETICS

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

The proposed project is located on State Route 20 in Colusa County. The majority of the project is located in the City of Colusa, which consists largely of residential and commercial development.

The viewshed within the project limits includes relatively flat roadway with views of surrounding developments, coniferous and deciduous vegetation, farmland, open space, and the Butte Mountain Range. The visual quality of the area is scenic; however, the highway corridor is not eligible for designation as a State Scenic Highway.

Environmental Impacts

The majority of work would be conducted within the limits of the existing highway corridor. Visual impacts include the removal of vegetation and approximately 63 well-established trees that line the roadway as well as roadway improvements, such as new curbs, gutters, sidewalks, and ramps.

The loss of vegetation and trees would have a moderate effect on the visual quality of the adjacent roadside. Both residents and travelers would notice the removal of the trees that line the existing roadway. The initial visual impact to the viewshed would be high; however, this would be reduced over time as vegetation and trees re-establish throughout the project limits. As a result, the proposed project would cause a minor adverse effect on the visual character of the site and its surroundings. With appropriate replanting, the vegetated character of the roadway would be maintained.

The addition of the roadway improvements would not adversely impact the scenic quality of the project location. Vegetation and tree removal would be kept to the minimum required to complete the project. As such, the project would not have a substantial adverse effect on a scenic vista.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to reduce impacts to visual resources:

- Vegetation removal would be limited to the extent necessary to construct the project.
- Where mature trees and vegetation are present, design efforts would be given to save the landscaping. Large trees that frame the roadway would be preserved and protected, as feasible.
- Before project completion, vegetation and trees that are removed would be replaced with appropriate species. Drought tolerant species may be selected. Two options have been identified for tree replacement.
    - Option 1: This option would install trees with root barriers at regular intervals along both sides of State Route 20. Sleeving under sidewalks would be provided adjacent to driveways for property owners to utilize should they choose to install underground irrigation to trees. Wood mulch would be applied between the back of the curb and the sidewalk. Compost with seed would be applied in the 1-foot area between the sidewalk and the property lines.
    - Option 2: This option would install trees with root barriers at regular intervals along both sides of State Route 20. Temporary irrigation would be installed for tree establishment, including meters, backflows, valves, pipes, bubblers, and controllers. The temporary irrigation would be abandoned after trees are established. Compost with seed would be applied in all landscaped areas between the back of the curb and the sidewalk and in the 1-foot area between the sidewalk and the property lines.
- Concrete and pavement treatments, such as colored concrete and stamped pavement imprints, would be considered to create a uniformed corridor look.
- All disturbed areas, including access roads, would be re-graded to their pre-construction profiles and contours.
- At the end of construction all areas used for staging, access, or other construction activities would be repaired.

CULTURAL RESOURCES

Regulatory Setting

The term “cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance.

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its right-of-

way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

Affected Environment

The Area of Potential Effects encompasses the maximum limits of potential ground disturbing activities that would reasonably be expected from the proposed project including, but not limited to, all existing Caltrans and County/City right-of-way, permanent right-of-way acquisition areas, temporary construction easements, equipment staging areas, and utility relocations within the project limits. The vertical Area of Potential Effects is a maximum of 8-feet below the existing ground surface.

The Area of Potential Effects is defined as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.

Prior to the initiation of field surveys, a number of institutions, organizations, and references were contacted for information on existing archaeological and historical sites in or around the project area.

A records search and literature review was conducted by Caltrans staff at the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Maps were examined for locational and informational data on known archaeological and historical resources. The National Register of Historic Places, the California Register of Historical Resources, California Points of Historical Interest, California State Historical Landmarks were consulted to determine if resources were present in the project area.

Historical maps, photographs, ethnographic information, and other background historical information was collected from the Sacramento Valley Museum, the Caltrans District 3 Environmental Laboratory in Marysville, the Caltrans Cultural Resource Database, the Colusa County Clerk and Recorder at the Colusa County Hall of Records, the Colusa County Library, the Colusa County Chamber of Commerce, the California History Room at the California State Library, the Online Archive of California, Calisphere of the University of California's Digital Library, and the Library of Congress.

The California Native American Heritage Commission (NAHC) was contacted to request a search of the sacred lands file and an updated list of Native American contacts for the project area. Consultation letters were mailed to representatives of the Colusa Indian Community Council, the Yocha Dehe Wintun Nation, the Enterprise Rancheria of Maidu Indians, the Grindstone Rancheria of Wintun-Wailaki, the Cortina Band of Indians, and the Paskenta Band of Nomlaki Indians.

In an effort to seek input from the public regarding cultural resources within the project area, letters were mailed to the Colusa County Historical Records Commission, the Colusi (Colusa) County Historical Society, and the Sacramento Valley Museum.

The record searches and literature reviews did not identify any cultural resources within the project limits; however, several cultural resources have been documented in the project vicinity.

The Native American Heritage Commission search failed to yield information on Native American cultural resources located within or adjacent to the project area. A pedestrian survey was conducted by Caltrans on February 4, 2016. No archaeological resources were identified within the project limits.

Environmental Impacts

Although no cultural resources were identified within the project limits, due to the proximity of known cultural resources to the proposed project, there is a high probability that buried resources are present beneath the existing roadway and would be found during construction.

Caltrans has determined there is potential for discovery of unknown resources that may be determined eligible for the National Register of Historic Places and/or affected by the proposed project. A Programmatic Agreement and associated Archaeological Resources Management Plan was prepared to address identification and evaluation of effects to cultural resources if found during construction. The Programmatic Agreement and Archaeological Resources Management Plan would ensure cultural resources are adequately protected. The Programmatic Agreement was signed September 13, 2016. A copy of the Programmatic Agreement is included in Appendix A.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to reduce impacts to cultural resources:

- An archaeological monitor would be on-site during all ground disturbing activities associated with utility and drainage work.
- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC), which would then notify the Most Likely Descendent (MLD). At that time, the person who discovered the remains would contact Caltrans District 3 Environmental Planning so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

- Any cultural resources discovered during construction would be addressed in accordance with the approved Programmatic Agreement and associated Archaeological Resources Management Plan.

NOISE

Regulatory Setting

The California Environmental Quality Act (CEQA) provides a broad basis for analyzing and abating highway traffic noise effects. The intent of this law is to promote general welfare and to foster a healthy environment.

Affected Environment

State Route 20 is a two-lane conventional facility and serves as the City of Colusa's main street. The segment of State Route 20 within the City of Colusa's city limit accommodates approximately 25,000 vehicles per day including passenger vehicles, street-legal motorcycles, and large trucks. Land use surrounding the proposed project is primarily residential, commercial, and industrial. Although the area is highly developed and currently serving as a main thoroughfare, noise sensitive receptors, such as residential dwellings, are located within and adjacent to the project limits. Approximately 30 noise sensitive receptors have been identified within 50 feet of the proposed project.

Environmental Impacts

During construction, noise would be generated from contractor's equipment and vehicles as well as from construction activities. This would result in temporary noise level increases throughout the project limits.

The proposed project includes demolition, earthwork, excavation, grading, paving, concrete work, relocation of utilities, and installation of traffic signals. Construction noise would result primarily from the operation of heavy construction equipment and the arrival and departure of large trucks. Table 1 presents the estimated construction noise levels calculated for the proposed project.

Table 1: Estimated Construction Noise Levels

Construction Phase	Maximum Noise Level (L_{max}, dBA)		
	25 feet	50 feet	100 feet
Demolition	95	89	83
Earthwork	88	82	76
Paving	91	85	79
Structures	87	81	75

Figure 3 lists estimated noise levels of common outdoor and indoor activities.

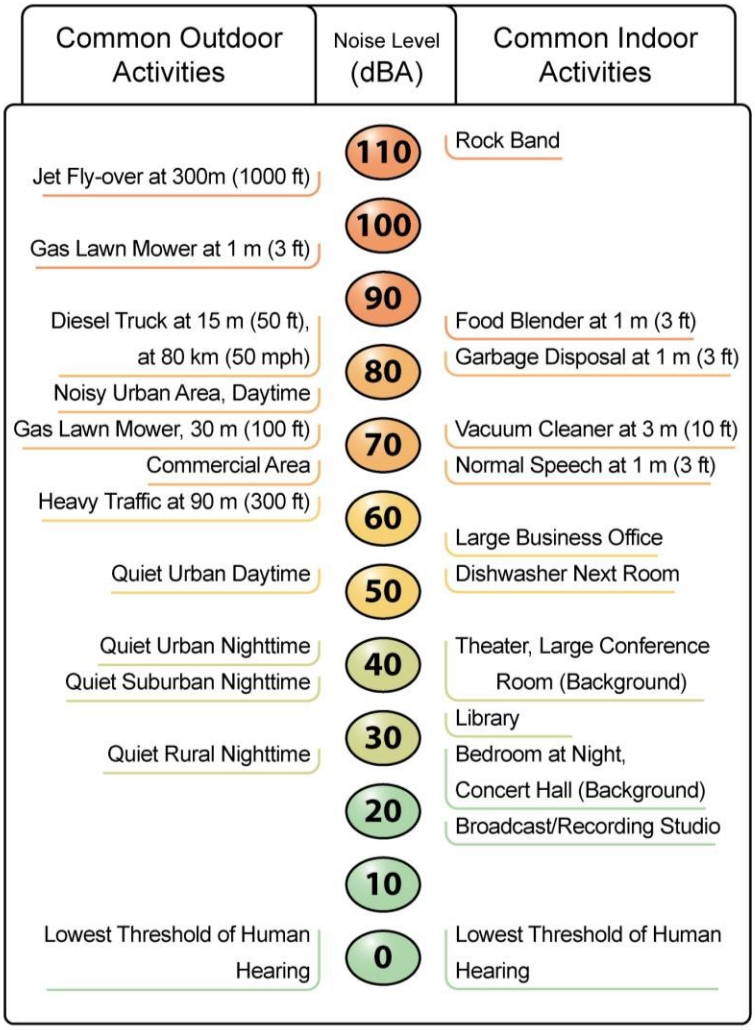

Figure 3: Noise Levels of Common Activities

Construction of the proposed project is anticipated to occur during both daytime and nighttime hours. Construction would occur as close as 25 feet from the nearest noise sensitive receptor. The nature of roadway construction is linear; therefore, construction would not take place in one area for a prolonged period of time. Construction impacts would be temporary and sensitive receptors would not be exposed to construction noise for any longer than necessary to complete the project.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to reduce noise impacts:

- Residents within 100-feet of the project area would be notified at least two weeks prior to the start of nighttime construction.
- The Contractor would submit a detailed sound control plan to Caltrans. The plan would be prepared by a registered engineer and include a schedule for major noise generating

construction activities and a contingency plan to make sure sound control requirements are met.

- Caltrans would provide a 24-hour complaint/notification telephone number to adjacent property owners. All noise complaints would be entered into a “complaint log” that notes date, time, name of complainant, nature of complaint, and any corrective action taken.
- Demolition and construction of Portland Concrete sidewalks would occur during daytime hours between 6:00 a.m. and 9:00 p.m.
- Noise resulting from work activities would be controlled and monitored in accordance with Caltrans Standard Specifications Section 14-8.02 “Noise Control”. Noise levels would not exceed 86 dBA L_{max} at 50 feet from job site activities between 9 p.m. and 6 a.m.

In addition to the measures listed above, construction noise would be minimized, if feasible, through implementation of the following:

- Internal combustion engine driven equipment, pneumatic impact tools, and other equipment would be equipped with intake and exhaust mufflers recommended by the manufacturers to meet noise limitations.
- "Quiet" air compressors and other "quiet" equipment would be used where such technology exists.
- Operation of jackhammers, concrete saws, pneumatic tools, and demolition equipment would occur during daytime hours between 6:00 a.m. and 9:00 p.m.
- Unnecessary idling of internal combustion engines would be prohibited.
- Residents would be shielded from stationary construction equipment, such as compressors, light plants, and generators.
- Conveyor transfer points, storage bins, and chutes would be lined or covered with sound deadening material such as wood or rubber.
- Backup alarm noise would be minimized using measures that meet Occupational Safety and Health Administration regulations including the use of self-adjusting back-up alarms, manual alarms on lowest settings required to be audible above surrounding noise, use of observers, and scheduling of noise generating activities.

TRANSPORTATION AND TRAFFIC

Regulatory Setting

Caltrans gives full consideration to the safe accommodation of pedestrians and bicyclists during the development of highway projects. It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

Affected Environment

State Route 20 has a high volume of both local and regional average annual daily traffic. Average annual daily traffic is defined as the average number of vehicles per day in both directions. The segment of State Route 20 within the City of Colusa's city limits accommodates approximately 25,000 vehicles per day. State Route 20 provides vehicle, pedestrian, and bicycle access to numerous residential, commercial, and industrial areas throughout the City. Local authorities, emergency service agencies, and local transit and bus systems utilize State Route 20 to access areas throughout Colusa County.

Environmental Impacts

During construction, temporary lane and shoulder closure would be required. This would result in a temporary traffic delay. The existing roadway would allow for half-width construction. Half-width construction would maintain two-way traffic throughout the project limits. Traffic control would be used to construct half the project while allowing traffic through the construction area. Once the first half is complete, traffic would be shifted to allow work on the second half. The entire length of State Route 20 between Market Street and Butte Vista Drive would be under construction at once. Traffic would have the option of either circulating through the construction area or using existing local roads as a detour. No designated detours are anticipated. Implementation of half-width construction would result in a shorter construction duration.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to reduce impacts to transportation and traffic:

- Caltrans would coordinate with local authorities, emergency service agencies, and local transit and bus systems including, but not limited to, the City of Colusa Public Works Department, the Colusa Regional Medical Center, the Colusa Police and Sheriff Departments, the Colusa Fire Department, the Colusa County Transit Agency, the Colusa Unified School District, and the California Highway Patrol prior to and during construction.
- Caltrans would conduct public outreach to keep residents and businesses informed of construction work. Impacted groups within 100-feet of the proposed project would be notified at least one week prior to construction activities. Brochures and mailers, media releases, and changeable message signs may be used for public notification.
- Access to driveways, houses, cross streets, and businesses would be maintained.
- Emergency service vehicles, pedestrians, and bicyclists would be accommodated through the work zone.

Greenhouse Gas Emissions

CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: “Greenhouse Gas Mitigation” and “Adaptation.” "Greenhouse Gas Mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. “Adaptation" refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)[1].

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively. [2]

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with GHG emissions and climate change.

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[1] http://climatechange.transportation.org/ghg_mitigation/
[2] http://www.fhwa.dot.gov/environment/climate_change/mitigation/

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order (EO) S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Federal

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis.[3] FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by FHWA to lessen climate change impacts correlate with efforts that the state is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and EO 13514 - *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA

[3] To date, no national standards have been established regarding mobile source GHGs, nor has U.S. EPA established any ambient standards, criteria or thresholds for GHGs resulting from mobile sources.

issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.[4]

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO2 emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[5] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental

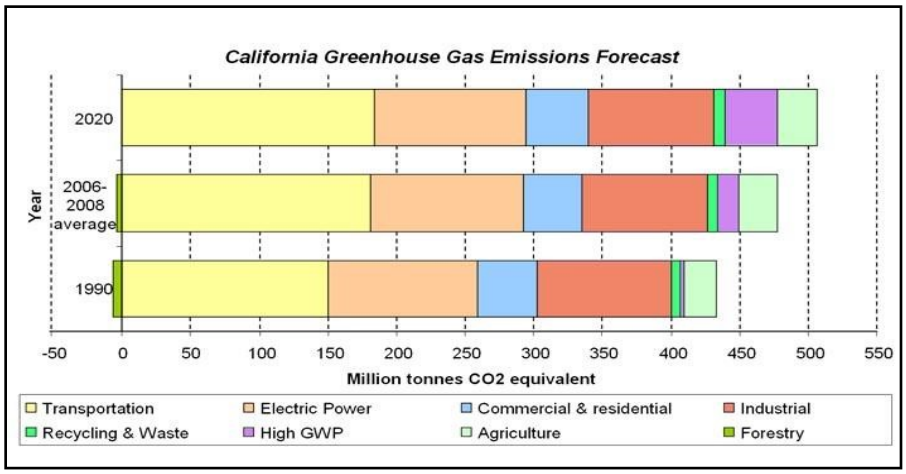
[4] http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq

[5] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

Figure 4: California Greenhouse Gas Forecast



Source: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

The Department and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[6]

The purpose of the proposed project is roadway rehabilitation by reconstructing the road to accommodate widened shoulders, ADA compliance sidewalks and ramps, and new drainage facilities. The operation of this project would result in low-to-no potential for an increase in GHG emissions. This project is a roadway rehabilitation project. The existing roadway would be reconstructed to accommodate widened shoulders, ADA compliant sidewalks and ramps, and new drainage facilities. The project is not anticipated to increase capacity or change long-term traffic. Therefore, an increase in operational GHG emissions is not expected. Temporary

[6] Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

construction emissions of GHG will be unavoidable. However, these GHG emissions have the potential to be offset over time through improved operation of the roadway.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

Although construction emissions are unavoidable, they are expected to be minimal. The proposed project will not increase capacity and is not expected to result in additional operational CO_2 emissions. It is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

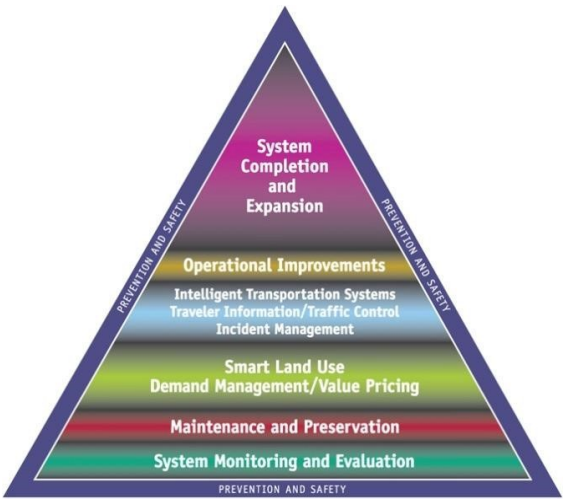


Figure 5: The Mobility Pyramid

The Department continues to be involved on the Governor's Climate Action Team as the ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help meet the targets in AB 32 come from then-Governor Arnold Schwarzenegger's Strategic Growth Plan for California. The Strategic Growth Plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in GHG emissions, while accommodating growth in population and the economy. The Strategic Growth Plan relies on a complete systems approach to attain CO_2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand

management, and operational improvements as shown in Figure 5: The Mobility Pyramid.

The Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. The Department works closely with local jurisdictions on planning activities, but does not have local land use planning authority. The Department assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and ARB.

The Department is also working towards enhancing the State's transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391(Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system.

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

Table 2 summarizes the Departmental and statewide efforts that the Department is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 2: Climate Change/CO2 Reduction Strategies						
Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013)[7] provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C "Emission Reduction", Section 14-9.03 "Dust Control", and Section 14-9.02 "Air Pollution Control".

Adaptation Strategies

"Adaptation strategies" refer to how the Department and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011[8], outlining the federal government's progress in expanding and strengthening the Nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and

[7] http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml
[8] http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation

biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

In addition to addressing projected sea level rise, the California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop The California Climate Adaptation Strategy (Dec 2009)[9], which summarizes the best-known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report[10] to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

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[9] http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF

[10] *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at http://www.nap.edu/catalog.php?record_id=13389.

In 2010, interim guidance was released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academies Study.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able review its current design standards to determine what changes, if any, may be needed to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

Section 5 – List of Preparers

The following Caltrans staff contributed to the preparation of this Initial Study:

Winder Bajwa, Project Manager. Contribution: Project Management.

Sue Bauer, Supervising Environmental Planner. Contribution: Environmental Office Chief.

Rajive Chadha, Hazardous Waste Specialist. Contribution: Initial Site Assessment, March 4, 2016.

Sean Cross, Water Quality Specialist. Contribution: Water Quality Assessment Report, February 25, 2016.

Douglas Jones, Senior Design Engineer. Contribution: Project Design Oversight.

Chris Kuzak, Associate Environmental Planner (Architectural History). Contribution: Built Environment Analysis.

Lisa Machado, Associate Environmental Planner (Archaeology). Contribution: Programmatic Agreement and Archaeological Resources Management Plan, September 2016.

Adele Pommerenck, Senior Environmental Planner. Contribution: Environmental Branch Chief.

Ryan Pommerenck, Air and Noise Specialist. Contribution: Air Quality Analysis, February 23, 2016 and Noise Analysis, March, 29, 2016.

Teresa Spade and Allison Kunz, Associate Environmental Planner (Natural Sciences). Contribution: Natural Environment Study, February 11, 2016.

Jennifer White, Landscape Architect. Contribution: Visual Impact Assessment, April 13, 2016.

Dotrik Wilson, Associate Environmental Planner (Coordinator). Contribution: Initial Study.

Section 6 – Non-Discrimination Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
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www.dot.ca.gov

Flex your power!
Be energy efficient!

March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Section 7 – Public Comments and Responses

The Initial Study with Proposed Negative Declaration was made available for public review and comment from May 18, 2016 to June 22, 2016. Copies of the document were available for review at the Caltrans District 3 Office at 703 B Street in Marysville, CA 95901 and at the Colusa County Library at 738 Market Street in Colusa, CA 95932. The document was also made available online at http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm.

A public open house was held June 1, 2016 from 5:30 p.m. to 7:00 p.m. at the Boy Scout Cabin at 901 Parkhill Street in Colusa, CA 95932.

Five comments were received on the Initial Study with Proposed Negative Declaration (Table 3).

Table 3: Comments Received on the Initial Study with Proposed Negative Declaration

Number	Commenter Name	Format of Comment	Date Received
1	Jon Waysinski	Open house comment card	June 1, 2016
2	Jim Davison	Open house comment card	June 1, 2016
3	Pamela DaGrossa	Open house comment card	June 1, 2016
4	Cynthia White	Open house comment card	June 1, 2016
5	Central Valley Regional Water Quality Control Board	Letter	June 13, 2016

The following pages include copies of the public comments along with Caltrans responses. Comments are presented in the order shown in Table 3.

Comment #1: Jon Waysinski

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Caltrans

Colusa Rehabilitation and Complete Streets Project Open House (EA: 03-2F980)
Wednesday, June 1, 2016
5:30 p.m. to 7:00 p.m.
Boy Scout Cabin, 901 Parkhill Street, Colusa, CA 95932

COMMENT SHEET

Name (please print): Jon Waysinski

Organization/Business Affiliation (if applicable): Landowner 619 Bridge St. Colusa

Address: 1433 Nevada Ave. Colusa 95932

E-mail/Phone: JSCEW@FRONTIERNET.NET ; (530) 329-5058

Comments: My wife and I own 619 Bridge St. and placed a forced sewer main appox. 8 years ago beneath Bridge St. (Hwy 20/45) that serves 4 apartments and 1 house. This was done with City approval & Caltrans encroachment permit. The force main ties into the City sewer between Parkhill & Webster Streets. I want to make sure that during the placement of the new drain pipes and during other excavation that our sewer pipe remains intact and functional.

Send comments via postal mail to: California Department of Transportation, Environmental Management M2 Branch, Attn: Dotrik Wilson, 703 B Street, Marysville, CA 95901. Send comments via email to: dotrik.wilson@dot.ca.gov. Be sure to send comments by the deadline: **June 22, 2016.**

Completing this form is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with additional information. This form is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #1: Jon Waysinki

Thank you for attending the public meeting and for your comment. The sewer main has been identified on the utility conflict maps. The Caltrans Utility Coordinator or Encroachment Permit Officer will be in contact with you before construction to determine any additional steps necessary. If required, the sewer line will be relocated per the terms of the Caltrans encroachment permit.

Comment #2: Jim Davison

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Caltrans

Colusa Rehabilitation and Complete Streets Project Open House (EA: 03-2F980)
Wednesday, June 1, 2016
5:30 p.m. to 7:00 p.m.
Boy Scout Cabin, 901 Parkhill Street, Colusa, CA 95932

COMMENT SHEET

Name (please print): JIM DAVISON

Organization/Business Affiliation (if applicable): COLUSA TREE COMM

Address: 124 Country Club Colusa

E-mail/Phone: 458-4444

Comments: For 20 years the Tree commission has asked Cal Trans to meet with us and explain the action of removing trees on Market St and 10th St. No one has offered to meet. And it seems arbitrary and indifferent.

I personally felt your improvements on Hwy 20 coming into town from the south were great. And the meeting here today is voluntary. But ignoring the expectations of the local people is not good policy.

The proposed improvement on Bridge St looks good to me. But lets talk about the trees involved too.

Thanks
Jim

Send comments via postal mail to: California Department of Transportation, Environmental Management M2 Branch, Attn: Dotrik Wilson, 703 B Street, Marysville, CA 95901. Send comments via email to: dotrik.wilson@dot.ca.gov. Be sure to send comments by the deadline: June 22, 2016.

Completing this form is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with additional information. This form is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #2: Jim Davison

Thank you for attending the public meeting and for your comment. On July 1, 2016, the project development team met specifically to discuss the landscape and tree improvements for this project. In attendance was the City Public Works Director and two members of the City Tree Commission. Though the discussion did not include Market or 10th St, the team discussed awareness of the City tree list, utility constraints, watering objectives, aesthetic goals, and ground plane treatment for the Bridge Street improvements. It was agreed that Caltrans would review the tree list and project conditions and provide the City and Tree Commission with its recommended tree planting palette. From the final approved palette, Caltrans will lay out tree placement in a way that maximizes canopy coverage, has variety, and does not interfere with utilities and visibility.

Comment #3: Pamela DaGrossa

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Caltrans

Colusa Rehabilitation and Complete Streets Project Open House (EA: 03-2F980)
Wednesday, June 1, 2016
5:30 p.m. to 7:00 p.m.
Boy Scout Cabin, 901 Parkhill Street, Colusa, CA 95932

COMMENT SHEET

Name (please print): Pamela DaGrossa

Organization/Business Affiliation (if applicable):

Address: 757 Jay St Colusa

E-mail/Phone: pam.dagrossa@gmail.com

Comments: Since pedestrian use is mentioned, it is unfortunate that modifications are not being made to the Wescott / Hwy 20 intersections to make both pedestrian and vehicle use safer. It is a dangerous intersection, crossed by many pedestrians & wheelchairs. Glad to see landscaping, especially trees, is included. Trees are the key to Colusa's attractiveness.

Send comments via postal mail to: California Department of Transportation, Environmental Management M2 Branch, Attn: Dotrik Wilson 703 B Street Marysville, CA 95901. Send comments via email to: dotrik.wilson@dot.ca.gov. Be sure to send comments by the deadline: **June 22, 2016.**

Completing this form is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with additional information. This form is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #3: Pamela DaGrossa

Thank you for attending the public meeting and for your comment. The purpose of the proposed project is to rehabilitate the existing pavement in order to improve ride quality and extend pavement life. Major improvements to the Wescott Road/State Route 20 (Bridge Street) intersection are beyond the current scope of work and funding allotment.

The parcel directly opposite of the Wescott Road/State Route 20 (Bridge Street) intersection is planned for development. The City of Colusa has expressed the need to realign Wescott Road to the south, creating a standard four-legged intersection with State Route 20 (Bridge Street). This would improve safety for pedestrians and vehicles. As the development project progresses, the appropriate pedestrian facilities will be identified and implemented. Between now and the time the development and Wescott Road realignment occurs, Caltrans will continue to monitor the safety of the existing Wescott Road intersection.

Comment #4: Cynthia White

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Caltrans

Colusa Rehabilitation and Complete Streets Project Open House (EA: 03-2F980)
Wednesday, June 1, 2016
5:30 p.m. to 7:00 p.m.
Boy Scout Cabin, 901 Parkhill Street, Colusa, CA 95932

COMMENT SHEET

Name (please print): Cynthia White

Organization/Business Affiliation (if applicable): City Tree Commission

Address: 510 10th St

E-mail/Phone: jimncyn66@comcast.net

Comments: Would like traffic circle where Bridge & Market come together and at 20 & Westcott - it would ease traffic into town
Also work w/commission to insure adequate tree placement

Traffic circle at 20/45 on west end of Market to slow traffic entering town.

Send comments via postal mail to: California Department of Transportation, Environmental Management M2 Branch, Attn: Dotrik Wilson, 703 B Street, Marysville, CA 95901. Send comments via email to: dotrik.wilson@dot.ca.gov. Be sure to send comments by the deadline: June 22, 2016.

Completing this form is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with additional information. This form is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #4: Cynthia White

Thank you for attending the public meeting and for your comment. The purpose of the proposed project is to rehabilitate the existing pavement in order to improve ride quality and extend pavement life. Roundabouts are beyond the current scope of work and funding allotment.

The State Route 20/Wescott Road intersection has not been studied by Caltrans for a roundabout. As the City is looking at development in this area, the required traffic studies will include a roundabout analysis for this intersection. See response to Comment #3.

Caltrans is actively working with the Tree Commission on tree selection and to maximize coverage. See response to Comment #2.

A roundabout at State Route 20/State Route 45 was rejected by the community of Colusa. The City of Colusa chose to install a signal at this intersection.

Comment #5: Central Valley Regional Water Quality Control Board

Water Boards

RECEIVED
JUN 13 2016
ENVIRONMENTAL

Central Valley Regional Water Quality Control Board

10 June 2016

Dotrik Wilson
California Department of Transportation
703 B Street
Marysville, CA 95901

CERTIFIED MAIL
91 7199 9991 7035 8419 1767

COMMENTS TO REQUEST FOR REVIEW FOR THE NEGATIVE DECLARATION, COLUSA REHABILITATION (EA: 03-2F980) PROJECT, SCH# 2016052049, COLUSA COUNTY

Pursuant to the State Clearinghouse's 19 May 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Negative Declaration* for the Colusa Rehabilitation (EA: 03-2F980) Project, located in Colusa County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments

only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comment #5: Central Valley Regional Water Quality Control Board

Thank you for your comment. No temporary or permanent impacts to waters of the State or waters of the United States are anticipated. Caltrans will comply with the requirements of the Statewide National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit (Order No. 2012-0011-DWQ, NPDES Permit No. CAS000003) and all adopted amendments. Appropriate best management practices will be implemented to ensure receiving waters are adequately protected.

Appendix A – Programmatic Agreement

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE COLUSA PAVEMENT REHABILITATION PROJECT
IN COLUSA COUNTY, CALIFORNIA

WHEREAS, the Federal Highway Administration (FHWA), has assigned and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Project Delivery Program Pursuant to 23 U.S.C. 327,* which became effective on October 1, 2012 and applies to this undertaking; and

WHEREAS, Caltrans proposes to implement the federally funded Colusa Pavement Rehabilitation Project (Undertaking), which will reconstruct and widen the existing roadway to accommodate two 12-foot wide lanes, a two-way left turn lane, two 10-foot wide shoulders, Americans with Disabilities Act compliant sidewalks and ramps, and upgraded drainage facilities, located in the City of Colusa in Colusa County that will be constructed in several stages over two construction seasons; and,

WHEREAS, Caltrans has consulted with the State Historic Preservation Officer (SHPO) pursuant to the 1 January 2014 *First Amended Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The California State Historic Preservation Officer, And The California Department Of Transportation Regarding Compliance With Section 106 Of The National Historic Preservation Act, As It Pertains To The Administration Of The Federal-Aid Highway Program In California* (Federal-Aid Highway PA), and, where the Federal-Aid Highway PA so directs, in accordance with 36 CFR Part 800, the regulation implementing Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 470f), as amended (NHPA), regarding the Undertaking's potential to affect historic properties, has decided to prepare a programmatic agreement (PA) pursuant to 36 CFR §800.4(b)(2) and 800.14(b), and will file a copy of this PA with the Advisory Council on Historic Preservation (ACHP) pursuant to Stipulation X.C.4 of the Federal-Aid Highway PA; and

WHEREAS, Due to the nature of the Undertaking's Area of Potential Effect (APE), which currently consists of paved surfaces that cannot be assessed with traditional archaeological survey methods, Caltrans in consultation with the SHPO has determined preparation of this PA is the appropriate means to ensure completion of the identification and evaluation of potential historic properties within the APE, and provide for the resolution of any adverse effects on identified historic properties subsequent to its approval of the Undertaking; and

WHEREAS, Caltrans has determined that the Undertaking may have effects on archaeological properties that have not yet been identified; and

WHEREAS, Caltrans District 3 (District 3), has a responsibility to fulfill terms of this PA and is participating as an invited signatory; and

WHEREAS, Caltrans has consulted with the Yocha Dehe Wintun Nation regarding the Undertaking and has invited them to concur in this PA; and

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WHEREAS, Caltrans has initiated consultation with the Colusa Indian Community Council, the Enterprise Rancheria of Maidu Indians, the Grindstone Rancheria of Wintun-Wailaki, the Cortina Band of Indians, and the Paskenta Band of Nomlaki Indians regarding the Undertaking and its possible effects on historic properties; will continue to consult with them and will afford them, should they so desire, the further opportunity to more directly and actively participate in the implementation of the Undertaking itself and this PA; and

NOW, THEREFORE, the PA signatories agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this PA expires or is terminated.

STIPULATIONS

Caltrans shall ensure that the following stipulations are carried out:

I. AREA OF POTENTIAL EFFECTS

A. The Area of Potential Effects (APE) for the Undertaking is depicted in Attachment A to this PA.

B. Attachment A may be amended through consultation among the PA parties without Amending the PA. If Caltrans determines modifications to the Undertaking subsequent to the execution of this PA necessitate revision of the APE, District 3 will submit the appropriate APE revisions to the all PA parties along with any documentation prepared to complete identification, evaluation, and effects assessments for each stage of the proposed project. If District 3 and the SHPO cannot reach such agreement, the parties of this PA shall resolve the dispute in accordance with Stipulation V.C below.

II. PHASED IDENTIFICATION OF ARCHAEOLOGICAL RESOURCES

A. Caltrans shall ensure that identification of archaeological sites is conducted pursuant to the *Archaeological Resources Management Plan for the Colusa Pavement Rehabilitation Project in Colusa County, California* (Machado 2016) [Management Plan]. The Management Plan, dated May, 2016, is appended to this PA as Attachment B. The Management Plan will be used to provide context and guide the identification, evaluation, assessment of effects and treatment to resolve adverse effects to historic properties as a result of construction activities.

1. Due to the lack of surface visibility and potential for subsurface archaeological resources within the APE, the utility relocation and drainage work proposed for the first season of construction will serve as Extended Phase I (XPI) identification.

2. If archaeological resources are identified during XPI investigations that were not considered in the Management Plan, the Management Plan will be amended, if necessary, to take these resources into consideration and recirculated among the PA signatories and other interested parties.

3. If archaeological resources are identified as a result of XPI investigations or during construction of any stage, and those resources can be protected during construction from any project effects by the establishment and effective enforcement of an Environmentally Sensitive Area (ESA), those resources may be considered eligible for the National Register of Historic Places (NRHP) for the purposes of the Undertaking without conducting additional subsurface testing or surface collecting in accordance with Stipulation VIII.C.3 of the Federal-Aid Highway PA. An ESA Action Plan/Monitoring Plan is appended to this PA as Attachment C.

4. If archaeological resources are identified that do not meet the thresholds of eligibility for listing in the NRHP as discussed in Stipulation III, below, no further consideration will be given under the terms of this PA.

5. If archaeological resources are identified that meet the thresholds of eligibility discussed in Stipulation III, they will be considered eligible for listing in the NRHP, and if those resources cannot be protected from any potential effects by the establishment of an ESA, Caltrans shall follow Stipulation IV and the Management Plan.

III. EVALUATION

Background research has indicated that there is a high probability that cultural resources will be uncovered during construction of the Undertaking. However, until ground disturbance associated with construction has begun, the quantity, quality and preservation of archaeological remains will be unknown. Due to time restrictions, the following thresholds will be utilized in order to make eligibility calls in the field by District 3 Professionally Qualified Staff (PQS) and in doing so, Caltrans may assume SHPO concurrence with their findings. Caltrans may consult SHPO staff at any time should a question on eligibility arise.

A. THRESHOLDS OF ELIGIBLITY

1. PREHISTORIC PROPERTIES

a. It is often not possible to determine whether prehistoric sites and features are eligible for the NRHP until laboratory studies have been completed and analyzed. Therefore, any prehistoric site or feature, with the exception of isolated artifacts (defined as less than three artifacts within a 100 square meter area per Attachment 4 of the Federal-Aid Highway PA), will be assumed eligible for the NRHP under Criterion D

b. To the extent possible, Caltrans shall consult with Indian tribes that may attach religious or cultural significance to the historic property to determine if the site has values that may qualify it as NRHP eligible under Criterion A, B, or C in addition to, or instead of, Criterion D.

2. HISTORIC-ERA PERIOD OF SIGNIFICANCE

All historic period resources at least 50 years of age at the time of construction will be considered for eligibility for the NRHP.

3. **TOWNSITE ESTABLISHMENT AND EVOLUTION**

Fill may be found that is either clean or mixed with rubble and waste that was deposited in order to cover wet or low lying areas. If the fill does not contain discrete period or communal interfaces, due to the lack of integrity or absence of materials that permit dating the fill to a clearly distinguishable time period, it will not be considered eligible for the NRHP under Criterion D.

4. **INFRASTRUCTURE**

Ubiquitous infrastructure elements such as water supply systems, gas, electric and sewer lines, and buried roads have little research value and are exempt resources under Attachment 4 of the Federal-Aid Highway PA. Therefore, they will not be considered eligible for the NRHP under Criterion D and such resources will not be given any further consideration under the terms of this PA. If remains of utility lines have interpretive potential, they will be photographed and documented and if possible a section of the line may be removed for public display.

If a segment of the Northern Electric Railway (Sacramento Northern) is identified in the APE, the segment will be assumed eligible for the NRHP under Criterion A. Every effort will be made to preserve the railroad in place. If its removal is necessary for construction, it will be thoroughly photographed and documented prior to its removal.

5. **PRIMARY DEPOSITS – INDUSTRY, COMMERCIAL, AND DOMESTIC BEHAVIOR**

Primary deposits consist of artifacts or features that were deposited or still exist at the location of their use, such as certain types of sheet refuse, gardens, or foundations. These deposits are laid out horizontally and may be reflected in a thin layer of debris or as a series of superimposed layers of varying thickness. Primary deposits such as sheet refuse and features associated with industry, commercial, and domestic behavior have the potential to address questions concerning the spatial organization of activities and will be considered eligible if materials contain discrete deposits in sufficient numbers, and are at least 50 years of age at the time of construction. At minimum, primary deposits must have a minimum number of individuals (MNI) of at least 35 and faunal assemblages must contain at least 100 bones or bone fragments. If these criteria are met, the primary deposit will be considered for eligibility for the NRHP under Criterion D. Isolated refuse dumps or scatters over 50 years of age that lack specific associations will be considered exempt resources under Attachment 4 of the Federal-Aid Highway PA. If it is unclear if a resource meets the thresholds for eligibility, it will be assumed eligible for the NRHP under Criterion D.

6. **SECONDARY DEPOSITS – INDUSTRY, COMMERCIAL, AND DOMESTIC BEHAVIOR**

Secondary deposits consist of artifacts or features that were deposited at a location separate from where it was originally used and can include sheet refuse in addition to hollow/filled features such as backfilled wells, refuse pits, and outhouses. Secondary deposits associated with industry, commercial, and domestic behavior are often arranged horizontally and may contain discrete caches that can be accurately dated. Therefore, secondary deposits may be able to address questions important in history if materials are

present in sufficient numbers, and are at least 50 years of age at the time of construction. At minimum, artifact caches and features must have an MNI of at least 35 and faunal assemblages must contain at least 100 bones or bone fragments. If these criteria are met, the secondary deposit will be considered for eligibility for the NRHP under Criterion D. Isolated refuse dumps or scatters over 50 years of age that lack specific associations will be considered exempt resources under Attachment 4 of the Federal-Aid Highway PA. If it is unclear if a resource meets the thresholds for eligibility it will be assumed eligible for the NRHP under Criterion D.

7. **ISOLATED ARTIFACTS**

Isolated finds consist of less than three artifacts within a 100 square meter area and are exempt resources under Attachment 4 of the Federal-Aid Highway PA.

8. **REDUNDANCY**

In the event that a large number of similar apparently NRHP-eligible, archaeological features are uncovered during any stage of construction, the archaeological monitor and Caltrans PQS, in consultation with the SHPO, will determine whether the excavation of all the remains is likely to exceed the threshold of diminishing returns in relation to one or more research issues. Caltrans shall take into account the views of Indian tribes that may attach religious or cultural significance to the features.

B. Caltrans will notify the SHPO within 48 hours if any properties are identified that meet the thresholds for eligibility for the NRHP. Absent objections pursuant to Stipulation XI.C, Caltrans may combine the assessment of effects and data recovery phases, if necessary, of the treatment as discussed in Stipulations IV and V.

IV. ASSESSMENT OF EFFECTS

A. District 3 PQS shall assess the effects of each stage of the Undertaking on any properties listed, eligible, or considered eligible for the NRHP within the APE for that stage in accordance with Caltrans policies and guidelines, and the Management Plan.

1. If District 3 PQS determine that a stage of the Undertaking meets the conditions of Stipulation X.B.1.a of the Federal-Aid Highway PA, Caltrans shall notify SHPO of a finding of No Adverse Effect with Standard Conditions (ESA) in accordance with Stipulation X.B.1 of the Federal-Aid Highway PA

2. If District 3 PQS concludes that a stage of the Undertaking will have an effect on properties considered eligible for the NRHP, but the effect is not considered adverse, District 3 shall notify the PA parties and any Indian tribe that might attach religious or cultural significance to the affected property of a finding of No Adverse Effect.

3. If District 3 PQS conclude that a stage of the Undertaking will have an adverse effect on properties considered eligible for the NRHP, Caltrans shall notify the PA parties and any Indian tribe that might attach religious or cultural significance to the affected property of a finding of Adverse Effect.

4. Should any of the parties notified under Stipulation IV.2 or IV.3 above respond with comments within 48 hours, District 3 shall take into account their comments or continue consultation with any commenting parties. District 3 shall determine the time frame for any further consultation, taking into account the qualities of the property, consequences of construction delays, and interests of consulting parties. Following the conclusion of any further consultation, District 3 shall take all comments received into account and may carry out actions to resolve any effects. Failure of any notified party to respond within 48 hours of the notification shall not preclude District 3 from proceeding with their proposed actions.

V. TREATMENT OF HISTORIC PROPERTIES

A. Caltrans shall ensure that any adverse effects of the Undertaking on archaeological sites are resolved pursuant to the Management Plan.

1. Caltrans will conduct data recovery work on historic properties determined to be significant exclusively under Criterion D of the NRHP.

2. In order to avoid adverse effects to deposits that contribute to the NRHP eligibility of archaeological sites, where data recovery is not prescribed, Caltrans will protect those contributing deposits from any potential effects during construction by establishment and effective enforcement of ESA(s), following the ESA Management Plan/Monitoring Plan that is appended to this PA as Attachment C. The ESA ensure that no work will take place within the ESA(s), either horizontally or vertically to a depth that may impact the deposits.

B. Any party to this PA may propose to amend the Management Plan. Such amendment will not require amendment of this PA.

1. Consultation among the PA parties on major amendments to the Management Plan will be 30 days in duration, with the option for extensions and subsequent reviews.

2. Consultation among the PA parties on amendments related to finds during construction will take no more than 10 business days.

C. Disputes regarding amendments proposed hereunder shall be addressed through further consultation among the PA parties, and will be 15 days in duration. If the dispute is resolved within this time frame, the PA parties shall proceed in accordance with the terms of that resolution. If the dispute is not resolved within this time frame, Caltrans shall render a final decision regarding the dispute and the PA parties shall proceed in accordance with the terms of that decision.

VI. CONSTRUCTION MONITORING

1. All ground disturbances associated with the utility relocation and drainage work will be monitored in the project area, as outlined in the Management Plan.

2. Archaeological resources identified during construction monitoring will be evaluated by Caltrans PQS and the monitoring archaeologist according to the significance criteria set forth in Stipulation III and the Management Plan. If the monitoring archaeologist

determines that the identified resources do not meet the significance criteria, and the Caltrans PQS agrees, then such resources will not be given any further consideration under the terms of this PA.

3. If the monitoring archaeologist determines that the identified resources are historic properties according to the applicable significance criteria, and the Caltrans PQS agrees, then such properties will be treated in accordance with the Management Plan.

VII. TREATMENT AND DISPOSITION OF ARCHAEOLOGICAL MATERIALS

1. Archaeological material will be treated in accordance with the laboratory procedures described in the Management Plan.

2. All archaeological material recovered pursuant to the terms of this PA will remain the property of the State of California.

3. Upon completion of the final Undertaking report, specified in the Management Plan, archaeological materials deemed suitable by the PA parties for curation will be transferred by Caltrans to a facility that meets the standards set forth in *Curation of Federally Owned and Administered Archeological Collections* (36 CFR §79)

VIII. REPORTING REQUIREMENTS AND RELATED REVIEWS

A. Within 30 days after Caltrans has determined that all fieldwork required under Stipulation II.A has been completed, Caltrans will ensure preparation, and concurrent distribution to the other PA parties for a 30 day review and comment period, a brief letter report that summarizes the field efforts and the preliminary findings that resulted from them. Comments will be shared with SHPO prior to finalization of the letter report. The finalized letter report will then subsequently be distributed to the PA parties.

B. Within 12 months after Caltrans has determined that all fieldwork required by Stipulation II.A. has been completed, Caltrans will ensure preparation, and subsequent concurrent distribution to the other PA parties for review and comment, a draft technical report that documents the results of implementing and completing the Management Plan. The other PA parties will be afforded 30 days following receipt of the draft technical report to submit any written comments to Caltrans. Failure of these parties to respond within this time frame shall not preclude Caltrans from authorizing revisions to the draft technical report, as Caltrans may deem appropriate. Caltrans will provide the other PA parties with written documentation indicating whether and how the draft technical report will be modified in accordance with any comments received from the other PA parties. Unless any PA party objects to this documentation in writing to Caltrans within 30 days following receipt, Caltrans may modify the draft technical report, as Caltrans may deem appropriate. Thereafter, Caltrans may issue the technical report in final form and distribute this document in accordance with Paragraph C of this Stipulation.

C. Copies of the final technical report documenting the results of Management Plan implementation will be distributed by Caltrans to the other PA parties, to the Northwest Information Center of the California Historic Resources Information System (CHRIS), and to interested Tribes.

D. In addition to the final reports described within this Stipulation, District 3 shall provide the parties to this agreement an annual update. Such update shall include any scheduling changes proposed, any problems encountered, failures to adopt proposed mitigation measures, and any disputes and objections received in the District's efforts to carry out the terms of this PA. The update will be due no later than December 31 of each year, beginning December 31, 2016 and will continue annually thereafter throughout the duration of this PA. At the request of any party to this PA, or if deemed necessary at least on an annual basis, Caltrans shall ensure that one or more meetings are held to facilitate review and comment, to resolve questions, or to resolve adverse comments.

IX. NATIVE AMERICAN CONSULTATION

Caltrans has consulted with the Colusa Indian Community Council, the Yocha Dehe Wintun Nation, the Enterprise Rancheria of Maidu Indians, the Grindstone Rancheria of Wintun-Wailaki, the Cortina Band of Indians, and the Paskenta Band of Nomlaki Indians regarding the proposed Undertaking and its effect on historic properties. Caltrans will continue to consult with the Tribes, and will afford them, should they so desire, the opportunity to participate in the implementation of this PA and the Undertaking. Should the above Tribes agree to participate as a PA party, as herein set forth, Caltrans will make an effort to reach consensus with them regarding the manner in which they may participate in the implementation of this PA, and regarding any time frames or other matters that may govern the nature, scope, and frequency of such participation. Caltrans shall ensure that the interested Tribes receive copies of all draft and final technical documents regardless of whether they decline or choose to participate as signatories to this PA. If requested, all government to government consultation will be conducted by FHWA.

X. TREATMENT OF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN

The PA parties agree that human remains and related items discovered during the implementation of the terms of this PA and of the Undertaking will be treated in accordance with the requirements of California Health and Safety Code section 7050.5 and Public Resources Code section 5097.98. If, pursuant to §7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §5097.98 (a)-(d) of the California Public Resources Code. Caltrans shall ensure that, to the extent permitted by applicable law and regulation, the views of the Tribes and the Most Likely Descendent(s) are taken into consideration when decisions are made about the sensitive and dignified treatment and disposition of the Native American human remains and associated items.

XI. ADMINISTRATIVE PROVISIONS

A. STANDARDS

1. **Definitions.** The definitions provided at 36 CFR § 800.16 are applicable throughout this PA.

2. Parties to this agreement are defined as follows:

   a. **Signatory parties** have the sole authority to execute, amend, or terminate the PA.

b. **Invited signatories have the authority to amend or terminate the PA**

c. **Concurring parties** signing the PA do so to acknowledge their agreement or concurrence with the PA, but have no legal authority under the PA to terminate or amend the PA. Concurring with the terms of the PA does not constitute their agreement with the Undertaking.

3. **Professional Qualifications**. Caltrans will ensure that only individuals meeting the *Secretary of the Interior's Professional Qualification Standards for Archeology and Historic Preservation* (48 FR 44738-39) in the relevant field of study carry out or review appropriateness and quality of the actions and products required by Stipulations II, III, IV, V, VI, and VIII in this PA. However, nothing in this stipulation may be interpreted to preclude Caltrans or any agent or contractor thereof from using the properly supervised services of persons who do not meet the Secretary of the Interior's Professional Qualification Standards.

4. **Documentation Standards.** Written documentation of activities prescribed by stipulations I, II, III, IV, and V of this PA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716-44740) as well as to applicable standards and guidelines established by the SHPO.

5. **Curation and Curation Standards.** Caltrans shall ensure that, to the extent permitted under § 5097.98 and § 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this PA are curated in accordance with 36 CFR § 79.

B. CONFIDENTIALITY

The PA parties acknowledge that the historic properties covered by this PA are subject to the provisions of § 304 of the NHPA and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this PA are consistent with said sections.

C. RESOLVING OBJECTIONS

1. Should any party to this PA object at any time in writing to the manner in which the terms of this PA are implemented, to any action carried out or proposed with respect to implementation of the PA (other than the Undertaking itself), or to any documentation prepared in accordance with and subject to the terms of this PA, Caltrans shall immediately notify the other PA parties of the objection, request their comments on the objection within 15 days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than 30 days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.

2. If the objection is resolved during the 30-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.

3. If at the end of the 30-day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall forward all documentation relevant to the objection to the ACHP, including Caltrans' proposed

response to the objection, with the expectation that the ACHP will, within thirty (30) days after receipt of such documentation:

a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or

b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or

c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.

4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may assume the ACHP's concurrence in its proposed response to the objection and proceed to implement that response. The objection shall thereby be resolved.

5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all actions under this PA that are not the subjects of the objection shall remain unchanged.

6. Caltrans shall immediately notify all PA parties in writing of the outcome of objections resolved through consultation with the ACHP through sections C.3 and C.4 of this stipulation.

7. At any time during implementation of the measures stipulated in this PA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this PA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans during a comment period of not less than 15 days following receipt of the notification, unless agreed upon by signatories. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. A copy of all comments will be provided to the SHPO before final decision by Caltrans. Within 15 days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

8. Caltrans shall provide all parties to this PA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to section C.7 of this Stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.

9. Caltrans may authorize any action subject to objection under this Stipulation to proceed after the objection has been resolved in accordance with the terms of this Stipulation.

D. AMENDMENTS TO THE PA

1. Any signatory party to this PA may propose that this PA be amended, whereupon all signatory parties shall consult for no more than 30 days to consider such amendment. The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to appropriate terms to amend the PA, any signatory may terminate the agreement in accordance with Stipulation XI.E below

2. Attachments to this PA may be amended through consultation among the PA parties without amending the PA itself.

E. ANNUAL REPORTING

In addition to the documentation and reporting described in Stipulation VIII, Caltrans shall provide the parties to this agreement an annual update. Such updates shall include any scheduling changes proposed, any problems encountered, failures to adopt proposed mitigation measures, and any disputes and objections received in Caltrans' efforts to carry out the terms of this PA. The update will be due no later than December 31 of each year, beginning December 31, 2016 and continuing annually thereafter throughout the duration of this PA. At the request of any party to this PA, or if deemed necessary at least on an annual basis, Caltrans shall ensure that one or more meetings are held to facilitate review and comment, and to resolve questions and comments.

E. TERMINATION

1. If this PA is not amended as provided for in section D.1. of this stipulation, or if either signatory proposes termination of this PA for other reasons, the signatory party proposing termination shall, in writing, notify the other PA parties, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).

2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with the terms of that agreement.

3. Should such consultation fail, the signatory party proposing termination may terminate this PA by promptly notifying the other PA parties in writing. Termination hereunder shall render this PA without further force or effect.

4. If this PA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6.

F. DURATION OF THE PA

1. Unless terminated pursuant to section E of this Stipulation, or unless it is superseded by an amended PA, this PA will be in effect following execution by the signatory parties for

no more than five (5) years following the date of execution by the signatory parties, or upon completion of the Undertaking (whichever comes first). This PA will terminate and have no further force or effect on the day that Caltrans notifies the other PA signatories, in writing, of its determination that all stipulations of this PA have been satisfactorily fulfilled.

2. If Caltrans determines that the terms of this PA cannot satisfactorily be fulfilled within five (5) years following the date of execution by the signatory parties, the PA parties will consult to reconsider its terms. Reconsideration may include continuation of the PA as originally executed, amendment of the PA, or termination. In the event of termination, Caltrans will comply with section E.4 of this stipulation if it determines that the Undertaking will proceed notwithstanding termination of this PA.

3. If the Undertaking has not been initiated within five (5) years following execution of this PA, this PA shall automatically terminate and have no further force or effect. In such event, Caltrans shall notify the other signatory parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

G. EFFECTIVE DATE

This PA will take effect on the date that it has been executed by the signatory parties.

EXECUTION of this PA by the signatory parties, its filing with the ACHP in accordance with 36 CFR §800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36CFR§800.6(c), that this PA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE COLUSA PAVEMENT REHABILITATION PROJECT
IN COLUSA COUNTY, CALIFORNIA

SIGNATORY PARTIES:

California Department of Transportation

By Katrina C. Pierce — 9/13/16
Katrina C. Pierce, Chief — Date
Division of Environmental Analysis

California State Historic Preservation Officer

for By _____ — 9/13/16
Julianne Polanco — Date
State Historic Preservation Officer

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PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE COLUSA PAVEMENT REHABILITATION PROJECT
IN COLUSA COUNTY, CALIFORNIA

INVITED SIGNATORIES:

California Department of Transportation

By _____ 9-14-16
Amarjeet S. Benipal, District Director
District 3, Marysville

Date

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