

MURRAY STREET BRIDGE SEISMIC RETROFIT PROJECT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

SCH#: 2007112037

RESPONSE TO COMMENTS & CHANGES

January 10, 2008

RESPONSE TO COMMENTS

Written comments on the Initial Study/Mitigated Negative Declaration were received from the California Coastal Commission, University of California Santa Cruz, Monterey Bay Unified Air Pollution Control District, Santa Cruz County Board of Supervisors' Supervisor Neal Coonerty, Santa Cruz County Regional Transportation Commission, Union Pacific Railroad and Tom Burns. CEQA does not require preparation of written responses to comments on a Mitigated Negative Declaration, but the City has chosen to provide the following responses. The comment letters are attached.

California Coastal Commission

- 1-1 Project Support. The letter expresses support of the public benefits of the project, and staff may have additional comments as plans are completed.
- 1-2 Pile Installation. Commission staff recommends use of a hydraulically-powered pile driver, if feasible. Hydraulically-powered vibratory drivers reduce potential noise impacts. The vibratory hammer would be better for starting each pile, but may not have enough "power" to penetrate the rock-like material in which case a hydraulic impact hammer (or there now is a "clean burn" diesel hammer) would be needed to finish the pile driving. Driving 80% with a vibratory and then putting an impact hammer on the shell will reduce the overall noise.
- 1-3 Pedestrian Connection to Lake Avenue. Commission staff recommends that the sidewalk component of the project provide an adequate connection to the right-of-way that extends onto the Harbor side of Lake Avenue. A sidewalk on Murray connecting to the Harbor currently exists and will not be removed with the project.
- 1-4 Regulatory Process. The letter notes that the project is located within the Coastal Commission's original jurisdiction, and thus, the CCC is responsible for issuance of the Coastal Development Permit. Comment is noted, and is reflected in the Initial Study.

University of California Santa Cruz (UCSC)

- 2-1 No Substantive Issues. The letter states that the project description has an improved level of detail relative to other recent Initial Studies, no substantive issues of relevance to University concerns are raised.

Monterey Bay Unified Air Pollution Control District (MBUAPCD)

- 3-1 Demolition. MBUAPCD staff should be contacted regarding requirements for demolition of pilings, gangway, railings and docks as referenced on page 2-3 of the Initial Study. Comment is referred to City staff and project engineer to incorporate into the plans and regulatory permit process.
- 3-2 Construction Activities. Comment indicates that the emissions program, URBEMIS 2007, should be used to calculate the emissions of criteria pollutants. The comment notes a 24-month construction schedule, but the Initial Study indicates that construction may take up to 18 months. Air quality impacts are addressed on pages 5-1 to 5-4 of the Initial Study. The MBUAPCD's CEQA Guidelines (June 2004) indicate that construction projects using typical construction equipment which temporarily emit precursors of ozone are accommodated in the emission inventories of State and federally required air plans and would not have a significant impact on the attainment and maintenance of air quality standards. Although the project includes pile driving, the occurrence and duration are short-term. As indicated in the Initial Study, ground disturbance would be minimal and would not exceed nor even approach the acreage threshold for PM₁₀ emissions (8.1 acres per day with minimal earthmoving) as set forth in the MBUAPCD's CEQA Guidelines. The Guidelines indicate that construction projects below the screening level thresholds are assumed to be below the 82 lb/day threshold of significance. Thus, further calculation of emissions is not warranted.
- 3-3 Impacts of Diesel Equipment. MBUAPCD staff should be contacted regarding a diesel risk analysis. Comment is noted. However, as indicated on page 5-3 of the Initial Study, project construction would involve very limited, if any, use of diesel trucks and equipment due to limited construction and grading activities that would use this kind of equipment. The emissions are considered short-term and minimal. Furthermore, regulation of diesel equipment and emissions has been ongoing with the California Air Resources Board, which in July 2007, adopted regulations for off-road diesel equipment. The project can use hydraulically-powered pile drivers and/or specify that all diesel engines be certified to meet Tier 2 Emission Levels as set forth by the California Air Resources Board for off-road diesel engines.
- 3-4 Mitigation of Dust Impacts. As discussed in the Initial Study and Response to Comment 3-2 above, dust generation is expected to be limited due to limited grading activities. However, the project would include dust control measures as standard construction specifications.
- 3-5 Use of Portable Equipment. MBUAPCD staff should be contacted to ensure that any portable equipment complies with applicable registration requirements. Comment is referred to City staff and project engineer to incorporate into the plans and regulatory permit process.

Santa Cruz County Board of Supervisors, Neal Coonerty, Third District Supervisor

- 4-1 Traffic Impacts During Construction. Support for the project is stated, and appreciation of the City's proposal to establish a City-County oversight group to monitor and adjust if necessary, the project's traffic control measures and to advise on the public information program in order to address temporary construction impacts.

Santa Cruz County Regional Transportation Commission (RTC)

- 5-1 Project Support. RTC staff express support for the project and improvements and indicates that the project will increase the reliability and safety of vehicular access with improved and enhanced bicycle and pedestrian access. It is also noted that the project is consistent with the 2005 Regional Transportation Plan goals and policies.
- 5-2 Minimize Adverse Impacts. RTC staff recommends that adverse impacts to all travelers during construction be minimized. Comments are noted. The Initial Study addresses impacts to motorists, pedestrians and bicyclists on pages 5-23 through 5-28. As discussed, the project will include traffic control plans, including detours, to minimize impacts during construction.

Union Pacific Railroad

- 6-1 Encroachment into Right-of-Way. The extent of the project's impact upon the railroad right-of-way is not clear in the Initial Study. The indication that the project will encroach upon right-of-way is of concern. The Initial Study does not take into consideration the safety implications of construction in close proximity to an active rail line. City staff and project engineers had been in contact with Patrick Kerr, Manager – Industry and Public Projects, Union Pacific Railroad. The Initial Study acknowledges that there may be encroachment into the right-of-way during construction, and that this will need to be approved by Union Pacific, and potentially the California Public Utilities Commission. The City intends to work with the company to prevent any disruption to rail service or safety risks during construction.

Tom Burns

- 7-1 Temporary Traffic Impacts. The comment expresses concern regarding temporary traffic impacts during construction, including lane closures during commute hours. Comment indicates that the Negative Declaration is inadequate as it does not include traffic mitigation measures, and there is no formal plan to address these impacts. Temporary traffic impacts are fully addressed in the Initial Study, and included an analysis of different traffic control plans to minimize temporary impacts. The selected alternative—one lane closure with signal control—was found to result in the least traffic disruption and undesirable levels of service. Traffic disruption would be temporary and intermittent throughout the construction period, and would not result in permanent significant impacts that would require mitigation. The Recommended Construction Specifications require preparation and implementation of a Traffic Control Plan that will establish the details of the signal location, timing, etc. for traffic control during times when one lane on the bridge is closed. The recommendations also require that lane closures be restricted during peak hours. Details of the traffic control plan typically are provided as part of the encroachment permit process. See also Response to Comment 4-1 regarding City-County oversight and monitoring of these measures.

CHANGES TO INITIAL STUDY

Page 2-5 Indicate that new docks will be installed at the ends of docks N, O, P, and Q. Figure 1 does identify this area as part of the area of potential impact, but the Q dock wording was inadvertently left out in the text. However, the full area of impact was assessed in the Initial Study. The same change should be made to Table 1.

Page 5-28 Add the following Recommendation to the Traffic section:

RECOMMENDATION: Establish a City-County oversight group to monitor and adjust, if necessary, the project's traffic control measures and to advise on the public information program in order to address temporary construction impacts.

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(831) 427-4863



December 6, 2007

Josh Spangrud
City of Santa Cruz Public Works Department
809 Center Street, Room 201
Santa Cruz, CA 95060

Subject: ***Mitigated Negative Declaration/Initial Study for the Murray Street Bridge Seismic Retrofit Project***

Dear Mr. Spangrud:

Thank you for the opportunity to comment on the Initial Study and Mitigated Negative Declaration for the proposed Murray Street Bridge Seismic Retrofit project. We are very supportive of the public benefits that the project will provide, including an increase in public safety and improvements to public access through the installation of bicycle lanes on the bridge roadway and expansion of the public sidewalk on the south side of the bridge. As you move forward with a more detailed project design, including in response to feedback received through the CEQA and local approval processes, please forward any updated plans and project materials to our office as they become available. We may have more comments for you at that time. For now, we have the following brief comments:

Pile Installation: The proposed project includes the installation of 24 pilings. The pilings will be driven in either with a pile driver or a vibratory driver. At our meeting of August 20, 2007, Commission staff suggested the use of a hydraulically-powered driver to reduce potential noise and other impacts to nearby residents and wildlife. Is a vibratory driver equivalent to a hydraulically-powered driver? If so, we strongly support the use of a vibratory driver, if feasible.

Pedestrian Connection to Lake Avenue: To further enhance public access opportunities in the Harbor area, the sidewalk component of the project should provide an adequate connection to the right-of-way that extends onto the Harbor side of Lake Avenue.

Process: The project is located within the California Coastal Commission's original jurisdiction. Thus, the Commission will be the agency responsible for issuance of the Coastal Development Permit (CDP) for the project. Prior to submitting an application to our agency for the CDP, please obtain all other necessary local approvals for the project, i.e. a potential encroachment permit from the County of Santa Cruz for work within County roadways, as well as any necessary approvals from the Santa Cruz Port District and the City of Santa Cruz.

Please do not hesitate to contact me at 427-4891 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Susan Craig".

Susan Craig
Coastal Planner,
Central Coast District Office

UNIVERSITY OF CALIFORNIA, SANTA CRUZ

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SANTA BARBARA • SANTA CRUZ

PHYSICAL PLANNING AND CONSTRUCTION

SANTA CRUZ, CALIFORNIA 95064

December 4, 2007

Mr. Josh Spangrud
City of Santa Cruz Public Works Department
809 Center Street, Room 201
Santa Cruz, California 95060

Re: Draft Initial Study and Proposed Mitigated Negative Declaration
Murray Street Bridge Seismic Retrofit Project

Dear Mr. Spangrud:

The referenced Initial Study includes a substantially improved level of detail in project description relative to other Initial Studies recently published by the City of Santa Cruz. No substantive issues of relevance to University concerns are raised by this project.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank Zwart".

Frank Zwart, AIA
Campus Architect
Associate Vice Chancellor
Physical Planning and Construction



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

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November 21, 2007

Mr. Josh Spangrud
City of Santa Cruz Public Works Department
809 Center Street, Room 201
Santa Cruz, CA 95060

Sent by Facsimile to:
(831) 420-5011.
Original Sent by First Class Mail.

SUBJECT: MND FOR MURRAY STREET BRIDGE SEISMIC RETROFIT

Dear Mr. Spangrud:

The Air District submits the following comments and suggestions concerning the project:

Demolition of Pilings, Gangway, Railings and Docks. Page 2-3.

Please contact Mike Sheehan in the District's Compliance Division regarding requirements for demolition of structures or load-bearing supports.

Construction Activities over 24 Months. Pages 2-3 – 2-5.

The air quality impacts of operating the construction equipment specified for the five phases of the project should be evaluated. URBEMIS 2007 should be used to calculate the emissions of criteria pollutants. The District's thresholds of significance for construction activities are discussed in Chapter 5 of the District's *CEQA Air Quality Guidelines*, which may be found on the District's website at www.mbuapcd.org (The Guidelines are included with other planning documents under "Air Quality Plan", which is listed in the index on the left-hand side of the home page.).

Impacts of Diesel Equipment. Pages 2-3 – 2-5.

Given the length of the project and the residences immediately adjacent to the project site, the impacts of diesel exhaust should also be evaluated. Please contact David Craft of the District's Engineering Division regarding a diesel risk analysis.

Mitigation of Impacts of Fugitive Dust

Given the likelihood of emissions of fugitive dust from construction activities, settling of dust onto boats adjacent to the construction site, and the downwash of dust into harbor waters from naturally occurring events or routine boat maintenance activities, the District suggests the following mitigation measures:

- ◆ Water graded / excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposure.
- ◆ Prohibit all grading activities during periods of high wind (over 15 mph)

- ♦ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- ♦ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.
- ♦ Haul trucks shall maintain at least 2'0" of freeboard.
- ♦ Cover all trucks hauling dirt, sand, or loose materials.
- ♦ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- ♦ Plant vegetative ground cover in disturbed areas as soon as possible.
- ♦ Cover inactive storage piles.
- ♦ Install wheel washers at the entrance to construction sites for all exiting trucks.
- ♦ Pave all roads at construction sites.

Portable Equipment

Please contact Lance Ericksen, Manager of the District's Engineering Division, to ensure that any portable equipment used in the project complies with applicable registration requirements.

Thank you for the opportunity to review the document.

Sincerely,



Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

cc: Brian Foss, Santa Cruz Port Director
Lance Ericksen, Engineering Division
Mike Sheehan, Compliance Division
David Craft, Engineering Division



County of Santa Cruz

BOARD OF SUPERVISORS

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December 7, 2007

Mark Dettle, Director
Department of Public Works
City of Santa Cruz
809 Center Street
Santa Cruz, CA 95060

RE: MURRAY STREET BRIDGE SEISMIC RETROFIT PROJECT
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Dear Mr. Dettle:

Thank you for the opportunity to comment on the draft Initial Study and Mitigated Negative Declaration for the Murray Street Bridge Seismic Retrofit Project. Thank you also to your staff for taking the time to meet with me, Supervisor Beautz, and County staff recently regarding this project.

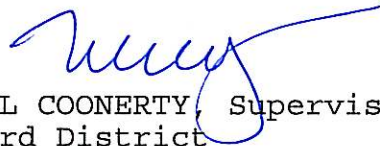
During the two year construction period, this bridge retrofit project--an important and necessary project which I support--will have unavoidable traffic impacts for county and city residents who travel between the City of Santa Cruz and the unincorporated areas of Live Oak and Pleasure Point, as well as Capitola. In order to address these temporary construction impacts, we appreciate the city's proposal to establish a City-County oversight group to monitor, and adjust if necessary, the project's traffic control measures, and also to advise implementation of the project's public information program. I believe it is especially important to consider the potential negative impact that construction traffic controls may have on Harbor, Seabright, and downtown Santa Cruz businesses, and I hope the City's public information proposal will address this concern.

Thank you very much for your consideration. I look forward to further details of the City's proposal in this regard and to working together closely with City and County staff on this key project. Also, in the future, please ensure that notices of

December 7, 2007
Page 2

draft environmental documents pertaining to the Third Supervisorial District are forwarded to this office for our timely review and comment.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Neal Coonerty', is written over the printed name and title.

NEAL COONERTY, Supervisor
Third District

NC:pmp

cc: Supervisor Jan Beautz
Mayor and Council Members, City of Santa Cruz
County Department of Public Works
Santa Cruz Metropolitan Transit District
Santa Cruz Port District
Santa Cruz County Redevelopment Agency

1334H3



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • [831] 460-3200 FAX [831] 460-3215 EMAIL info@sccrtc.org

December 5, 2007

Josh Spangrud
City of Santa Cruz
Public Works Department
809 Center Street, Room 201
Santa Cruz, CA 95060

RE: Initial Study for the Murray Street Bridge Seismic Retrofit Project

Dear Mr. Spangrud:

Staff of the Regional Transportation Commission would like to express their support for the seismic retrofit, sidewalk expansion and bike lane improvements included in the proposed Murray Street Bridge Project. The Murray Street Bridge provides a critical east to west transportation connection in the region. The project will increase the reliability and safety of vehicular access through this corridor, the opportunity for safe bicycle travel across the bridge, and enhance the pedestrian access. The proposed project is consistent with the 2005 Regional Transportation Plan Goals and Policies which focus on providing bicycle and sidewalk facilities on all major roadways and prioritizing projects that maintain the existing transportation system (2005 RTP Goals and Policies 1.5.4, 2.1, 2.4.4, 5.4.3, 5.4.4). Staff recommends that the project sponsor minimize the adverse impacts to all travelers during the construction period including those to bicyclists and pedestrians (2005 RTP 1.6.3).

Please contact Grace Blakeslee of my staff at 460-3219 if you have any questions.

Sincerely,

George Dondero
Executive Director

cc: SCCRTC

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December 4, 2007

VIA UPS OVERNIGHT

Mr. John Spangrud
City of Santa Cruz Public Works Department
Public Works Department
809 Center Street, Room 201
Santa Cruz, CA 95060

Re: Notice of Intent to Adopt a Mitigated Negative Declaration for the
Murray Street Bridge Seismic Retrofit Project ("Project"), Murray Street
Bridge over Santa Cruz Harbor in the City of Santa Cruz (the "Site") for the
City of Santa Cruz Public Works Department ("City")

Dear Mr. Spangrud:

Union Pacific Railroad Company, a Delaware Corporation ("UP"), is delivering this letter in accordance with the provisions of the above notice. The Mitigated Negative Declaration Initial Study, dated November 2007, prepared by Strelow Consulting (the "Study") indicates that the Project will impact UP during construction and will encroach upon UP right of way.

Given that the encroachment upon UP right of way is only given one (1) paragraph in the Study, which consists of over fifty (50) pages, it is impossible to accurately determine the extent of the Project's impact upon UP. However, the indication that the Project will encroach upon our right of way is a cause of grave concern to UP, given that: (a) UP is using all of its right of way at this location and has none that it can give up; and (b) we have been unable to find any record of UP having been contacted about this Project. UP should have been notified of the Study and its participation sought long before the Project got to this point.

Due to the Study's failure to consider impacts to rail operations, UP believes the Study is defective and the adoption of a Negative Declaration would be improper. The Study does not take into consideration the safety implications of construction in close proximity to an active rail line, nor does it address the impact to UP's interstate rail operations.

Gerard Sullivan
General Attorney

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
ph. (402) 544-4468 fx. (402) 501-0132
gsullivan@up.com

UP would appreciate your consideration of our concerns. Please give notice to UP of all future developments with respect to the Project as follows:

Mr. Terrel Anderson
Manager of Industry and Public Projects
Union Pacific Railroad Company 10031
Foothills Blvd.
Roseville, CA 95747

With a copy to:

Ms. Donna Coltrane
Union Pacific Railroad Company
1400 Douglas Street - STOP 1580
Omaha, Nebraska 68179-1580

Very truly yours,



cc: Terrel Anderson
Donna Coltrane
David Thatcher
Lisa Burnside

Tom Burns
1225 Scholl Lane
Santa Cruz, CA. 95062

December 6, 2007

Josh Spangrud
City of Santa Cruz Public Works Department
809 Center Street, Room 201
Santa Cruz, CA. 95060

Subject: Comments on Proposed Negative Declaration for Murray Street Bridge Retrofit Project

Dear Mr. Spangrud:

These comments are being provided in response to the proposed Negative Declaration for the Murray Street Bridge Project. Let me start off by stating that the overall project proposal appears to be a sound approach to addressing a long-standing concern. In addition to addressing the structural issues of the bridge, it is great to see the design includes expanding the width of space for pedestrians, broader safety shoulders, and more visually sensitive designs for the railings.

My one, and substantial, concern is with regard to temporary traffic impacts during construction. In the course of the last several years, many of us commuting back and forth from Live Oak have endured a series of construction projects along the east side east-west corridors -- Soquel Avenue improvements, Murray Street Paving, and now the Soquel Avenue/Capitola Road intersection changes. While there may have been efforts on the part of the City's traffic staff to reduce the impacts of those projects, such efforts were not readily apparent. Lane closures have been allowed to occur on a daily basis during commute hours, causing substantial traffic backups. As well, it has not appeared that the staff has anticipated the shifts in traffic caused by these projects, through retiming lights to anticipate higher traffic volumes. So, after experiencing several years of traffic backups due to these past projects, it's of great concern to imagine what could happen with this far more significant project.

As currently written, I find the current Negative Declaration as inadequate. For one, while there is a discussion of temporary traffic impacts in the Initial Study, there are currently no traffic mitigation measures listed in your Draft Negative Declaration. Assuming that this is corrected, I still believe that the analysis in the Initial Study is inadequate with regard to this issue. While the Initial Study discusses a number of approaches for minimizes impacts, there is no formal plan for addressing these impacts. Without more details for how to address this issue,

one could only conclude that this would be a substantial unmitigated environmental impact.

In conclusion, I strongly oppose the proposed Negative Declaration in its current form. I would ask that the staff go back and develop a much more thoughtful and thorough mitigation plan for temporary traffic impacts to be included within a new Negative Declaration. Without such action, I believe that the City is opening itself to potential CEQA litigation with regard to an inadequate CEQA document.

I look forward to having a chance to review that revised document once it has been prepared.

Thank you for the opportunity to comment on this document.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Burns", is written over the printed name.

Tom Burns



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

December 11, 2007

Chris Schneider
City of Santa Cruz
809 Center Street, Room 201
Santa Cruz, CA 95060

Subject: Murray Street Bridge Seismic Retrofit Project
SCH#: 2007112037

Dear Chris Schneider:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on December 7, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007112037
Project Title Murray Street Bridge Seismic Retrofit Project
Lead Agency Santa Cruz, City of

Type Neg Negative Declaration
Description The proposed project consists of a seismic retrofit of the existing Murray Street Bridge, which spans the Santa Cruz Small Craft Harbor and additional minor modifications to replace deficient bridge barriers (widening shoulders to standard widths and replacement and improvement of sidewalks and railings). The seismic retrofit project will provide the bridge with additional vertical support and resistance to lateral seismic forces by installing additional pilings and supplemental structural elements. In order to provide sufficient area for construction operations, some boats, harbor facilities, and commercial businesses will require temporary relocation.

Lead Agency Contact

Name	Chris Schneider		
Agency	City of Santa Cruz		
Phone	831-420-5422	Fax	
email			
Address	809 Center Street, Room 201		
City	Santa Cruz	State CA	Zip 95060

Project Location

County Santa Cruz
City Santa Cruz
Region
Cross Streets Murray and Eaton
Parcel No.
Township

Range

Section

Base

Proximity to:

Highways 1
Airports
Railways Union Pacific
Waterways Santa Cruz Harbor, Monterey Bay
Schools
Land Use Coastal Dependent / Coastal Dependent Related

Project Issues Aesthetic/Visual; Air Quality; Coastal Zone; Flood Plain/Flooding; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Vegetation; Water Quality; Wetland/Riparian; Wildlife; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 11/08/2007 **Start of Review** 11/08/2007 **End of Review** 12/07/2007