

DEPARTMENT OF TRANSPORTATION

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Help save water!*

September 25, 2017

GTS# 03-COL-2017-00009
03-COL-05 PM 29.804
SCH# 200112009

Rob Thomson
Sites Project Authority
P.O. Box 517
Maxwell, CA 95955

Sites Reservoir

Dear Rob Thomson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The proposed Sites Reservoir project would consist of a new off stream storage reservoir with a capacity of up to 1.9 MAF. Up to eleven dams would be needed to create the proposed Sites Reservoir. There would be two main dams: the Golden Gate Dam on Funks Creek, and the Sites Dam on Stone Corral Creek. The Sites reservoir project also would include an inlet/outlet structure, a pumping plant, electrical switchyard and overhead power lines; and a tunnel approximately 4,030 feet in length connecting the pumping plant to the reservoir. The Sites Reservoir would be approximately 12,000-14,000 acres in size and would be created by inundating the area around the unincorporated community of Sites, CA, which is referred to locally as Antelope Valley. The following comments are based on the Draft Environmental Impact Report (DEIR) received.

Hydraulics

- The development of this site will increase impervious surface area through the construction of roads, driveways, parking lots, buildings, etc. with a corresponding increase in surface water runoff. This project will decrease surface water detention, retention and infiltration. No net increase to 100-year storm event peak discharge

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may be realized within the State's highway right of way and/or Caltrans drainage facilities as a result of the project. Any cumulative impacts to Caltrans drainage facilities arising from effects of development on surface water runoff discharge from the 100-year storm event should be minimized through project drainage mitigation measures.

- Increases in peak runoff discharge for the 100-year storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.
- All grading and/or drainage improvements must maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway right of way or to Caltrans drainage facilities. The developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of storm water management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.
- Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.
- All work proposed and performed within the State's highway right of way must be in accordance with Caltrans' standards and require a Caltrans Encroachment Permit prior to commencing construction.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

Mr. Rob Thomson, Sites Project Authority
September 25, 2017
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If you have any question regarding these comments or require additional information, please contact David Smith, Intergovernmental Review Coordinator for Colusa County, by phone (530) 634-7799 or via email to david.j.smith@dot.ca.gov.

Sincerely,



KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—North